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

ACC AC 91/TD.4 10000/148/2154 RAIL TRA
NOV. 1944-MAY 19

0962

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

000/145/2154

RAIL TRANSPORTATION - FREIGHT
NOV. 1944 - MAY 1945

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

BEST COPY POSSIBLE

0964

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

FD/alc

91/119

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel : 478701

26 May 1945

294/32/Tn 3

SUBJECT : Movement of civilian traffic by rail

TO : G-4 (Mov & Tn) AFHQ

1. An estimate of the minimum tonnage requirements for AC sponsored and civilian traffic over the lines subject to P.O.W. is given at Appendix 'A' attached.

2. In compiling these figures it has been assumed that wagon position and other limiting factors will not change very materially in favour of civilian traffic in the immediate future. The tonnages demanded are therefore only slightly increased over the demands made every week at P.O.W. which themselves represent a small proportion of the bids received and screened at this HQ.

3. Nevertheless it must be remembered that there is still a most urgent demand for an increased lift of primary products, especially foodstuffs from Sicily, fertilisers and insecticides, and that many industrial concerns, including lignite mines, cement works and beet sugar factories, are waiting for transportation facilities to restart production, or are in the process of re-activation and will soon be demanding rail transport for fuel and for the distribution of their products.

4. Consideration must also be given to the possible release of certain factories from military control, such as cement and iron and steel works. This would automatically bring a large tonnage now moving as military stores on to the civil loading schedule.

678

5. In this estimate of tonnage required no account has been taken of :-

0965

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

(a) Present local passenger train services. Long distance passenger trains over P.O.M. lines have been taken at 400 Tons nett each, and it is assumed that no additional trains will be required until demand is made for a service from Rome to Milan.

(b) Coal, which is imported by sea ~~and largely distributed near ports~~ and whose movement is bid for by Coal Section A.F.H.Q.

(c) Docks Clearance from military ports. Total tonnage of incoming cargoes programmed for ports in Italian Government territory is shown in Appendix 'B'.

6. Allowance has been made for movement of refugees at the rate of 9 trains weekly from Forli and Florence to south of Naples and 2 trains weekly from Forli via line 86 to the Heel.

7. On lines in recently liberated territory, from Leghorn to Florence and Florence to Grizzana, it is impossible to foresee traffic requirements and only a nominal tonnage has been put forward. On line 86, section Ancona - Bologna, future requirements cannot be estimated but there will be a large movement from Ancona Docks and probably of grain and lignite coming from lines 86 and 87. An approximate figure has been included to cover traffic other than Docks Clearance.

8. As a guide to the local movement within the Railway Compartments, much of which is not over P.O.M. lines, details are attached in Appendix 'C' of all tonnage recorded as loaded over a period of four weeks ending 22 April '45. The proportion of tonnage moved in May will be definitely higher but the final figures for the whole of Italian Government territory are not yet available.

9. It is requested that these figures be revised again in two months time, at the end of July.

For the Chief Commissioner

M.J. SIFF, Colonel

Copy to : ~~Railways~~
Planning Staff
~~Logistic Section~~
Rail Division (Tn 4)

0966

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

Northbound

PROPOSED DEMAND FOR BLOCK TONNAGES FOR AC & CIVILIAN RAIL TRAFFIC

		1 Line 86 Foggia--Ancona Ancona	2 Line 86 Ancona Forli'	3 Line 87 Orte F'ora	4 Line 87 Florence Bologna	5 Line 65 Orte Arezzo	6 Line 65 Rome Orte	7 Line 50 Rome Leghorn	8 89/90 Naples Rome	9 Line 218	10 Line 219
Average weekly demand	Daily	120	600	650	-	150	600	850	1.900	100	250
	Weekly	840	4.200	4.550	-	1.050	4.200	5.950	13.300	700	1.750
Proposed block tonnages											
General Produce	Daily	500	700 1)	1.050	250	150	700	1.150	2.500	2.000	
	Weekly	3.500	4.900	7.350	1.750	1.050	5.000	8.000	17.500	14.000	
Passenger Trains	Daily	171		114		57	171	171	400	171	
	Weekly	1.200		800		400	1.200	1.200	2.800	1.200	
Refugees Trains	Daily										
	Weekly										
Totals	Daily	671	700	1.164	250	207	871	1.321	2.900	2.171	
	Weekly	4.700	4.900	8.150	1.750	1.450	6.250	9.200	20.300	15.200	
Docks Clearance (Ploambino - North)	Daily							1.500			
	Weekly							10.500			
Totals	Daily	671	700	1.164	250	207	871	2.821	2.900	2.171	
	Weekly	4.700	4.900	8.150	1.750	1.450	6.250	19.700	20.300	15/200	

1) Does not include Docks Clearance
2) Subject to the possibility of increase by diversion of traffic from Potenza route.

0967

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

Appendix 'A' to
334/32/Tn 3 of 26 May '45
Sheet 1

INCREASED DEMAND FOR BLOCK TONNAGES FOR AC & CIVILIAN RAIL TRAFFIC

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Line 86	Line 86	Line 87	Line 87	Line 65	Line 65	Line 50	89/90	Line	Line	Line 91	Line 94	Line 92	Line 95
Foggia--Ancona		Orte	Florence	Orte	Rome	Rome	Naples	218	219	E-W via B'vento	E-W via Potenza	Out of C'bria West	Out of C'bria East
Ancona	Forli'	F'ara	Bologna	Arezzo	Orte	Leghorn	Rome						
120	600	650	-	150	600	850	1.900	100	250	700	650	750	500
840	4.200	4.550	-	1.050	4.200	5.950	13.300	700	1.750	3.500	4.550	5.250	3.5
500	700 1)	1.050	250	150	700	1.150	2.500	2.000		850 2)	650	750	500
3.500	4.900	7.350	1.750	1.050	5.000	8.000	17.500	14.000		6.000	4.600	5.250	3.500
171		114		57	171	171	400	171		400	171	400	
1.200		800		400	1.200	1.200	2.800	1.200		2.800	1.200	2.800	
671	700	1.164	250	207	871	1.321	2.900	2.171		1.250	821	1.150	500
4.700	4.900	8.150	1.750	1.450	6.250	9.200	20.300	15.200		8.800	5.800	8.050	3.500
						1.500							
						10.500							
671	700	1.164	250	207	871	2.821	2.900	2.171		1.250	821	1.150	500
4.700	4.900	8.150	1.750	1.450	6.250	19.700	20.300	15/200		8.800	5.800	8.050	3.500

rance
of increase by diversion of traffic from Potenza route.

0968

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

Southbound

PROPOSED DEMAND FOR BLOCK TONNAGES FOR AC AND CIVIL RAIL TRAFFIC

		1 Line 86 Ancona Foggia	2 Line 66 Forli' Ancona	3 Line 87 F'ara Orte	4 Line 87 Bologna Florence	5 Line 65 Arezzo Orte	6 Line 65 Orte Rome	7 Line 50 Leghorn Rome	8 89/90 Rome Naples	9 Line 216
Average weekly demand	Daily	450	50	850	-	500	1.300	1.100	750	-
	Weekly	3.150	350	5.950	-	3.500	9.100	7.700	5.250	-
Proposed block tonnages										
General produce	Daily	550	250	1.000	250	1.000	1.400	1.100	1.000	100
	Weekly	3.850	1.750	7.000	1.750	7.000	9.800	7.700	7.000	700
Passenger Trains	Daily	171		114		57	171	171	400	
	Weekly	1.200		800		400	1.200	1.200	2.800	
Refugees Trains	Daily	114	514	400			400	114	514	
	Weekly	800	3.600	2.800			2.800	.800	3.600	
Totals	Daily	835	764	1.514	250	1.057	1.971	1.385	1.914	100
	Weekly	5.850	5.350	10.600	1.750	7.400	13.800	9.700	13.400	700
Locks clearance (Civitavecchia-Rome)	Daily							1.750		
	Weekly							12.250		
Totals	Daily	835	764	1.514	250	1.057	1.971	3.135	1.914	100
	Weekly	5.850	5.350	10.600	1.750	7.400	13.800	21.950	13.400	700

0969

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

PROGRAM DEMAND FOR BLOCK TONNAGE FOR AG AND CIVIL RAIL TRAFFIC

	1 Line 86 Ancona Foggia	2 Line 86 Forli' Ancona	3 Line 87 F'enza Orte	4 Line 87 Bologna Florence	5 Line 65 Arezzo Orte	6 Line 65 Orte Rome	7 Line 50 Leghorn Rome	8 89/90 Rome Naples	9 Line 218	10 Line 219	11 Line 91 W-E via B'vento	12 Line 94 W-E via Potenza	13 Into Calabria West
Daily	450	50	850	-	500	1.300	1.100	750	-	-	360	370	210
Weekly	3.150	350	5.950	-	3.500	9.100	7.700	5.250	-	-	2.500	2.600	1.500
Daily	250	250	1.000	250	1.000	1.400	1.100	1.000	100	100	600	400	900
Weekly	3.850	1.750	76000	1.750	7.000	9.800	7.700	7.000	700	700	4.200	2.800	2.100
Daily	171		114		57	171	171	400		171	400	171	400
Weekly	1.200		800		400	1.200	1.200	2.800		1.200	2.800	1.200	2.800
Daily	114	514	400			400	114	514		114			514
Weekly	800	3.600	2.800			2.800	.800	3.600		800			3.600
Daily	835	764	1.514	250	1.057	1.971	1.385	1.914	100	385	1.000	571	1.214
Weekly	5.850	5.350	10.600	1.750	7.400	13.800	9.700	13.400	700	2.700	7.000	4.000	8.500
Daily							1.750						
Weekly							12.250						
Daily	835	764	1.514	250	1.057	1.971	3.135	1.914	100	385	1.000	571	1.214
Weekly	5.850	5.350	10.600	1.750	7.400	13.800	21.950	13.400	700	2.700	7.000	4.000	8.500

0970

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

ANTICIPATED MONTHLY PORT CLEARANCES FOR ALLIED COMMISSION

PERIOD JUNE - SEPTEMBER

Date	Naples & Satellites	Civita-Vecchia	Piombino	Leghorn	Reggio	Crotone	Heel of
June	68.000	31.000	14.000	1.000	10.000	8.000	34.
July	65.368	28.116	12.700	19.159	8.100	7.700	27.
August	62.216	27.696	8.600	20.368	4.500	5.800	25.
September	65.982	17.460	3.318	21.213	5.000	7.000	28.
TOTAL	262.164	104.272	38.618	61.740	25.600	28.500	116.

NOTE : (1) Large tonnages are also planned for certain North Italian ports.

(2) At Civitavecchia add August : 2.000 cattle - 10.000 sheep
September : 2.000 cattle - 10.000 sheep.

0971

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

Appendix 'B' to
AFHQ/12/Tn 3 of 25 May '45

ANTICIPATED MONTHLY PORT CLEARANCES FOR ALLIED COMMISSION

PERIOD JUNE - SEPTEMBER

Naples & Bellitea	Civita-vecchia	Piombino	Leghorn	Naccio	Crotone	Heel Group	Ancona
2.000	31.000	14.000	1.000	10.000	8.000	34.000	10.000
5.364	28.146	12.700	19.199	6.100	7.700	27.620	42.085
2.214	27.696	8.500	20.368	4.500	5.800	25.912	18.453
5.952	17.460	3.318	21.213	5.000	7.000	26.626	22.913
2.104	104.272	38.518	61.780	25.600	28.500	116.180	93.451

Large tonnages are also planned for certain North Italian ports.

At Civitavecchia add August : 2.000 cattle - 10.000 sheep
September : 2.000 cattle - 10.000 sheep.

0972

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

Appendix 'C' to
394/35/Tn 3 of
26 May '45

ANALYSIS OF AUTHORISED TONNAGE, MOVED AND
NOT MOVED IN RAILWAY COMPARTMENTS
PERIOD 26 MAR - 22 APR.

	Moved Tons	Failed to move Tons	Not accounted for Tons	% moved
Reggio	35.211	16.388	791	67
Bari	35.968	16.463	1.063	74
Ancona	21.757	10.846	3.566	60
Florence	19.085	18.037	9.551	51
Rome	46.611	23.276	3.128	64
Naples	36.836	26.265	5.342	54
Total of Programme	195.468	111.275	23.441	59%

0973

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

91/418
PGM/as

TRANSPORTATION SUB-COMMISSION A.C.S.
(RAIL DIVISION)
C/o Transportation (Br) Main,
C.M.F.

11 June 1945

Tel.: 843238

Ref.: AC/91/Rn.4

SUBJECT: Transportation of Political Forms by Military train.

TO : S.T.O. Bldg.

1. With reference your request of 6 June 45 file M.232/506/31/IT.

2. The Military Railway Service has denied our request to ship 393 Kg. of political forms on Military Train to Pesaro.

[signature]
For Director.

Copy to:- Movements Coll Tn. Sub-Comm.

672

0974

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

WIRE

I 9 June 1945

FROM: DMRI

TO : Major Matson, AC, Bldg.

Your file AC/91/Tn 4 dated 7 June. Shipment of political forms from Rome to Pesaro should be transported in civilian passenger or civilian freight service. CS 89 Signed London

H. H. HEADLEE
Captain, TC
774 RGD
0820

91/116

PGM/ic

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

Tel. 843238
Ref/ AC/91/Tn 4

7 June 1945

SUBJECT : Shipment of Political forms on Military train.

TO : MRS - Bldg.

1. Permission is requested to ship by Military passenger train from Rome to Pesaro 17 packages 553 kg. of political forms.

2. If you cannot permit the shipment to move from Rome, it could be handled to Ancona on the civilian passenger train thence to Pesaro by Military train.

For the Chief Commissioner :

P.G.MATSON, Major

Copy to: Movements Rail Tn Sub-Comm. HQ AC

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

Tel. 843238
Ref/ AC/91/Tn 4

7 June 1945

SUBJECT : Shipment of Political forms on Military train.

TO : MRS - Bldg.

1. Permission is requested to ship by Military passenger train from Rome to Pesaro 17 packages 553 kg. of political forms.

2. If you cannot permit the shipment to move from Rome, it could be handled to Ancona on the civilian passenger train thence to Pesaro by Military train.

For the Chief Commissioner :

P.G.MATSON,Major

Copy to: Movements Rail Tn Sub-Comm. HQ AC

870

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

91/115

PGM/Ac

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

Tel. 843238
Ref. AC/91/Tn 4

7 June 1945

SUBJECT : Political Forms by passenger trains.

TO : ISR - Bldg.

1. Reference File 5090 F of 5 June.

2. Permission is authorized to ship by civilian passenger train the following political Forms :

AREZZO	22 packages	670	kg
GROSSETO	14 "	644	"
TERNI	13 "	411	"
ANCONA	21 "	686	"

3. Suggestion is made that shipments be spread over a period of days if necessary so as not to interfere with the usual normal traffic.

4. The forwarding of 17 packages to Pesaro on Military train is being handled by us with MRS and you will be advised as soon as permission is received.

Alexander Mayor
for Director

Copy to: Movements Rail Tn Sub-Comm. HQ AC

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

C.M.F.

Tel. 843230
Ref. AG/91/Tn 4

7 June 1945

SUBJECT : Political Forms by passenger trains.

TO : ISR - Bldg.

1. Reference File 5090 F of 5 June.

2. Permission is authorized to ship by civilian passenger train the following political Forms :

AREZZO	22	packages	670 kg
GROSSETO	14	"	644 "
TERNI	13	"	411 "
ANCONA	21	"	686 "

3. Suggestion is made that shipments be spread over a period of days if necessary so as not to interfere with the usual normal traffic.

4. The forwarding of 17 packages to Pesaro on Military train is being handled by us with MRS and you will be advised as soon as permission is received.

[signature]
for Director

Copy to: Movements Rail Tn Sub-Comm. HQ AC

669

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

ITALIAN HOME OFFICE

Gen.Direction Civil Administration
for Electoral Service.

File N° 5090 F.

SUBJECT: Transportation of forms for pooling lists.

Rome, 5 June 1945

TO: Allied Commission
Im.Sub-Commission A.C.
ROME

1. This Ministry is in need to send, the soonest possible, a quantity of forms concerning the pooling lists to the Prefectures of Pesaro, Arezzo, Grosseto, Terni, Ancona. =

2. As said Chief-Towns are connected with Rome by means of efficient Railway lines, we are asking you, kindly to authorize the Railway Administration to Transport sabel forms in question using military trains for those towns not yet served by civilian trains.

3. We enclose herewith a list of said destinations and the quantity of forms to be sent. This Ministry, in order to facilitate the operation, may provide for on escort to the packages of forms

Awaiting for a kind note of yours, we thank you.

For the Minister
Signed.....

End. 1

668

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

List of packages of pooling forms bound for the Prefectures of Marche, Umbria and Toscana.

Pesaro	packages	17	-	Kg. 553
Arezzo	"	22	-	" 670
Grosseto	"	14	-	" 644
Terni	"	13	-	" 411
Ancona	"	21	-	" 686

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

Mod. 868

Roma, 5 Giugno 1945

Ministero dell'Interno
Direz.Gen.Amm.ne Civile
Servizio Elettorale

Divisione ____ Sez. ____
Prot. N° 5090 F. Allegati ____

Al l'On. COMMISSIONE ALLEATA
Sottocommissione per i Trasporti
R O M A

Risposta al Foglio del
Div. ____ Sez. ____ N°

OGGETTO : Trasporto stampati per liste elettorali -

1) Questo Ministero trovasi nella necessità di far pervenire, entro il più breve tempo possibile, un quantitativo di stampati, relativi alle liste elettorali, alle Prefetture di Pesaro, Arezzo, Grosseto, Terni, Ancona .

2) Poichè i capoluoghi predetti sono collegati con Roma a mezzo di linee ferroviarie efficienti, si prega codesta On.Sottocommissione di voler esaminare con la migliore benevolenza la possibilità di autorizzare l'Amministrazione ferroviaria ad eseguire il trasporto degli stampati di cui trattasi, usufruendo all'occorrenza anche dei treni militari per quelle, tra le località sopraindicate, non ancora servite da treni civili.

3) Si allega una tabella delle destinazioni predette e dei quantitativi di stampati da recapitare. Questo Ministero, allo scopo di facilitare il trasporto in parola, potrà fornire - ove nulla osti da parte di codesta On.Sottocommissione - un agente di scorta ai colli di stampati.

666

In attesa di cortesi comunicazioni, si ringrazia .

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

Servizio Elettorale

R O M A

Direzione ____ Sez. ____
Prot. N.° 5090 F. Allegati ____

Risposta al Foglio del ____
Div. ____ Sez. ____ N.°

OGGETTO : Trasporto stampati per liste elettorali -

1) Questo Ministero trovasi nella necessità di far pervenire, entro il più breve tempo possibile, un quantitativo di stampati, relativi alle liste elettorali, alle Prefetture di Pesaro, Arezzo, Grosseto, Terni, Ancona .

2) Poichè i capoluoghi predetti sono collegati con Roma a mezzo di linee ferroviarie efficienti, si prega codesta On.Sottocommissione di voler esaminare con la migliore benevolenza la possibilità di autorizzare l'Amministrazione ferroviaria ad eseguire il trasporto degli stampati di cui trattasi, usufruendo all'occorrenza anche dei treni militari per quelle, tra le località sopraindicate, non ancora servite da treni civili.

3) Si allega una tabella delle destinazioni predette e dei quantitativi di stampati da recapitare. Questo Ministero, allo scopo di facilitare il trasporto in parola, potrà fornire - ove nulla osti da parte di codesta On.Sottocommissione - un agente di scorta ai colli di stampati. C.C.S

In attesa di cortesi comunicazioni, si ringrazia .

P E L M I N I S T R O

5-

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

0 9 8 3

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

Mod. 840

Ministero dell'Interno

DIREZIONE GENERALE AMMINISTRAZ. CIVILE

Servizio Elettorale

Distinta dei colli di stampati elettorali diretti alle Prefetture delle Marche, dell'Umbria e della Toscana

---

Pesaro	colli	17	Kg.	553
Arezzo	"	22	"	670
Grosseto	"	14	"	644
Terni	"	13	"	411
Ancona	"	21	"	686
TOTALE COLLI		87	Kg.	2964

Roma, 4 giugno 1946

665

MINISTRY OF TRANSPORTS
MOVEMENT SERVICE

Rome, 6 June 1945

M.232/506/31/IV

TO: Tn.Sub-Comm.A.C.,
Rail Division
ROME

1. Concerning the Transportation of pooling forms from Rome to various Prefectures.

2. Among other destinations there is Pesaro, on the line Ancona-Rimini not allowed for civilian Traffic and through which 17 packages for Kg. 553 to be sent.

3. We beg to authorize us such Transportation from Ancona with one of the circulating Military trains.

THE CHIEF OF THE MOVEMENT SERVICE
SIGNED.....

554

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

0985

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

MINISTERO DEI TRASPORTI

MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO - DIREZIONE GENERALE

(1) SERVIZIO MOVIMENTO

Roma, 6 GIU 1945 104 - A

N. M.232/406/31/IV

Al N. ..... del .....

OGGETTO: .....

Alla Sottocommissione Trasporti A.C.
Divisione Ferroviaria
R O M A

1 - Riguarda il trasporto degli stampati elettorali da Roma alle sedi di Prefettura.

2 - Fra le altre destinazioni v'è quella di Pesaro, trovantesi sulla linea Ancona - Rimini non ammessa al servizio civile e dove occorre spedire 17 colli Kg. 553 di detti stampati.

3 - Pregasi autorizzare l'inoltro del trasporto da Ancona con uno dei treni militari in circolazione.

IL CAPO DEL SERVIZIO MOVIMENTO

603

(1) Servizio.

Stab. Tip. Part. • Aiport. - Ord. 31 - 3-6-43-XX 1.561.221

0986

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

MINISTRY OF TRANSPORTS
I.S.C. GENERAL DIRECTION
Movement Service

Subject: Discipline
1 encl.

Rome 25 MAR 1945
MT 424/4890/3/2/1945 Sez 4562, 30

Urgent

Headquarters A.F.H.Q.
Allied Commission - In.Sub Commission

Rome

I am sending herewith copy of report submitted by the 3rd class station master Boragine Rodolfo, of Vairano station.

Please give the matter your prompt attention, in view of the trouble caused to the personnel by the very serious incident.

Director General
sgd Di Raimondo

Orng 23/3

V o l y Telrano 6 May 1945

I submit the following report for the measures to be taken.
Train 8726, arrived at 1810 hrs, with some civilians riding
the cars, was routed into the fourth track, as its consist was
of cars, and it had to cross with 20 cars at Volo.
The train guard Fiore, relative of the Fascista Capo di Gruppo
with the British Vlo, who were compelling all people to detrain,
excepting two women. The chief guard, on the contrary, wanted all
people to be detained, but, as he could not achieve his purpose,
he came to me, threatening not to leave, unless I not intervene
to settle the question.
A policeman, coming up together with the chief guard, understood
the reasons why I went to him and said some words I could not
understand. By gestures, he let me understand that I had not
to intervene, in the matter, as the train was under his supervision.
I quietly tried to let him understand that all passengers had to
be detained, but he, threatening me, went toward the train tail,
and he had no weapons on him. Soon afterward I let the train start,
and I went far from it, taking off my cap not to be recognized.
But the policeman reached his car, that was near the train tail,
took his gun and, being near a brake, levelled at me. I thought
he was joking but, after a few seconds, he fired twice against me,
fortunately, without reaching me.
All train and station crews, as well as the Viceure, titular at
Mignano, who travelled on the same train, were witnesses. I informed
the Central Dispatcher Cantile to inform the [illegible] Station
about the matter.
Besides, the alumno Costrone, Dispatcher at Mignano, informed me
,but the Labourer Verdone Ietro of Cassata Depot while travelling
on the same train, out of duty, had been alerted by Section the

661

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

0988

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

By ges

Therefore the Policeman meant to shot at me another time.
I ask if the railway service can be carried out in such a way.

The Station Master on duty
Ugo Bargino Odolfo

Ch m: 20/

0989

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

Tip. Pucci - Ancona - Ord. 37 - 30-6-42-XX. - 1.701.950 ½ 1.

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE

Servizio Movimento

29 MAG. 1945

Roma, 101 - A

N. M.P.424/49903/32/1945

M. N. del Decad/1568/30

OGGETTO: Disciplina

Allegati -1-

URGENTE

DIREZIONE GENERALE DEL
MILITARY RAILWAY SERVICE
S E D E

COMMISSIONE ALLEATA
SOTTOCOMMISSIONE TRASPORTI
R O M A

Rimetto copia del rapporto redatto dal Capo stazione di 3° classe BORAGINE Rodolfo, della stazione di Vairano, con preghiera d'intervenire urgentemente, dato l'orgasmo prodotto nel personale per il fatto gravissimo e per altri del genere, che spesso si verificano.

IL DIRETTORE GENERALE

(1) Servizio.

C O P I A

VAIRANO, 8/5/1945

Sig.Titolare,

Informo a V.S.quanto segue per i provvedimenti del caso.

Treno 8722 giunto ore 19,30 con diverei civili sui carri; fatto entrare in (4°) binario,essendo di 58 carri,dovendo incrociare M.C.3463 ed 8715,il Capo Treno Fiore Salvatore del Deposito di Roma Tuscolana, venne a discussione con la Polizia di scorta Inglese che pretendeva,anzi aveva iniziato a far scendere tutti i viaggiatori che loro avevano portato meno due donne a loro compiacenti.Il Capo Treno voleva invece far scendere tutti senza distinzione di sorta,ma non essendo stato accontentato venne da me,minacciando di non partire qualora io non fossi intervenuto a regolare la questione. Un poliziotto vedendomi col Capo Treno intuì la ragione per cui mi portavo da lui,mi disse delle parole che non riuscii a capire,ma dai gesti capii che non avrei dovuto ingerirmi di questi fatti e che il treno lo comandavano loro. Io con calma mi sforzai a far capire che era necessario far scendere tutti indistintamente i viaggiatori,ma costui facendomi segni di minaccia si allontanò verso la coda non essendo armato.Subito dopo diedi la partenza al treno e mi allontanai dal treno togliendomi il berretto per non essere riconosciuto.

Ma questo poliziotto giunto nel suo carro verso la coda prese il fucile e da un freno mirava la mia persona.Io immaginavo che scherzasse,ma dopo pochi attimi due colpi furono tirati al mio indirizzo,fortunatamente andati a vuoto.

Presenti al fatto vi era tutto il personale del treno e quello della stazione,nonché il titolare di Mignano sig.Filauro,che viaggiava con quel treno. Del fatto ne ho informato il D.C.Sig.Gentile per darne avviso allo R.T.O.di Caserta. Aggiungo ancora che il dirigente di Mignano alunno Cestrone mi ha informato che il manovale Verdone Pietro del Dep.di Caserta scese a Mignano viaggiando fuori servizio con detto treno era stato schiaffeggiato a Cora Presenzano dalla Polizia Inglese perchè a Vairano aveva evitato la partenza del terzo colpo di fucile fermando il braccio dello sparatore inglese.

Con ciò un altro colpo era a me diretto.

E' possibile fare servizio in questa maniera?

IL CAPO STAZIONE DI SERVIZIO

f.to BORAGINE Rodolfo

SERVIZIO MOVIMENTO — UFFICIO PERSONALE DI MOVIMENTO

p.c.c.

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

Informo a V.S.quanto segue per i provvedimenti del caso.

Treno 8722 giunto ore 19,30 con diversi civili sui carri; fatto entrare in (4°) binario,essendo di 58 carri,dovendo incrociare M.C.3463 ed 8715,il Capo Treno Fiore Salvatore del Deposito di Roma Tuscolana, venne a discussione con la Polizia di scorta Inglese che pretendeva,anzi aveva iniziato a far scendere tutti i viaggiatori che loro avevano portato meno due donne e loro compiacenti.Il Capo Treno voleva invece far scendere tutti senza distinzione di sorta,ma non essendo stato accontentato venne da me,minacciando di non partire qualora io non fossi intervenuto a regolare la questione. Un poliziotto vedendomi col Capo Treno intuì la ragione per cui mi portavo da lui,mi disse delle parole che non riuscii a capire,ma dai gesti capii che non avrei dovuto ingerirmi di questi fatti e che il treno lo comandavano loro. Io con calma mi sforzai a far capire che era necessario far scendere tutti indistintamente i viaggiatori,ma costui facendomi segni di minaccia si allontanò verso la coda non essendo armato.Subito dopo diedi la partenza al treno e mi allontanai dal treno togliendomi il berretto per non essere riconosciuto.

Ma questo poliziotto giunto nel suo carro verso la coda prese il fucile e da un freno mirava la mia persona.Io immaginavo che scherzasse,ma dopo pochi attimi due colpi furono tirati al mio indirizzo,fortunatamente andati a vuoto.

Presenti al fatto vi era tutto il personale del treno e quello della stazione,nonché il titolare di Mignano sig.Filauro,che viaggiava con quel treno. Del fatto ne ho informato il D.C.Sig.Gentile per darne avviso allo R.F.C.di Caserta. Aggiungo ancora che il dirigente di Mignano alunno Cestrone mi ha informato che il manovale Verdone Pietro del Dep.di Caserta accese a Mignano viaggiando fuori servizio con detto treno era stato schiaffeggiato a Cora Presenzano dalla Polizia Inglese perché a Vairano aveva evitato la partenza del terzo colpo di fucile fermando il braccio dello sparatore inglese.

Con ciò un altro colpo era a me diretto.

E' possibile fare servizio in questa maniera?

IL CAPO STAZIONE DI SERVIZIO

f.to BORAGINE Rodolfo

SERVIZIO MOVIMENTO — UFFICIO PERSONALE DIRIGENTE — CASERTA

p.c.c.

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

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

91/112

Appunto per il Sig. Ing. Ricci

1) Si fa riferimento alla lettera AC/91/TM4 del 13 u.s.
2) Si comunicano quì sotto il numero di servizio di altri carri cemento la data di carico. la destinazione ed il peso complessivo.

Giorno 15/5

81130 TONN. 17 = 42452 TONN. 17 = 77191043 TONN. 15 = 77193150 TONN. 17
77193379 TONN. 12 = 115544 TONN. 18 per Falconara
150824 TONN. 17 = 7104389 TONN. 18 = 115727 TONN. 19 = 79280 TONN. 17
117782 TONN. 17 per Roma Tiburtina

Giorni 16.17. 18/5

Negativo

Roma, 19 Maggio 1945

G Bertoli

Copy

658

0993

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

Ministry of Transports
General Director Office
Subject: Conveyance of furniture

Rome 18 May 1945
M. 312/13339/2/25/2/ICCA/4380/10

Allied Commission
Transportation Sub Commission
Rome

Doctor Atzeni Plinio, evacuated on 1943 from Reggio Calabria to Rome requested this Administration to facilite the transport of his household goods from Rome to Reggio Calabria. Considering that he is an "Adviser" of this Administration, we beg you to consider kindly the request, authorizing said transport.

The General Director
sgd Di Raimondo

Co 18/5 ng

0994

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

MINISTERO DEI TRASPORTI

MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO - DIREZIONE GENERALE

(1) .....

Roma, ... 194 . A

N. M. 312/16339/2/25/304

M N. ..... del ICCA/A380/10

OGGETTO: Trasporto mobilio.

Commissione Alleata
Sottocommissione Trasporti

R O M A

Il Dott. Atzeni Plinio, sfollato nel 1943 da Reggio Cal. a Roma, ha pregato vivamente questa Amministrazione di agevolarlo nella necessità di trasportare con un carro ferroviario le sue masserizie da Roma a Reggio C.

Trattandosi di un Consulente dell'Amministrazione ferroviaria si prega di voler prendere in benevola considerazione detta richiesta, autorizzando il trasporto di cui trattasi.

IL DIRETTORE GENERALE

Lidi Lazzarotto

656

Stab. Tip. Pozzi - Ancona - Ord. 37 - 3-6-12-XX 1.701.22) 4.

(1) Servizio. cl

0993

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

91/110

ACP/1c

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

Tel. 843238
Ref. AC/91/Tn 4

18 May 1945

SUBJECT : Theatrical Baggage.

TO : ISR - Bldg.

1. It is regretted a special luggage car cannot be spotted at Messina Station for conveyance of theatrical baggage to Rome.

2. It is suggested Theatrical Company should deal locally with ISR Officials, who will doubtless submit a bid for movement in the usual way.

Director

Copy to: Mov (Rails) Tn S/C
" " MRS
" " Capt Lynch - Tn Officer Sicily.

623

0996

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

Ministry of Transports
General Direction for
Movements Dept.

Roma, 17 May 1955
T.232/407/50

To: Th. S/Commission AC
Rail Division.

Subject: Conveyance of theatrical baggage;
Elsa Marlini's Company, from Sicily to
XX the Mainland.

1. Above Company, which had planned to come back to Napoli by sea and whose arrival was scheduled by the 18th inst., has sent a signal to this Dept. advising that they can no longer get the transportation mean they had relied upon.

2. As they have some 45 quintals theatrical baggage to carry along with them, please kindly arrange for allocation of one car at Messina Station, to be forwarder to Roma with the first available train.

3. We hope that above application may be granted.

for The Chief of the Dept.

Bottile

654

0997

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

MINISTERO DEI TRASPORTI
~~MINISTERO DELLE COMUNICAZIONI~~
FERROVIE DELLO STATO - DIREZIONE GENERALE
(1) Servizio Movimento

Roma, 17 MAG 1945 104 - A
N. M.232.407.60
Al N. del

OGGETTO:

Sottocommissione Trasporti A.C.
Divisione Ferroviaria
S E D E

1) Riguarda il ritorno a Roma della Compagnia di Prosa ELSA MERLINI recatasi in Sicilia per un corso di recite.
2) La Compagnia stessa che doveva arrivare a Napoli con mezzo navale il 18 corrente ha telegrafato che le è venuto a mancare tale mezzo di trasporto.
3)Dovendo trasportare seco come bagaglio 45 quintali effetti teatrali prega assegnarle a Messina un carro per il carico di detto materiale ed autorizzare l'inoltro a Roma con primo mezzo utile.
4) Pregasi voler autorizzare con cortese sollecitudine.

IL CAPO DEL SERVIZIO MOVIMENTO

673

Stab. Tip. Pucci - Ancona - Ord. 37 - 30-6-42-XX - 1.701.920

(1) Servizio.

0998

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

WIRE

18 May 1945

FROM: DMRI

TO : Major Matson, AC, Bldg.

Your file AC/91/Tn 4 dated 16 May. Request to handle box car in passenger train Battipaglia to Rome is denied. Train 33, perishable freight train departs Battipaglia 0510 hours daily and arrives Rome 0430 hours following day. CS 176 Signed London

H. H. HEADLEE
Captain, TC
774 RGD
1645

0999

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

91/107

file copy

CG/ic

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

17 May 1945

Tel. 843238
Ref. AC/91/Tn 4

SUBJECT : Furniture Removal - ISR Employees.

TO : Capt E.W.Boddy
Tn Sub-Comm.
Reggio (Calabria)

1. Reference your R 25 dated 9 May 1945.

2. Approval is given for the use of 1 box car each :

(a) Operaio Scarpetta Vincenzo Sapri - Agropoli.

(b) Capo Tecnico Zampino Giuseppe - Agropoli - Nola.

(c) Applicato Fle Pizzi Omero - Reggio Cal. to Rome Terminal.

By Command of Rear Admiral STONE

Director

Copy to: Mov (Rail) Tn S/C HQ AC
Southern Movements
~~Major End Jeffrey, Tn Sub-Comm. (Rails)~~
ISR - Bldg.
MRS (Maj. London)
Sub Tn Offices Bari
Mov Rome
Sub In Offices Naples
In Offices, Rome

6-1

1000

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

91/106

TRANSPORTATION (S=COMMISSION A.C.

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT: Furnoture removal
I.S.R. employee

REF: R 25
Reggio Cal.
9 MAY 45

TO: TPTN SC. A.C.
C/C TN. INC. C.M.F.

1. Attached is appn from Capo Compartimento Reggio Cal. for:
I box Car for Operaio Scarpetta Vincenso from Sapri to Agropoli
2. I box Car for Capo Tecnico Zampino Giuseppe from Agropoli to Nola.
3. I box Car for Applicato Ple Pizzi Omero from Reggio Cal. C. to Roma Term.

4. Please return with approval or otherwise.

B W Boddy

B. W. BODDY, CAPT.
DIVN. SUPT. TPTN S.C.A.C.
REGGIO CAL.

650

1001

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

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
COMPARTIMENTO REGGIO CAL.

Reggio C. 1[illegible]/5/1945

N° 121/1/1574

Sig. CAPITANO BODDY
Sotto Commissione Trasporti A.C.
REGGIO CALABRIA

OGGETTO
Trasporti in servizio.

Si prega voler autorizzare i seguenti carri per trasporto di masserizie in servizio:

1 carro chiuso a Sapri per carico masserizie dirette Agropoli conto Operaio Scarpetta Vincenzo per trasloco.

1 carro chiuso ad Agropoli per carico masserizie dirette Nola conto Capo Tecnico Zampino Giuseppe per trasloco.

1 carro chiuso a Reggio Centrale per carico masserizie dirette Roma Term. conto Applicato Ple Pizzi Omero per trasloco.

IL CAPO COMPARTIMENTO
[illegible]

6:9

1002

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

91/105
CC/1c.

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

14 May 1945

Tel. 843238
Ref. AC/91 /En 4

SUBJECT : Furniture Removal - ISR Employee : Annicchiarico Vito.

TO : Capt B.W.Boddy
Tn Sub-Comm. AC
Reggio

1. Reference is to your R 25 dated 9 May 45.

2. Authority for 1 Box Car from Torre Saracemo-Grottaglie (Bari) is given.

By Command of Rear Admiral STONE:

for Director

Copy to: Mov (Rail) Tn S/C MB AC
Southern Movements
Major E.N.B. Jeffrey, Tn Sub-Comm. (Rails)
ISR - Bldg.
MRS (major London).

648

1003

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

91/104

PGM/ic

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.P.

Tel. 843238
Ref. AC/#91/Tn 4

17 May 1945

SUBJECT : Luggage Van for ISR.

TO : D.M.R.S.I. (Maj. London) - Bldg.

1. ISR request the use of Luggage Van D.U.I. 96070 now at Rome-Termini for forwarding Records, forms and tickets to Northern Italy.

2. Can you let ISR have this van exclusively for the interchange of such Railway materials between north and south Italy.

For the Chief Commissioner :

P.G.MATSON, Major

Copy to: Movements Rail Tn S/C HQ AC .

647

1004

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

Rome 16 MAG. 1945

ICCA/4331/28

Ministry of Transports
I.S.R. General Direction

Allied Commission
Transportation Sub Commission
B u i l d i n g

Subject:
Movement of service documents.

With the liberation of Northern Italy and the consequent necessity to resume the relations with I.S.R. Offices located there, chiefly concerning the forwarding of records, printed matters, tickets, please allocate to I.S.R. the luggage van D.U.I. 96070, which should be laying at Rome Terminal.

Director General
Signed: Di Raimondo

646

Ca.16.cb.

1005

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

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE

Roma, 16 MAG. 1945 194 - A

N. ICCA/4321/28

Al N. del

OGGETTO Trasporti di documenti di servizio

Commissione Alleata
Sotto Commissione Trasporti - S E D E

Con la liberazione dell'Alta Italia e la conseguente necessità di riattivare i rapporti con gli uffici dipendenti dell'Amministrazione, per quanto riguarda specialmente l'invio di materiale contabile, stampati, biglietti, si prega codesta Commissione di concedere che il bagagliaio D.U.I.96070 venga messo a disposizione esclusiva di questa Amministrazione stessa, con permanenza presso la stazione di Roma Termini.

IL DIRETTORE GENERALE 625

Ludovico Lavagnini

(1) Servizio.

1006

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

91/102

PGM/1c

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

Tel. 643238
Ref. AC/91/Tn 4

16 May 1945

SUBJECT : ISR - Material by passenger train.

TO : DMRSI - Bldg.

1. ISR wish to move a box wagon containing accounting materials from Reggio to Rome - thence Rome-Florence via passenger train on following schedule :

Leave	Reggio	1940	Sunday	May 20 -	9086/9084
"	Battipaglia	0310	Tuesday	" 21 -	84
"	Naples	0840	"	" 21 -	84
Arr.	Rome	1610	"	" 21 -	84
Lv.	Rome	Military train for Florence 24. -			

2. May we have your approval to move this car north of Battipaglia.

For the Chief Commissioner :

P.C.WATSON, Major

Copy to : Movement's Rail Tn S/O
" " Major Bowers - Naples.

6/1

1007

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

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOVEMENTS DEPT.

Roma, 14 May 1945

M.232/405/44

To: Tn S/Commission A.C.,
Rail Division

SUBJECT: Conveyance of stationery
on behalf of ISR Administration.

1. A wagon containing accounting material ex Palermo and Reggio Division should leave Reggio on the 20th inst.

2. Said wagon, destined to Firenze P.P. where it will be unloaded by that Capo Compartimento, running via Catanzaro-S.Eufemia-Napoli Roma attached to trains 9086-9094-84-784, will pick-up also accounting material ex Bari, Napoli, Roma and Ancona Divisions.

3. Please kindly arrange for authority to despatch said wagon from Reggio to Roma, according to above schedule, and to forward it from Roma to Firenze on the 24th inst.

The Chief of the Dept.
BIONDI

1008

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

(1) ... DEI TRASPORTI
MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO DIREZIONE GENERALE
(1) SERVIZIO MOVIMENTO

Ro. 14 MAG. 1945 104 - A
M. 232/405/44
Al N. del

Sottocommissione Trasporti A.C.
Divisione Ferroviaria
S E D E

OGGETTO. Trasporti contabilità conto Amministrazione.

1) - Riguarda il trasporto conto Amministrazione Ferroviaria di documenti contabili.

2) - Il giorno 20 corrente deve partire da Reggio C. un carro contenente documenti contabili dei compartimenti di Palermo e Reggio C.-

3) - Il carro stesso che è diretto a Firenze P.P. dove verrà scaricato a cura di quel Capo Compartimento, percorrendo la linea Catanzaro - S.Eufemia L. - Napoli - Roma, con i treni 9086 - 9094 - 84 - 784 raccoglierà lungo il percorso anche le contabilità dei Compartimenti di Bari, Napoli, Roma ed Ancona.

4) - Pregasi autorizzare sia l'inoltro del carro da Reggio C. a Roma, sia il suo proseguimento da Roma a Firenze P.P. che dovrebbe avvenire il giorno 24 corrente.

IL CAPO DEL SERVIZIO MOVIMENTO

6:2

Stab. Tip. Pucci - Ancona - Ord. 37 - 30-6-42-XX. - 1.701.920 ½ l.

(1) Servizio.

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

91/100

ACF/1c

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
G.H.Q.

Tel. 64138
Ref. AC/21/Tn 4

16 May 1943

SUBJECT : Passengers on freight trains.

TO : Chief Transportation Officer
Tuscan Region

1. Reference is your letter RTOII/35/2/9 of 11 May 43.

2. Local Movements HQ have full powers to authorise or refuse conveyance of civilian personnel, and application should be made to them for permits.

3. Where the men concerned are essential telephone linesmen, and the conveyance of them and their cycles by freight train within their area of duty was a normal facility in peace time, there should be sympathetic consideration in this case, but the number should be restricted to a minimum.

4. Please advise this HQ of any difficulty which may arise. It is appreciated the matter is one of urgency in view of the civil administration of telephonic communications in your Region.

By Command of Rear Admiral STONE :

[signature]
for Director

611

Copy to: Rail Movements - Tn S/C
" " Communications S/C
" " MRS
AFHQ G4 Mov & Tn Liaison Officer with MRS

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

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

RVIII/35/2/9 11 May 45

SUBJECT: Passengers on Freight Trains.

TO : Transportation Sub-Commission, H.Q., Allied Commission.

1. I have received an application from our Telecommunications Officer for permission for essential Circolo linesmen to travel with their cycles on freight trains, within the limits of the area for which they are responsible for maintenance. This would mean the reintroduction of the system prevailing before the war, and seems to me to be both feasible and sensible.

2. The question is one of some urgency as maintenance of telephone communication has been handed over to civil administration in most of this Region.

J.A.N. GILES,
Lt. Col. KRRC,
Chief Transportation Officer.

JANG/lb.

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

91/98

Appunto per il Sig. Ing. Ricci

1) Si fa riferimento alla lettera AC/91/TM4 del 13 u.s.

2) Si comunicano quì sotto il numero di servizio di altri carri cemento, la data di carico, la destinazione ed il peso complessivo.

Giorno 11/5

1002565 TONN. 19 = 1151547 TONN. 19 = 77192736 TONN. 19

77495535 TONN. 17 = 1009101 TONN. 17 = 77196035 TONN. 15

270324 TONN. 19 = 178573 TONN. 18 = 77193193 TONN. 17

251655 TONN. 17 per Roma Tiburtina

222686 TONN. 20 = 100524 TONN. 19 per Falconara

Giorno 12/5

45761 TONN. 17 = 93881 TONN. 17 = 77205019 TONN. 12 per Falconara

1128585 TONN. 20 = 100131 TONN. 19 = 100593 TONN. 19

113290 TONN. 17 per Roma Tiburtina

Giorno 13/5

Negativo

Roma, 15 Maggio 1945

Beddi

C-9

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

91/37

APPUNTO PER IL SIG. ING. RICCI

1) Si fa riferimento alla lettera AC/91/TM4 del 13 u.s.

2) Si comunicano qui sotto il numero di servizio di altri carri cemento, la data di carico, la destinazione ed il peso complessivo

Giorno 10/5

252178 TONN. I8 = 1123134 TONN. 18 ALLA MAGLIANA

77193 TONN. 15 = 70185 TONN. 15 = 36698 TONN. 15 A RIMINI

2210377 TONN. 20 = 7100738 TONN. I5 = 80211 TONN. I5 A PRENESTINA

1001383 TONN. 19 = 1127304 TONN. 19 A TERNI

Roma, 14/5/45

G Bertoli

ALLIED CONTROL COMMISSION
RAIL DIV
TRANSPORTATION
SECURITY
SECRET

628

1013

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

91/96

CG/1c

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

14 May 1945

Tel. 843238
Ref. AC/91 /In 4

SUBJECT : Furniture Removal - ISR Employee : Annicchiarico Vito.

TO : Capt B.W.Boddy
In Sub-Comm. AC
Reggio

1. Reference is to your R 25 dated 9 May 45.

2. Authority for 1 Box Car from Torre Saraceno-Grottaglie (Bari) is given.

By Command of Rear Admiral STONE:

Director

Copy to: Mov (Rail) In S/C HQ AC
Southern Movements
Major E.M.B. Jeffrey, In Sub-Comm. (Rails)
ISR - Bldg.
MRS (major London).

627

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

TRANSPORTATION SUB-COMMISSION A.C.

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT: Furniture removal-A.C.A. employee.

REF: R 25
9 MAY 45

TO: Lieut. Col. A.C.
C/O Lt. Col. C.M.P.

1. Attached is copy from Capo Compartimento Reggio Cal. for 1 box car for Ammocchiarico Vita from Torre Saraceno - Brottagglie(Bari)

2. Kindly return with approval or otherwise.

B W Boddy

Lt. Col.
Chief
Transportation Sub-Commission A.C.
Reggio Cal.

626

1015

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

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
Compartimento di Reggio Calabria

P. Reggio Cal. 5 MAG 1945

N.CC.P.2/33

Sig.Cap.Boddy

Div Sup.Ten.Sub

Comm. A.C. presso Sezione Movimento

S E D E

Prego ~~volar~~ accordare au+orizzazione per un carro fer-
roviario per +raspor+o masserizie da Torre Saraceno a Grot+aglie(Bari)
a favore della ex Assun+rice passaggio a livello

Annicchiarico Vi+a,

dovendo l'in+eressa+a effe++uare il rimpa+rio e lasciare liberi i loca-
li dell'Amminis+razione da assegnare ad al+ro agen+e-

IL CAPO COMPARTIMENTO

625

1016

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

91/94

10 May 1945

TARE

FROM: DERBY

TO : Capt. Chapman, 774 RED, Naples
Joint Railway Control, Rome Terminal

One extra baggage car containing theatrical effects will leave Reggio Thursday evening 10 May in No. 84 destined Rome Terminal. CS-533. Signed London.

H. H. HEADLEE
Captain, T.C.
774 RED
1630

cc - American NTO, Rome Terminal
British NTO, Rome Terminal
Major Matson, AC, Bldg.

634

91/

Appunto per il Sig. Ing. Ricci

1) Si fa riferimento alla lettera AC/91/TM4 del 13 u.s.

2) Si comunicano quì sotto il numero di servizio di altri carri cemento, la data di carico, la destinazione ed il peso complessivo

Giorni 1 e 2/5

Negativo

Giorno 3/5

35284 Tonn. 17 à 2917 Tonn. 15 per Falconara

243742 TONN. 20 =222320 TONN. 20 = 1027916 TONN. I9 = 252720 TONN. 18

466I99 TONN. I7 per Roma Tiburtina

Giorno 4/5

26633 TONN. 17 = 77197552 TONN. 17 = 35528 TONN. 17 = I82806 TONN.I7

per Falconara

20085 TONN. 15 = 104456 TONN. 17 = 184883 TONN. 17 = 222751 TONN.20

222977 TONN. 20 = 116976 TONN. 18 = I014135 TONN. 18 = 1014207 TONN.I8

per Roma Tiburtina

Giorno 5/5

771970II TONN. I7 = 53687 TONN. 11 per Falconara

1137131 TONN. 18 = 10I0II2 TONN. 17 = 186082 TONN. 17 = 173415 TONN.17

per Roma Tiburtina

623

Giorno 6/5

Negativi

Giorno 7/5

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

2) Si comunicano qui sotto il numero di servizio di altri carri cemento, la data di carico, la destinazione ed il peso complessivo

Giorni 1 e 2/5

Negativo

Giorno 3/5

35284 Tonn. 17 & 2917 Tonn. 15 per Falconara

243742 TONN. 20 =222320 TONN. 20 = 1027916 TONN. I9 = 252720 TONN. 18

466I99 TONN. I7 per Roma Tiburtina

Giorno 4/5

26633 TONN. 17 = 77197552 TONN. 17 = 35528 TONN. 17 = I82806 TONN.I7

per Falconara

20085 TONN. 15 = 104456 TONN. 17 = 184883 TONN. 17 = 222751 TONN.20

222977 TONN. 20 = 116976 TONN. 18 = I0I4135 TONN. 18 = 1014207 TONN.I8

per Roma Tiburtina

Giorno 5/5

771970II TONN. I7 = 53687 TONN. 11 per Falconara

1137131 TONN. 18 = 10I0II2 TONN. 17 = 186082 TONN. 17 = 173415 TONN.17

per Roma Tiburtina

Giorno 6/5 623

Negativo

Giorno 7/5

260171 TONN. 19 = 128952 TONN 19 = 10099I3 TONN. 19 = 1030093 TONN 18

204227 TONN. 17 per Roma Tiburtina

1532 +/2000

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

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

91/92

Ministry of Transport
General Direction ISR
XXXXXXXXXXXXXXXXXX
Commercial & Traffic Dept.

Roma, 9( )5 1945

C.112/44

Memorandum for Maj. Ping

Please kindly arrange for allocation of one baggage van for carriage of printed matter, travel tickets and accounting material on behalf of ISR Administration from Roma to Reggio; from Reggio to Napoli-Roma-Firenze; from Firenze back to Roma.

Above baggage van should be possibly put at ISR disposal on May 15th next at Roma Termini Station, track 01, facing the booking office.

The Chief of the Dept.

for

Ferrara

attached two labels to be duly
endorsed with MS's stamp and signature

622

1020

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

DEI TRASPORTI
MINISTERO ~~DELLE COMUNICAZIONI~~
FERROVIE DELLO STATO - DIREZIONE GENERALE
(1) SERVIZIO COMMERCIALE E DEL TRAFFICO

Roma 9 maggio 1945 - A
N. 3112/14
Al N. ..... del .....

OGGETTO, Richiesta bagagliaio

PROMEMORIA per il Signor Maggiore PING

S. Commissione Trasporti

R O M A

Si prega far mettere a disposizione di questo Servizio per il giorno 15 corr. mese un bagagliaio occorrente pel trasporto di biglietti di viaggio e contabilità da Roma a Reggio Calabria; da Reggio C. a Napoli - Roma - Firenze e da Firenze a Roma.

Detto bagagliaio dovrà esser messo per il carico al binario 01 prospicente la biglietteria di Roma Termini.

631

IL CAPO DEL SERVIZIO

Servizio.

Stab. Tip. Ditta Ant. ... - Cod. N. 22-42-XX - 1.000.000 - 3.

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

Ministry of Transports
I S K Movement Service

Rome 7 May 1945
K 222/375/Secr 188/28
To Transportation Sub Commission AC

(Rail Division) Building

The Foreign Ministry informs that by the beginning of May the Ambassador Martini and his family and several Consuls have to go from Rome to Naples bound to Brazil for the re-opening of the Royal Consular Offices. They are about 60 persons.
Said passengers have also to get their luggages moved.
We beg to authorize the coupling of a coach to 01 or 703 train.

The Chief Movement Service
and Liaison

approved
and forwarded

630

1021

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

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
(1) SERVIZIO MOVIMENTO

Roma, 7 104 "A"
N. M.222/375 Decr/4188/28
Al N. del

OGGETTO: Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria
S E D E

Il Ministero degli Affari Esteri informa che, ai primi del mese di maggio dovranno recarsi da Roma a Napoli l'Ambasciatore Martini con la famiglia e diversi Consoli diretti in Brasile per la riapertura dei RR. Uffici consolari, complessivamente circa 60 persone.

Detti viaggiatori trasportano con sè i relativi bagagli.

Pregasi autorizzare l'aggiunta di una carrozza al treno 83 o 783. --

IL CAPO DEL SERVIZIO MOVIMENTO

Stab. Tip. Pucci - Ancona - Ord. 37 - 30-6-42-XX - 1.701.820 ½ f.

(1) Servizio.

1025

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

Ministry of Transports
I S P Direction General
Movement Service

Rome 8 May 1945
M 232/4C7/47

Allied Commission
Transportation Subcommission
Railway Division Building

Eng. Longobardi, Marine Officer, requests to ship 250 kilos of luggage from Rome to Cosenza.

Please give authority.

Chief of Movement Service
sgd.....

Ca ng 7/5

629

Reggio 10/5 ore 17.30

1024

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

MINISTERO DEI TRASPORTI

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
(1) SERVIZIO MOVIMENTO

Roma, 8 MAG. 1945 194 - A
N. M.232/407/47
Al N. del

OGGETTO:

Alla Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria
S E D E

L'Ufficiale di Marina ing. LONGOBARDI chiede di spedire a bagaglio da Roma a Cosenza Kg. 250 di effetti d'uso.

Prego accordare benestare.

IL CAPO DEL SERVIZIO MOVIMENTO

Stab. Tip. Pucci - Ancona - Ord. 37 - 30-6-42-XX - 1.701.920 ½ f.

(1) Servizio-

628

1025

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

C

8/69 18

NASA 8 NDAY NR 67/8 QIN A/ NRRE

FROM ALCON REGGIO 07100G3

TO EMRI

INFO ALCON FOR TMSC

QSK GR 24 ET

R 5QG (.) SUBJECT OLIVE OIL CONTAINING UV SIGNAL R 557 OF MAY 1

I EXPECT EX -PECT TANKERS CORIGLIANO 6 CORIATI 4 TO START LOADING MAY

14 ET

QOT GA TANKERS CORIGLIANO RPT CORIGLIANO K

SENT NR 67/8 JH AR TIMS K

RT CAL 67/8 0714153 GUU AR

1026

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

File 91/88

WIRE

12 May 1945

FROM: USSI

TO : Capt. Chapman, 774 Naples
Capt. Beddy, AC Sub-Comm, Reggio
CO, 701 MOD, FLORENCE
CO, 715 MOD, FLORENCE
CO, 719 MOD, LEGHORN
Joint Railway Control, Rome

CONFIDENTIAL. ISR furnish one (1) small baggage van on truck 01 Rome Terminal Tuesday 15 May to be loaded with ISR stationery and forward to Reggio when loading is completed. Baggage van will be unloaded with ISR stationery at Reggio to be partly unloaded on return trip at Naples, Rome and Florence. Baggage van returns to Rome when made empty at destination. CS 82 Signed London

H. H. HEADLEE
Captain, TC
774 MP - 1945

cc - Maj. Eaton, AC, Hdqs.
Ing. Ferrara, ISR

1027

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

91/87

AGF/.

TRANSPORTATION SUB-COMMISSION, AG
(RAIL DIVISION)
c/o Transportation (Dr) Main
C.M.F.

11 May 1945

Tel. 64238
Ref. AG/91/Za 4

SUBJECT : Baggage car for conveyance of household furniture.

To : I.S.K. - Bldg.

1. It is agreed that a suitable baggage car may be attached to Rome-Naples passenger train Sunday 14 May for conveyance of household furniture of General Paris between Rome and Verbicaro (Calabria). I.S.K. to arrange accordingly.

[signature]
Director

Copy to: Movements Rm Sub-Comm. HQ AG
" " MMB (Major Lo don)
" " Movements Rome Capt Dean Rome
" " Mov. Southern & District C.M.F.
" " S. Tn Officer Naples (Major Bowers)
" " Tn Officer Rocco (Capt Rossy).

626

1028

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

91/86

Ministry of Transports
ISR General Direction
Movements Dept.

Roma, 1[illegible] May 1945

-Memorandum for Maj. Ping.-

Gen. Faris has been transferred to northern Italy. Before moving from Roma he must clear his apartment and he would like to carry his household to Verbicaro (Calabria).

Please therefore kindly investigate the possibility to grant the allocation of one box car to be attached to the passenger trains; we would very much appreciate if this application could be taken into favorable consideration so that the movement may be operated on Monday 14 next.

Your Luggage Car.

The chief of the Dept.
Biondi

625

1029

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

91/86

Roma, 1 May 1945

Ministry of Transports
ISR General Direction
Movements Dept.

-Memorandum for Maj. Ping.-

Gen. Faris has been transferred to northern Italy. Before moving from Roma he must clear his apartment and he would like to carry his household to Verbicaro (Calabria).

Please therefore kindly investigate the possibility to grant the allocation of one box car to be attached to the passenger trains; we would very much appreciate if this application could be taken into favourable consideration so that the movement may be operated on Monday 14 next.

The chief of the Dept.
Biondi

Allow 1 Baggage Car.

625

1030

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

MINISTERO DEI TRASPORTI
~~MINISTERO DELLE COMUNICAZIONI~~
FERROVIE DELLO STATO - DIREZIONE GENERALE
SERVIZIO MOVIMENTO

Roma, 11 Maggio 1945

N.

OGGETTO

APPUNTO PER IL MAGG. PING

Il Generale Faris ha urgente necessità di trasportare le sue masserizie in apposito carro da Roma a Verbicaro (Catanzaro)

Chiede l'inoltro con treni viaggiatori possibilmente lunedì 14/5.

Prego dare benestare nulla ostando da parte delle F.S.

Stab. Tip.-Litografia F. S. - Roma 7-1945-XXIII

1031

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

91/85

ACP/ic

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

Tel. 843238
Ref. AC/91/Tn 4

6 May 1945

SUBJECT : Furniture removal - ISR employee.

TO : Capt. Boddy c/o Mov Reggio.

1. Approval is given for the removal of personal effects of DE SIMONE Armando, ISR employee transferred from Reggio to Naples. 1 Box can to be allocated

By Command of Rear Admiral STONE:

A C Percy May

~~Director~~

Copy to: MRS - Bldg.
" " Rail Movements
" " ISR - Building
" " Maj. Bowers c/o HQ AC Southern Reg.

624

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

91/84

TRANSPORTATION Sub-Commission A.C.

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT: Furniture removal I.S.R. employee

REF: R 25
26 Apr 45

TO: TFN. S.U. A.C.
C/O TN. INO. C.M.P.

1. Attached is appn. from Capo Compartimento Reggio for De Simone Armando for box car Reggio to Naples.

2. Please return with your approval or otherwise.

B. W. Boddy

B. W. BODDY
CAPTAIN
DIVN.SUPT.TFN.S.C.A.C.
REGGIO CAL.

623

1031

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

91/83

ACP/Ac

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

5 May 1945

Tel. 843238
Ref. AC/91/Tn 4

SUBJECT : Furniture removal - ISR employee.

TO : Capt. B.W.Boddy c/o Mov. Reggio

1. Approval is given for the removal of personal effects of MARANDO Domenico, ISR employee transferred from Reggio to Rome. 1 Box car may be allocated for the purpose.

By command of Rear Admiral STONE:

~~Director~~

Copy to: ERS - Bldg.
" " Rail Movements To Sub-Comm. HQ AC
" " ISR - Bldg.
" " Capt. Dean c/o HQ. Rome
" " Maj. Bowers c/o HQ AC Southern Region.

1034

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

91/82

TRANSPORTATION SUB-COMMISSION A.C.

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT: Furniture removal- I.S.K. employee. REF: R 25
28 Apr 45

TO:

TPTN. S.C. A.C.
C/O TN. INC. C.M.P.

1. Attached is app. from Capo Compartimento Reggio Cal. for 1 Bom Car for Marando Domenico Reggio - Rome

2. Please return with approval or otherwise.

B. W. Boddy

B. W. BODDY
CAPTAIN
DIVN.SUPT.TPTN.S.C.A.C.
REGGIO CAL.

NOTE: I have not yet received your acknowledgment of other requests of this nature sent you 2 and 12 April.

1035

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

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOV.DEPT.

Roma, 4 May 1945
M.232/407/53

TO: Th A.C. S/Commission
Rail Division

Mr.PUPA Francesco, Chief Secretary on duty with the Ministry of Finances, having been transferred from Roma to Reggio, asks for authority to despatch as luggage two mattresses and some personal effects for a total weight of 150 kos.

Please grant authorization

The Chief of the Dept.
BIONDI

1036

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

Roma,

N.232/407/53

SERVIZIO MOVIMENTO

Alla Sottocommissione Trasporti A.C.
Divisione Ferroviaria
S E D E

Il Segretario Capo Dott.Lupa Francesco, del Ministero delle Finanze profugo e sinistrato di guerra, dovendo rientrare alla propria sede di Reggio Calabria, da Roma ove presta attualmente servizio, prega di essere autorizzato a trasportare come bagaglio,nei prossimi giorni, due materassi ed alcuni effetti d'uso di sua proprietà per un complessivo peso di 150 chilogrammi.

Pregasi accordare cortese e sollecito benestare.

IL CAPO DEL SERVIZIO MOVIMENTO

1037

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

91/80

ACP/Ac

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

2 May 1945

Tel. 843238
Ref. AC/91/Tn 4

SUBJECT : Theatrical Luggage Messina-Roma.

TO : I.S.R.
Building

It is not possible to grant any special facilities in this matter.

Application for freight movement should be made in Sicily in the usual way.

DIRECTOR

1038

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

91/79

MINISTRY OF TRANSPORTS
MSR GENERAL DIRECTION
MOVEMENTS DEPT.

Roma, 27 April 1945
M.232/407/38

TO: Tn.S/Commission A.C.,
Rail Division

The Troupe directed by Isa Miranda presently in Sicily for a tournee, has requested for allocation of one car for conveyance from Messina to Roma of some 30 quintals theatrical baggage; the movement should be effected on the 8th of May next, and two employees of the Troupe should be allowad to bide on the car as an escort.

The Chief of the Dept.
BIONDI

91- Rim
I believe we put a luggage van on the train from Roma to Rim. Is this correct?
ACW

618

1039

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

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
(1) Servizio Movimento

Roma, lì 27 APR 1945 104 » A
N. 232.407.38

Al N. ..... del .....

OGGETTO: .....

Alla Sottocommissione
Trasporti dell'A.C.
Divisione Ferroviaria
S E D E

La Compagnia di prosa Isa Miranda, attualmente in Sicilia per un corso di recite, chiede la concessione di un carro per il trasporto da Messina a Roma, il giorno 8 maggio p.v., di 30 quintali circa di effetti teatrali e l'autorizzazione a far scortare detto carro da parte di due persone della Compagnia stessa.

Pregasi favorire benestare.

IL CAPO DEL SERVIZIO MOVIMENTO

617

Stab. Tip. Pucci - Ancona - Ord. 37 - 30-6-42-XX - 1.701.920 ½ F.

(1) Servizio.

1040

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

91/78

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

Rail. 543/38
Ref: AG/31/2n4.

1 May 1945.

Subject: Transfer of Lieut Camillo - Rome to Reggio (Calabria).

To : Ministry of Transports,
Rail General Direction,
Movements Department.

1. Reference your 8212/107/46 dated 27 April 1945.

2. Authority is given for conveyance of one matrimonial bed (2 heads, 2 feet, 2 spring mattresses) and case of personal effects (total weight 1000kg) by passenger train No 83 from Rome to Reggio on May 5 next, on behalf of Lieut Camillo, railway employee transferred from Rome to Reggio.

Director.

Copy to: Movements (Rail)
Movements, Rome
Senior Tn. Officer, Naples
Tn. Officer, Reggio.

1041

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

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
(1) 1. SERVIZIO MOVIMENTO

Roma, 27 APR 1945 104 - A

91/77

N. M.232/407/46

Al N. ..... del .....

OGGETTO: .....

Alla Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria
S E D E

Il Sig. Lustri Camillo, dovendo trasferirsi a Reggio Calabria dopo il suo matrimonio che avrà luogo in questi giorni, chiede l'autorizzazione di spedire col treno 83 in partenza da Roma il 6/5 p.v. un letto matrimoniale completo (2 reti e 4 spalliere) e una cassa di effetti d'uso del peso di Kg. 120.

Pregasi benestare.

IL CAPO DEL SERVIZIO MOVIMENTO

615

Stab. Tip. Pucci - Ancona - Ord. 37 - 30-6-42-XX - 1.701.920 ½ f.

(1) Servizio.

1042

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

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOVEMENTS DEPT.

Roma, 27 April 1945

M.232/407/46

TO: Tn S/Commission A.C.,
Rail Division

Mr.LUSTRI Camillo, who has been transferred to Reggio Calabria and will move from Roma in a few days, after his wedding, has requested for authority to despatch by train 83, leaving Roma on the 6th of May next, a double bed (two heds, two foots and two spring mattresses) together with one case personal effects, weighing 120 kos.

Please grant authorization.

The Chief of the Dept.
BIONDI

614

1043

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

INTER-OFFICE MINUTE

SUBJECT: Salt movement Margherita di Savoia to Barletta. File N° AC/91/Tn.4

TO : Chief,
Movements Division (Rail)

1. Reference to your letter 259/78/Tn.3 20 April 45.

2. I.S.C. have allocated a locomotive for shunting Purposes within the Monopoly's private sidings at Margherita di Savoia and have also arranged for 20 - 22 cars a day to be moved from Margherita di Savoia to Barletta.

Chief,
Rail Division.

Transportation Sub-Commission (Rail Division)
20 April 1945
Telephone N°843238

Copy to:- I.S.C.

CRW/elc

INTER-OFFICE MEMORANDUM

Tel : 478704

20 April 1945

259/78/Tn 3

SUBJECT : Salt movement Margherita di Savoia to Barletta

TO : Transportation Sub-Commission,
Rail Division

1. At a meeting called by the Food Sub-Commission on 7 April '45 regarding export of salt from Italy, the question of movement of 600 tons per day of salt from Margherita di Savoia to Barletta was discussed.

2. The Monopoli dello Stato stated that to carry out this movement the following provisions would have to be made :

(a) Use of 80 metres of quay space at Barletta with the right to use the space to stock salt.
(b) The State Railway to supply shunting services within the Monopoly's property at Margherita di Savoia (25 Kms of private sidings).

3. The necessary action regarding para 2 a is being taken by Shipping Branch in conjunction with G-4 (Mov & Tn) AFHQ. With regard to para 2 b please state whether necessary shunting facilities can be provided by the I.S.R. also whether the necessary daily shuttle services can be provided between Margherita di Savoia and Barletta.

4. Please treat this matter as urgent.

For Chief Movements Division

612

J.W. BAKER, Lt.Colonel
Movements Division - Rail

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

TO : Transportation Sub-Commission,
Rail Division

1. At a meeting called by the Food Sub-Commission on 7 April '45 regarding export of salt from Italy, the question of movement of 600 tons per day of salt from Margherita di Savoia to Barletta was discussed.

2. The Monopoli dello Stato stated that to carry out this movement the following provisions would have to be made :

(a) Use of 80 metres of quay space at Barletta with the right to use the space to stock salt.
(b) The State Railway to supply shunting services within the Monopoly's property at Margherita di Savoia (25 Kms of private sidings).

3. The necessary action regarding para 2 a is being taken by Shipping Branch in conjunction with G-4 (Mov & Tn) AFHQ. With regard to para 2 b please state whether necessary shunting facilities can be provided by the U.S.R. also whether the necessary daily shuttle services can be provided between Margherita di Savoia and Barletta.

4. Please treat this matter as urgent.

For Chief Movements Division

612

J.W. BAKER, Lt.Colonel
Movements Division - Rail

Copy to : Food Sub-Commission
Economic Section
Shipping Branch

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

1046

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

91/76

Ministry of Transports
General Direction ISR
Movements Dept.

Roma, 27 April 1945
N. 2[illegible]/364

To: Tn. S/Commission AC
Rail Division

Subject: Extra coaches for Catholic Action Society.

1. This letter deals with the return trip of the Directors of the Catholic Action Siciety, scheduled for the 30th inst. by train 783, in three extra coaches, according to your letter 20 April ult.

2. More than 370 people have attended the meeting, whereof some hundred arrived with their own means.

3. The Central Committee for the Catholic Action Society now requests whether it would be possible to grant a fourth coach for the return trip, to be put on train 783 leaving Roma on the 30th next; they moreover ask that two coaches be forwarded through to ~~Burixuxuxdxuxuxtx Ruxgxix~~ Reggio and one to Bari.

4. Please grant authorizati n.

The Chief of the Dept.
Biondi

Replied Mr. [illegible] 611

1047

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

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
(1) .....

Roma, 27 APR 1945 194... • A.....
N. m. 222/364
Al N. ..... del .....

OGGETTO: .....

Alla Sotto Commissione A.C.
Divisione Ferroviaria
S E D E

1 - Riguarda il viaggio di ritorno da Roma dei Dirigenti Diocesani dell'Azione Cattolica col tr. 783 del 30 and. in tre carrozze, come da autorizzazione in data 20 and.

2 - Sono affluiti a Roma oltre 370 partecipanti al Congresso, dei quali oltre cento giunti alla spicciolata.

3 - Il Comitato Centrale dell'Azione Cattolica prega pertanto perchè sia concessa una quarta carrozza per il viaggio di ritorno col treno 783 del 30 and. e che di esse tre siano fatte proseguire da Napoli, precisamente una per Bari, due per Reggio Cal.

4 - Pregasi benestare.

IL CAPO DEL SERVIZIO MOVIMENTO

619

Stab. Tip. Pucci - Ancona - Ord. 37 - 30-6-42-XX - 1.701.920 ½ L.

(1) Servizio.

1048

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

91/75

SIGNAL BY TELEPHONE

FROM MOVWIT - MOV/R/553

REFERENCE AC REGGIO SIGNAL R 538 DATED 25 APRIL. ROLLING STOCK FOR AUTHORISED LOADINGS WILL BE ALLOCATED ON BASIS 2/3 MILITARY 1/3 AC UNTIL SITUATION RETURNS NORMAL. SIGNAL DAILY POSITION THIS HQ. AGREED G4 MOV AND TN AFHQ VERBALLY.

1049

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

A 9

MABA V MBAY NR 117 A/MBDB

FROM ALCOM REGGIO 241730B

TO ALCOM FOR TPTN S C

QCX GR 36

R533 RESTRICTED . TPTN SC REPORT 343/16/TN3 OF 15 ~~-GAF) G-A- S~~

~~HHHH~~ APRIL PARA 6 REFERS .NO WELL WAGONS IN REGGIO DIVN CAPABLE

OF TAKING CALABRO LUCANE I S R ROME TO SUPPLY TWO .CAN ~~YOU~~

YOU HELP

DT TNI 2001B

SENT NR 117 2102B LF AR TKS K

117 RD TOR 2104B MITCHELL AR . KTXX TKS BI OM .

BELE

1050

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

91/74

FOR,

TRANSPORTATION CORPS-CONTROL, A.C.,
(RAIL DIVISION)
C/o Transportation Movement,
C.M.F.

Ref.: 841238

30 April 1945

Ref.: AC/91/Tn.4

SUBJECT: Well cars

TO : I.B.R. Bldg

1. A well car is required at Crotone for the transportation of two Calabria Lunano locos to Naples for repairs.

2. Can you locate such a car and forward to Crotone. As soon as the first loco is unloaded at Naples, the Car should be immediately returned for the second loco.

3. Will you kindly give this your urgent attention.

1 Director.

Copy to:- Major Bakster Bldg.
Capt. Boddy Tn. Officer Reggio.

609

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

RESTRICTED

91/73

MOV/T/545
APR 282030B

D/9048
APR 290930B
ROUTINE

MOVEIT
MOV REGGIO INFO AFHQ CITE FWGDM, AC REGGIO, AICOM, DMRSI, STRAI REGGIO, CAP REGGIO, MOVEIT.

RESTRICTED

Ref my MOV/T/533 of 26 April 1945. In view more satisfactory rolling stock position full loading authorised traffic will be resumed 29 April 1945. Agreed G4 (MOV & TN) AFHQ verbal.

Dist

Info-Action - Tn 2
Info - A/President
Chief Commissioner
Econ Sec
File

608

RESTRICTED

T 0 5 2

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

91/72

MINISTRY OF TRANSPORTS
[illegible] GENERAL DIRECTION
MOVEMENTS DEPT.

Roma 21, April 1945
M.232/405/40

TO: CC S/Commission A.C.,
Rail Division

SUBJECT: Carriage of printed matter
on ISR Administration's behalf.

1. Present letter deals with the transportation of printed matter and accounting material on behalf of ISR Administration.

2. Luggage van 96070 arrived yesterday from Reggio with train 84, loaded with accounting material, cannot be unloaded at Roma as above accounting material is destined to Firenze.

3. Several other packages and accounting material presently pooled at Roma must be forwarded to Firenze, and as it cannot be loaded in above luggage van which is already full, it is necessary to have another box-car.

4. Both the luggage van and the box-car should be despatched from Roma to Firenze soonest possible, so that it would be necessary to may dispose at once of the box-car whereof para 3 above, for loading.

5. Please grant authority for loading above box-car as well as for forwarding both the car and luggage van 96070 to Firenze Porta al Prato where they will be unloaded at Dept Compartimento's care.

The Chief of the Dept.
RICCI

London
they want this
more wednesday
Can you fix them
Nicolao
23 sept

Always Mainard
Handed 23 Sept
Lewis
24 Sept

1053

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

RESERVED FOR ITALIAN STATE RAILWAY

LOADED OF STATION ACCOUNT PAPERS

OL
1500
Wedn.

This car is authorized by General Direction of I. S. R. and escort of Inspector MONZALI - Pass N°. 00638

1054

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

RESERVED FOR ITALIAN STATE RAILWAY

LOADED OF STATION ACCOUNT PAPERS

This car is authorized by General Direction of I. S. R. and escort of Inspector MONZALI - Pass N°. 00628

RISERVATO

A DISPOSIZIONE

dell' Ispettore MONZALI Cav. Uff. Agostino della Direzione Generale Ferrovie dello Stato (Servizio Commerciale e del Traffico).

91/21

A P P U N T O

PER IL SIG. ING. RICCI

I) - Si fa riferimento alla lettera AC/9I/TM4 del 13 c.m.

2) - Si comunicano qui sotto il numero di servizio di altri carri cemento, la data di carico, la destinazione ed il peso complessivo:

giorno 23/4/I945

7I07545 = 23730 = peso compl.Tonn.30 destinati Ortona M.

1133538 = 1646 = 221228 = 221253 = 110740 = 1024067 = 171897 = peso compl. Tonn. 131 destinati Falconara

giorno 24/4/I945

373138 = 222707 = 57584 = 77196548 = 223893 = 160320 = 104939 = 144855 = 188231 = peso compl.Tonn. 134 destinati Ortona M.

Roma, li 25/IV/I945

copy to Chapin + Strutt resp. Flm

D.F.

1 - full copy

606

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

1056

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

APPUNTO PER IL SIG. ING. RICCI

1) Si fa riferimento alla lettera AC/91/TM4 del 13 c.m.

2) Si comunicano qui sotto il numero di servizio di altri carri cemento la data di carico, la destinazione ed il peso complessivo

giorno 26/4/45

22620 TONN.20 = 1022248 TONN. 18 = 201178 TONN. 17 = 181122 TONN. 17

1121135 TONN. 18 = 1021420 TONN. 20 = per Falconara

188216 TONN. 17 = 202013 TONN. 17 per Ortona

giorno 27/4/45

1020424 TONN. I8 = 1023695 TONN. 18 per Falconara

8918 TONN. I8 per Ortona

Roma, li 28 aprile 1945

A. Bartoli

605

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

1084

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

MINISTRY OF TRANSPORTS
DRS GENERAL DIRECTION
MOVEMENTS DEPT.

Rome 21, April 1945
M.232/405/40

TO: TN S/Commission A.C.,
Rail Division

SUBJECT: Carriage of printed matter
on ISR Administration's behalf.

1. Present letter deals with the transportation of printed matter and accounting material on behalf of ISR Administration.

2. Luggage van 96070 arrived yesterday from Reggio with train 84, loaded with accounting material, cannot be unloaded at Rome as above accounting material is destined to Firenze.

3. Several other packages and accounting material presently pooled at Rome must be forwarded to Firenze, and as it cannot be loaded in above luggage van which is already full, it is necessary to have another box-car.

4. Both the luggage van and the box-car should be despatched from Rome to Firenze asoneat possible, so that it would be necessary to say dispose at once of the box-car whereof para 3 above, for loading.

5. Please grant authority for loading above box-car as well as for forwarding both the car and luggage van 96070 to Firenze Porta al Prato where they will be unloaded at Cape Compartimento's care.

The Chief of the Dept.
RTCOIDI

copy handed to London to Col. Alper on 27 Apr

6 [illegible]

1091

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

MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Movimento

Roma lì 21 Aprile 1945 - A.

N. M.232-405/40

Al N. ..... del .....

OGGETTO

Trasporto stampati conto Amministrazione ferroviaria.

ALLEGATI N. .....

Alla Sottocommissione A.C.
Divisione Ferroviaria
S E D E

1)-Riguarda il trasporto conto Amministrazione Ferroviaria di stampati e documenti contabili nelle zone liberate.
2)-Il bagagliaio 96070 giunto col tr.84 di ieri 20 da Reggio Cal. carico di documenti contabili, non può essere scaricato a Roma perché tali documenti sono destinati a Firenze.
3)-Pure a Firenze devesi inviare altro forte quantitativo di pacchi concentrati a Roma e contenenti contabilità, che non trovano posto nel bagagliaio di cui al punto 2), e pertanto è indispensabile l'impiego di apposito carro.
4)-Il bagagliaio ed il carro dovrebbero partire da Roma non oltre il giorno 23 corrente e quindi il carico del carro di cui al punto 3) dovrebbe effettuarsi entro le ore antimeridiane dello stesso giorno 23.
5)-Pregasi autorizzare sia il carico e l'inoltro del carro, sia di far proseguire il bagagliaio 96070 giunto da Reggio C.; entrambi i veicoli verranno scaricati a Firenze Porta a Prato a cura di quel Capo Compartimento.

6[illegible]3

IL CAPO DEL SERVIZIO MOVIMENTO

91/68

APPUNTO

PER IL SIG ING. RICCI

1) Si fa riferimento alla lettera AC/91/TM4 del 13 c.m.

2) Si comunicano quì sotto il numero di servizio di altri carri cemento, la data di carico, la destinazione ed il peso complessivo

giorno 25/4/45

2787 TONN 17 = 54549 TONN. 17 per Ortona

IOI376 TONN. I9 = 221226 TONN. 20 = 1123504 TONN. I9 = 1027375 TONN. I9
10174 TONN. I8 = 1478 TONN. I6 = 22742 TONN I5 = 4718 = TONN. IO
per Falconara

Roma 26 Aprile I945

C. Bertoli

602

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

1) Si fa riferimento alla lettera AC/91/TM4 del 13 c.m.

2) Si comunicano quì sotto il numero di servizio di altri carri cemento, la data di carico, la destinazione ed il peso complessivo

giorno 25/4/45

2787 TONN 17 = 54549 TONN. 17 per Ortona

IOI376 TONN. I9 = 221226 TONN. 20 = 1123504 TONN. I9 = 1027375 TONN. I9
10174 TONN. I8 = 1478 TONN. I6 = 22742 TONN I5 = 4718 = TONN. IO
per Falconara

Roma 26 Aprile I945

Bertoli

602

full copy

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

1062

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

91/67

POS/ME

(Rail Office)
c/o Transportation Officer
[illegible]

No. [illegible] 16 April 1945
Ref. [illegible]

Subject: Petrol ration by passenger train.

To : S.A.A.F. [illegible]

1. Reference No.a32/106/91 of 15 April 45.

2. It is agreed that petrol ration for Detail be dispatched until necessary basis is completed as follows:

Aprilia	101	Kilos
Cerveteri	68	"
Calabria	30	"
Lavinio	14	"
Puglia	52	"
Lazio	21	"

[illegible]
for Major

Copy to:- Chief Tn Officer Rome Sub-Sect.
Chief Tn Officer Naples
" " " Bari
" " " Brindisi
Movements Rail Tn Sub-Sect.

631

1063

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

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOVEMENTS DEPT.

Roma, 25 April 1945
M.232/406/54

To: Tn S/Commission A.C.,
Rail Division

SUBJECT: Despatch of printed matter for collection of circulation fees for motorvehicles.

1. R.A.C.I.(Royal Automobile Club Italy) is entrusted throughout Italy with the collection of the circulation fees for motorvehicles on behalf of the Ministry of Finance, and every fourth month they have to supply their peripherical offices with forms and printed matter to above purpose.

2. It is now requested that following deliveries be urgently effected:

Sicilia	103	kos
Campania	62	"
Calabria	30	"
Lucania	14	"
Puglie	52	"
Lazio	21	"

3. Please grant authorization.

The Chief of the Dept.
BIONDI

699

91/65

PGE/ez

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

Tel.: 643838

23 April 1945

Ref.: AG/91/Tn.4

SUBJECT: Movement of cement

TO : Movements Rail Tn.S/Commission.

1. Emergency bid is placed to move the following cement for the U.S.E. in connection with A.C. sponsored Railway Construction.

As soon as possible

From	to	Amount Tons
Colle Fazzo	Naples	200
Monopoli	Reggio	100
"	Bari	100
"	Barletta	45
Modugno	"	155
"	Termoli	200

No commence movement 15 May

Guidonia	Fara Sabina	100
"	Orte	200
"	Arezzo	300
"	Caiuni	300
"	Naples	125
"	Arezzo	300
"	Avellino	100
"	Rome	200
"	Orte	300
"	Bastia	20

559

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

SUBJECT: Movement of cement

TO : Movements Rail Br./Commission.

1. Emergency bid is placed to move the following cement for the I.L.E. in connection with A.C. sponsored Railway Construction.

As soon as possible

From	To	Amount tons
Colle Ferro	Naples	200
Monopoli	Reggio	100
"	Bari	100
"	Barletta	45
Modugno	"	155
"	Termoli	200

To commence movement 15 May

Guidonia	Fara Sabina	100
"	Orte	200
"	Arezzo	300
"	Chiusi	300
"	Naples	125
"	Arezzo	300
"	Avellino	100
"	Roma	200
"	Orte	500
"	Bastia	20
"	Florence	100
"	Chiusi	300
"	Leghorn	200

2. Cement is to move in priority as stations are listed and at the rate of 200 tons per day from each plant.

Thomas Major
Chief, Rail Division.

Copy to:- Chief Transportation Officer Bari
Rail " " Rome Capt. Dean

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

1066

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

CMB/ev

INTER-OFFICE MINUTES

Ref: AC/Mat/6/32/Tn 4

SUBJECT : Cement - Rail Transportation

TO : Maj. Matson - Bldg.

1. The Rail Division has been allotted the following cement for May delivery.

2. Please place bids for the transportation by rail of the following tonnages:

From Cement Plant at	To	Tons.	
Monopoli	Reggio Calabria	100	
"	Bari	100	
"	Barletta	45	Total 245
Modugno	Barletta	155	
"	Termoli	200	" 355
Guidonia	Naples	125	
"	Arezzo	300	
"	Avellino	100	
"	Rome	200	
"	Orte	500	
"	Bastia	20	
"	Florence	100	
"	Chiusi	300	
"	Leghorn	200	
		1845	

Transp.Sub-Comd. (Rail Div.)
23 April 1945
Tel. 848191-11

for Chief, Rail Division
Wm Shaw Maj. O.C.

cc. Maj. Street - Bldg.

1067

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

CML/av

INTER-OFFICE MINUTES

Ref: AC/Mat/6/31/Tn 4

SUBJECT : Cement - Rail transportation.

TO : Maj.Matson - Bldg.

1. The Rail Division has been allotted the following cement on their April request for delivery in May.

2. Please place bids for the transporting by rail of the following:

From Cement Plant at	To	Amount Tons
Colleferro	Naples	200
Guidonia	Fara Sabina	100
"	Orte	200
"	Arezzo	300
"	Chiusi	300

for Chief,
Rail Division

Transp.Sub-Commission (Rail Div.)
23 April 1945
Tel. 848191-11

597

cc. Maj. Street - Bldg.

1068

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

Ministry of Transports
ISR General Direction

Roma, 23 April 1945
.312/12650/25/256

To: Tn S/Commission AC; Rail Division

Subject: Carriage of cement Colleferro to Ancona/Ortona.

1. Reference is mad to yours 13 April AC/91/Tn 4.

2. We beg to give the serial numbers , the date of despatch and the destination of following carloads cement.

19 April 1945
100072 = 1007412 = 1008421 = 110018 = 7203553 = 735009 = 184283 = 1009587 = 11745 to Ancona

20 April 1945
100302 = 185092 = 77193199 = 264205 = 151854 = 1020982 = 251504 = 83991 = 23503 = 143234 to Ancona

21 April 1945
186657 = 27391 = 68354 = 1128394 = 100441 = 45491 = 77192166 = 77193357 = 34609 = 1133711 to Ancona

Average load 18 tons per wagon.

for The Director General

sgd. Celli

596

10691

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

MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 2/4 1945 - A.

N. M.312/12650/25/256

Al N. del

OGGETTO

Trasporto cemento da Colleferro ad Ancona Ortona.

Commissione Alleata
Sotto Commissione Trasporti
(Rail - Division)
C/o Transportation Increment
(C.M.F.)
ROMA

ALLEGATI N.

1) Si fa riferimento alla lettera AC/91/TM 4 del 13 and.

2) Si comunicano qui sotto i numeri di servizio dei carri caricati di cemento, la data di carico e la destinazione:

giorno 19/4/1945

100072 = 1007412 = 1008421 * 110018 = 7203552 = 735009 = 184283 = 1009587 = 11745 - destinati ad Ancona

giorno 20/4/1945

100302 = 185092 = 77193199 = 264205 = 151854 = 1020982 = 251504 = 83991 = 23503 = 143234 destinati ad Ancona

giorno 21/4/1945

186657 = 27391 = 68354 = 1128394 = 100441 = 45491 = 77192166 = 77193357 = 34609 = 1133711 destinati ad Ancona.

IL DIRETTORE GENERALE

595

A.B.

1070

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

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
ANCONA

Copy.

To : 1st Lt. Infantry Frank Picossi
Transportation A.M.G. Perugia Province
copy to H.Q.A.C.(Movements Division)
H.Q.A.C.(Rail Division)

From : Transportation Sub-Commission Representative

Subject: Transport of cattle from Castia Station

Ref. : A.C/Tn 12/31 Anc.

April 14th 1945

Referring to the enclosed letter from the Italian State Railways will you please inform the Representative of the Agricultural Sub-Commission or whoever is responsible locally for the loading of livestock that in no circumstances must livestock be loaded into railway wagons for transmission by rail until the authority of this Sub-Commission has been received. In cases of urgency, and upon presentation being made to you, there is no objection to your short circuiting and phoning direct to Rome(Capt. Clinging 478701) for the necessary authority informing me later of the occurrence.

Station Masters have explicite instructions not to accept any traffic other than that authorized by this Sub-Commission.

Please ensure that these instructions are being adhered to in your district.

Capt. R.E.
W. Stanley Smith

Via Calatafimi 1
II Floor

WSS/CC

Above letter is the outcome of a complaint by S.E.R that an Allied Office had given permission to load livestock without obtaining proper authority

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

CRW/eld

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

Tel : 472704

11 April 1945

435/2/Tn 3

SUBJECT : Transport of sulphur oil for production of soap

TO : Transportation Sub-Commission
Rail Division

1. Reference the attached translated copy of letter from the General Direction of Industry and Mines Grease Office.

2. Please state how many tank wagons can be placed at the disposal of the General Direction of Industry and Mines for this movement, in order that a weekly programme can be drawn up.

For the Chief Commissioner

C. R Worthington
M.B. THOMAS, Colonel
Deputy Director
Transportation Sub-Commission

Copies to : Economic Section
Industry Sub-Commission
AO Transportation Officer, Reggio
" " " Naples
General Direction of Industry and Mines -
Grease Office

593

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

/olc

COPY

TRANSLATION

Ministry of Industry
Commerce and Labour

General Direction of
Treasury and Mines
Greases Office

SUBJECT : Transport of Sulphur oil for production of soap

FOR ATTENTION : TO A.C.Transportation Sub-Commission, Rome

According to the distribution plan of commodities for production of soap, for the use of civilian, the following transports of sulphur oil are necessary :-

Tons 150,5 from Gioia Tauro, Gaslini's works to Naples
Tons 314,12 from Siderno, Gaslini's works to Naples
Tons 114,77 from Siderno, Gaslini's works to Rome (included tons 13,8 which must be supplied by Antino's firm also from Siderno)
Tons 140,05 from Vibo Valentia (Gaslini's works) to Rome.

The above mentioned works, have already tendered the necessary bids to the Compartimento of Reggio Calabria. The request has been made for special tankcars, not in use for eatable, but used for fuels, knowing that there is a fairely good disposal of such cars.

We beg the Ministry to kindly take the greatest interest on this matter in order that the cars should be allotted as early as possible due to the urgency of distribution of soap to civilians, as well as to be able to empty the deposit of the production works in view of the new production stock coming in.

592

1073

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

DE FT ARCONA INFO FRIGNO CITE FIGHT

3496 10 APRIL 45 PRIORITY

RESTRICTED FS

PARA ONE FD DISPOSITY BIS SIX SEVEN SEVEN FIVE ACCEPTED FOR

MOVEMENT NIS TO ONE FIVE APRIL FD

PARMT TO DE FT ARCONA FOR SMITH INFO TO FRIGNO CITE FIGHT FIGHT

TWO ARMOR CITE ACCEPT PARAS

PARA TWO FD FOUR ZERO TONS CONSTRUCTION MATERIAL REQUESTED TO

ARCONA CONDITION AND CONSISTS INTERNA GARBARINO SCIACCALUGA CENTER

CAEN FD ADVISE APPD FD

COPY BY HAND TO DEPT ROME

DEMS ROME (MAJOR LONDON)

RAIL DIV

ALLIED FIFTH OFFICER ROME

ACCOUNTS BRANCH (STATS SEC)

TRANSMISSION SQ

390

591

NICHOLAS FIGHTING
CPO U.S.A.
Asst. Adjutant

1074

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

91/60

INTER-OFFICE MINUTES

Ref: AG/91/Tn 4

SUBJECT : Movement Cement.

TO : Movements Division (Rail)
Tn. Sub-Commission

1. 880 tons of cement have been released at Colleferro to move at the rate of 200 tons per day to I.S.A. Rome commencing Monday 23 April.

2. Emergency bid is requested.

3. We have had considerable difficulty in obtaining this cement for AG. sponsored Railway Construction ac it is requested that wagons be placed without delay at the rate of ten per day the first three days "IE" April 23-24-25 and on the 26th three wagons.

Chief,
Rail Division

Trans. Sub-Commission (Rail Div.)
20 April 1945
Tel. 9311

Copy to: Capt. Dean - Rome
Advise Rail Div. car n°. and date despatched.

591

1075

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

CML/ev

INTER OFFICE MINUTES

Ref. AC/Mat/6/26/Tn 4

SUBJECT : Cement.

TO : HQ.AC. Commerce Sub-Commission APO 394
Attn: Major Wood.

1. Reference telephone conversation (Major Wood - Major Long) yesterday in regard to release of 2000 tons of cement from Colleferro Cement Plant for A.C. Transportation Sub-Commission, April allotment.

2. Following is the distribution required:

PROJECT		TONS	DESPATCH TO	PRIORITY
Avellino-Rocchetta Line		100	Naples	1
Rome		350	Rome	2
Avellino-Benevento	"	100	Naples	3
Roma-Orte		100	Fara Sabina	4
Line 246		250	Ancona	5
Orte Chiusi		200	Orte	6
Arezzo-Florence		300	Arezzo	7
Rome		300	Rome	8
Chiusi-Empoli		300	Chiusi	9

3. Request will be made for emergency movement of the cement, at 200 tons per day.

Transp. Sub-Commission (Rail Div.)
10 April 1945
Tel. 9311

cc. Major Street 2
cc. Major Watson 1

Jerry Major CE
for DIRECTOR

Jerry said on 650 tons would suit for balance Colle Romagna
up to 630 589

91/59

OHL/av

INTER-OFFICE MINUTE

Ref. AC/91/Tn 4

SUBJECT : Cased Vehicles.

TO : Deputy Director,
Transportation Sub-Commission

1. Reference is made to attached Inter Office Memorandum from Major Worthington dated 9th inst.

2. I enclose report from Capt.Dean, A.C.Transportation Officer, Rome; from which the following observations may be made.

(a) GT Group apparently discovered a siding and expected it to be immediately available. They failed to ensure that enquiry was made from an operating angle as to the ability to use the siding and what additional locomotive power might be needed.

(b) There is no evidence to suggest that the I.S.R. did other than they were asked to do.

(c) It appears obvious I.S.R. were asked send these cars to Porta Maggiore, which they did. (Porta Maggiore is the factory for A.T.A.C.).

(d) It might seen desirable to ensure that Tiburtina is a point to which these flats are sent, and that a GT Group representative should be present there to indicate which cars should be sent to Prenestina.

(e) The failure is enterely due to the conducting of this business from HQ, keeping the appointed officer to Rome in the dark, until confusion had occurred. If he had been brought in from the outset, as soon as the GT Group had located a siding, he could have looked at it, made quite sure I.S.R. were aware of it, secured sufficient loco power, and avoided all the pitfalls which await the inexperienced.

588

O.H. Lindberg. Lt.Col.

O.H. LINDBERG

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

SUBJECT : Cased Vehicles.

TO : Deputy Director,
Transportation Sub-Commission

1. Reference is made to attached Inter Office Memorandum from Major Worthington dated 9th inst.

2. I enclose report from Capt.Dean, A.C.Transportation Officer, Rome; from which the following observations may be made.

(a) GT Group apparently discovered a siding and expected it to be immediately available. They failed to ensure that enquiry was made from an operating angle as to the ability to use the siding and what additional locomotive power might be needed.

(b) There is no evidence to suggest that the I.S.R. did other than they were asked to do.

(c) It appears obvious I.S.R. were asked send these cars to Porta Maggiore, which they did. (Porta Maggiore is the factory for A.T.A.C.).

(d) It might seen desirable to ensure that Tiburtina is a point to which these flats are sent, and that a GT Group representative should be present there to indicate which cars should be sent to Prenestina.

(e) The failure is enterely due to the conducting of this business from HQ, keeping the appointed officer to Rome in the dark, until confusion had occurred. If he had been brought in from the outset, as soon as the GT Group had located a siding, he could have looked at it, made quite sure I.S.R. were aware of it, secured sufficient loco power, and avoided all the pitfalls which await the inexperienced.

588

O.H. Lindberg. Lt. Col.

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

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

1078

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

91/58

ACP/ic

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

Tel. 843236
Ref. AC/91/Tn 4

11 April 1945

SUBJECT : Telegraph Material by passenger train.

TO : Ministry of Communications Bldg.

1. Reference your letter april 9 file M.232/406/51.

2. Authority is hereby granted to forward five casse telegraph repair material Rome to Naples by passenger train weight 392 kilos consignee and consigner ITALCABLE Company on behalf of the State.

P.G.MATSON, Major
for MERRITT H. TAYLOR
Director.

Copy to: Senior Tn Officer Naples
" " HQ Movements Rail Tn Sub-Comm. HQ AC

1079

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

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOVEMENTS DEPT.

Roma, 9 April 1945
M.232/406/91

TO: Th S/Commission A.C.
Rail Division.

Italcable Company has requested for authorization to dispatch by passenger train from Roma Termini to Napoli, 5 cases containing material urgently required for rehabilitation of telegraph communications operated by above Company on behalf of the State. The total weight of said cases is 392 Kgs.

Please grant authorization.

THE CHIEF OF THE DEPT.

MONDI

1080

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

MINISTERO DEI TRASPORTI

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
(1) Servizio Movimento

Roma, 9 APR 1945 anno XXIII
N. M.232/406/51
Al N. del

OGGETTO:

Alla Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

S E D E

La Società "Italcable" ha necessità di spedire a G.V. con acceleramento da Roma Termini a Napoli cinque casse materiale telegrafico del peso complessivo di Kg. 392, materiale occorrente per l'urgente riattivazione del servizio di comunicazioni telegrafiche che la Società stessa gestisce per delega dello Stato.

Si prega voler autorizzare tale spedizione.

IL CAPO DEL SERVIZIO MOVIMENTO

583

Stab. Tip. Pucci - Ancona - Ord. 37 - 30-6-42-XX - 1.701.920 ½ f.

(1) Servizio.

1081

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

Ext. 218

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MJS/eh

Phone 489081

AC/430/3/Tn 5

5 April 1945

SUBJECT: Rail Work in Calabria and Sicily

TO : AMMG, G-4, Mov & Tn

1. Reference your letters 3/212 dated 30 and 31 March, respectively.

2. A party consisting of ISR, Rail Branch, Movements Division, and Rail Division, Transportation Sub-Commission, are at present on tour in Calabria and Sicily. This party has specific instructions to investigate the points raised in your two letters.

3. On their return details of the action taken or proposed will be sent to you.

For the Chief Commissioner:

M. J. SIFF, Colonel
Chief, Movements Division

cc: Rail Division

1082

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

SECRET.

91/55

AAG/G3

INTER OFFICE MEMO

Our Ref :- AC/125/12/Tn.3. 30 March 1945

SUBJECT :- Arrival of Cased Vehicles

TO :- Roads Division (2)

1. For your information the undermentioned quantities of Cased Vehicles are due to arrive at Ports indicated on approx 7th April

NAPLES	582	Tons
LEGHORN	239	"
"	23	"

for C.N. CHRISTENSEN
Lt. Col.
MOVEMENTS DIVISION
ROADS BRANCH

Copy to : Rail Division ✓

1083

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

91/54

AC/Air

FRANCE-AIR-TRANSPORTATION SUB-COMMITTEE, AC
(RAIL EXECUTIVE)
c/o Transportation Increment
S.H.A.P.E.

10 April 1954

Tel. [illegible]
Ref. AC/91/Sa 4

To : Ministry of Transport
Air Control Direction
Government Dept.

Subject : Conveyance of stationery for Unity.

Reference is your letter N 434/AC/50 of 3 April 54.

1. Authority is given for the conveyance of 20 packages, each containing 25 kgs, from Rome to Unity by train 54.

2. It is understood the packages will contain paper urgently required by various Joint Departments.

For the Chief Commissioner :

A.C. Critchley, Major.

Copy to: Governments (Rail) to Sub-Comm. No 40
" " Governments Rome
" " Governments Berlin
" " AC Transportation Officer Berlin
" " AC Transportation Officer Unity
" " AC Rocket Tn Officer Koblenz
" " U.S.A. - Rail.

582

1084

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

MINISTRY OF TRANSPORTS
TSR GENERAL DIRECTION
MOVEMENTS DEPT.

Rome, 5 April 1945
M.232/406/50

Memorandum for Th.S/Commission AC, Rail Div.

Ministry of Treasury has sought for authorization to despatch by passenger train 20 packages, each weighing abt.25 Kgs., stationary urgently required by several State's Offices in Sicily. Above movement could be carried out by train 83.

Please grant authorisation.

SGD. DI RAIMONDO
Director General.

581

1085

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

MINISTERO DEI TRASPORTI
MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE

(1) .....

Roma, - 5 APR 1945 194 - A

M.232.406.50

Al N. ..... del .....

OGGETTO: .....

P R O M E M O R I A
per la Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

Il Ministero del Tesoro - Provveditorato Generale dello Stato - dovendo rifornire urgentemente gli uffici statali della Sicilia di materiale di cancelleria, deve effettuare la spedizione a mezzo ferrovia di 20 pacchi di tale materiale, del peso ciascuno di Kg. 25, destinati ai capoluoghi di provincia dell'Isola.

Detti pacchi possono essere inoltrati col treno 83 in una o più riprese.

Pregasi concedere benestare.

Aprile.
Autorizzo.
9. aprile 45

IL DIRETTORE GENERALE
Ugo Fanucchi

589

(1) Servizio.

Stab. Tip. Pucci - Ancona - Ord. 37 - 30-6-42-XX - 1.701.929 - 4 f.

1086

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

91/52

PGM/1c

223

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

4 April 1945

Tel. 843238
Ref. AC/91/Tn 4

TO : A.F. DMRS Italy HQ 774 Ry
Grand Div. APO 512
(Attention Maj. London) Bldg.

SUBJECT : Extra Baggage car to Reggio train 83 april 5th.

1. It is requested that ISR be permitted to place an extra baggage car on train 83 april 5th to handle theatrical baggage Rome to Messina.

P.G.MATSON, Major.

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

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOVEMENTS DEPT.

Rome 2 April 1945
M.232/407/38

Memorandum for Tn.S/Commission, Rail Division.

1. The Troupe of Artists directed by Isa Miranda, which is to effect a tournee in Sicily and must be at Messina by the 9th of April, has requested for authorisation to despatch as luggage abt. 30 quintals material belonging to said Troupe, from Roma to Messina.

2. As the normal luggage van is not sufficient to carry above freight, we would appreciate if you could kindly authorize that a special car be attached to the passenger train.

The Chief of the Dept.
Sgd.BIONDI

1088

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

MINISTERO DEI TRASPORTI
MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
SERVIZIO MOVIMENTO

Roma, 6 APR 1945

N. M.232/407/38

OGGETTO PROMEMORIA PER LA SOTTOCOMMISSIONE TRASPORTI DELL'A.C.
Divisione Ferroviaria

S E D E

La Compagnia di prosa Isa Miranda, che, impegnata per un giro artistico nella Sicilia, deve trovarsi a Messina il giorno 8 aprile p.v., chiede il trasporto a bagaglio di circa 30 quintali di materiale di proprietà della Compagnia stessa da Roma a Messina.

Non essendo sufficiente il bagagliaio di servizio, pregasi autorizzare l'impiego di apposito carro da inoltrare col treno viaggiatori.

IL CAPO DEL SERVIZIO MOVIMENTO

577

1089

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

91/50

FOR/10

TRANSPORTATION SUB-COMMISSION, AG
(RAIL DIVISION)
c/o Transportation Increment
O.W.F.

Tel. 64335
Ref. AG/91/Tn 4

4 April 1945

To : Ministry of Communications
TSB - Bulletin

SUBJECT : Extra Baggage car to Reggio train 83 April 5th.

1. As requested in your letter 2 April file M 232/407/18 an extra baggage van will be placed on train 83 April 5th to handle theatrical baggage home to Messina.

F.S.MATHOE, Major T.C.

Copy to : Lieutenant Rail Tn S/C
" " " Naples
" " Major Bowers "
" " Capt. Buddy Reggio
" " Capt Irvine Lynch Palermo

1090

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

91/21

FREEDOM CITE FROM CITE VIEW ALCOM UMBRIA MARCHE REGION PORT LIAISON OFFICER ANCONA PORT COMMANDANT ANCONA MOVCENT AC TPTN OFFICER BARI PORT LIAISON OFFICER BARI MOVETT

4599 1 APRIL 1945 PRIORITY

RE/TRICETT FD

PARA ONE FD SUBJECT MOVEMENT WHEAT ANCONA AREA TO BARI FD

LARKIN TO FREEDOM CITE FORCE CITE FREE TO ALCOM UMBRIA MARCHE REGION FOR BARLEY TO PORT LIAISON OFFICER ANCONA MAJOR BOYD TO MOVCENT TO PORT COMMANDANT ANCONA TO AC PATH OFFICER BARI MAJOR TAYLOR TO PORT LIAISON OFFICER BARI O'LEARY TO MOVETT FROM HQ ALCOM CITE ACTTT PARIS

PARA TWO FD RAIL MOVEMENT OF WHEAT ANCONA AREA TO ROME PERIOD TWO TO NINE APRIL CANCELLED FD

PARA THREE FD ONE EIGHT THREE ZERO TONS WHEAT NOW SET UP MOVE BY SEA ANCONA TO BARI AS FOLLOWS FD

PARA FOUR FD THREE ZERO ZERO TONS ULYSSE ETC FOUR APRIL FD ONE ZERO ZERO ZERO TONS SALVORE ETC SEVEN APRIL FD FIVE THREE ZERO TONS SCHOONER CMA ONE AND A CMA TWO GUISEPPE CMA THREE PARA MICHELLE ETC EIGHT PLANT NINE APRIL FD ETCS ARE AT ANCONA FD

PARA FIVE FD NECESSARY ROAD ARRANGEMENTS MADE WITH CAST BENT HOG ANCONA FD

PARA SIX FD ADDRESS AFHQ AND FCOC SUB COMMISSION

575 .

1091

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

4599 (cont'd)

TO : FOOD SUB COMMISSION (BY HAND)

COPY TO : SHIPPING BRANCH
ROADS BRANCH
MOVEMENTS RAIL
RAIL DIVISION
PORTS & WAREHOUSE DIVISION
MOW ROME
DSRS
AC TPTN OFFICER ROME (CAPT DEAN)

TRANSPORTATION SUB COMM
MOVEMENTS DIVISION - RAIL

478704 C-L Worthington Lieut

NICHOLAS PIOMBINO
C.W.O. USA
Asst. Adjutant

574

1092

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

Rail Div
9/1/48

ALCOM SOUTHERN REGION ALCOM REGGIO CALABRIA MOVEIT ALCOM SICILIA REGION FREEDOM CITE FHOEM, FHGEG MOVWIT

4351 28 MARCH 45 ROUTINE

CONFIDENTIAL PD

PARA ONE PD SUBJECT MOVEMENT OF FOOD SICILY TO MAINLAND PD

PAREN TO ALCOM SOUTHERN REGION FOR BOWERS TO ALCOM REGGIO CALABRIA FOR BODEY TO MOVEIT RPTD MOVRIT FOR TAYLOR TO ALCOM SICILIA REGION FOR CARR AND IRVINE LYNCH TO FREEDOM CITE FHGEM FHGEG TO MOVWIT FROM HQ ALCOM CITE ACTPT PAREN

REFERENCE ALCOM SICILIA SIGNAL ROGER TARE CHARLIE TWO ONE SIX DATED TWO FIVE MARCH NOT TO ALL PD

PARA TWO PD MEETING HELD ON TWO SEVEN MARCH WITH FOOD SUB COMM AND DEPUTY HIGH COMMISSIONER FOR FOOD PD HAS BEEN AGREED THAT FORMER POLICY WILL BE CONTINUED WHEREBY NO RAIL MOVEMENT OF FRUIT TO MAINLAND EX SICILY PD ROME REQUIREMENTS WILL BE MET FROM BY SEA LIFTS FROM SICILY TO CIVITAVECCHIA PD NAPLES REQUIREMENTS WILL BE MET FROM CALABRIA OR BARI AREAS PD NO FURTHER RAIL MOVEMENT OF WINE FOR ROME FROM SICILY AND MAINLAND WILL BE PERMITTED PD FUTURE REQUIREMENTS WILL BE MET BY SEA LIFTS THROUGH CIVITAVECCHIA PD

PARA THREE PD DEPUTY HIGH COMMISSIONER FOR FOOD IS ISSUING INSTRUCTIONS TO ALL LOCAL SEBRAL REPRESENTATIVES TO THIS EFFORT PD AGREED

573

1093

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

FOOD SUB COMMISSION PD

COPY TO

ECONOMIC SECTION
FOOD SUB COMMISSION (MAJOR CURRAN)
SHIPPING BRANCH
HIGHXCOMMISSIONER FOR FOOD
D.M.R.S.
NCV L.O. D.M.R.S. (MAJOR HOWES)
NCV ROME

TRANSPORTATION SC
390

NICHOLAS FIORENTINO
CWO U.S.A.
Asst.Adjutant

1094

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

71/47

ALCOA SOUTHERN NORTON ALCOA RUSSIO CALABRIA EGYPT EGYPT

4308 28 MARCH 43 ROUTINE

RESTRICTED FD

PARA ONE FD FURTHER TO MY THREE NINE FOUR TWO SEVEN OF ONE NINE MARCH NOT TO BE FD SUBJECT MOVEMENT OF OLIVE OIL IN TANK CARS ROSARIO TO NAPLES FD

PARA TO ALCOA SOUTHERN REGION FD ALCOA RUSSIO CALABRIA TO EGYPT TO REPEAT EGYPT FROM HQ ALCOA CITE ACCEPT PARA

PARA TWO FD FOLLOWING TANK CAR DESIGNATIONS FROM DENS NAPLES TO ROSARIO ONE EIGHT MARCH FIVE SEVEN ONE EIGHT FOUR FOUR ONA NINE EIGHT TWO ZERO ZERO THREE FD ONE NINE MARCH FIVE SEVEN ONE SIX ONE FOUR ONA FIVE ZERO THREE ZERO ONE ZERO ONA FIVE SEVEN ONE EIGHT FIVE SIX ONA NINE FOUR SIX SIX FIVE THREE ONA NINE EIGHT TWO ZERO ONE NINE FD ONE EIGHT MARCH TO PESCARA NINE EIGHT TWO ZERO ZERO NINE FD ONE EIGHT MARCH NINE EIGHT TWO TWO EIGHT TWO TO RUSSIO SAID TO BE A BLACK OIL CAR NOT SUITABLE FOR OLIVE OIL FD

PARA THREE FD FOLLOWING TANK CARS DESIGNATED FROM BARI POOL SANTO SPIRITO TO ROSARIO TWO TWO MARCH FIVE NINE NINE SIX THREE SIX ONA FIVE SEVEN ONE SIX NINE SIX ONA NINE FOUR SIX SIX FIVE TWO ONA NINE EIGHT TWO ONE FOUR NINE ONA NINE EIGHT TWO ZERO THREE EIGHT ONA NINE FIVE EIGHT

571

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

4308(Cont'd)2

PRO ONE ONE FIVE CMA NINE EIGHT TWO ZERO NINE EIGHT CMA NINE EIGHT TWO ZERO FIVE SIX CMA SEVEN FIVE NINE THREE ONE ONE ONE CMA FIVE FOUR SIX SEVEN FIVE ONE PP

COPY BY HAND TO DEPS (HOME)
RAIL DIVISION
FOOD SUB COMMISSION

TRANSPORTATION SO

570

NICHOLAS PISCITO
CPO U.S.A.
Asst.Adjutant

390

1096

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

91/46

ACP/ic

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

Tel. 843238
Ref. AC/91/Tn 4

29 March 1945

TO : Movements Division (Rails)
Tn Sub-Comm. HQ AC

SUBJECT : Movements Division Rail - Memorandum N°4.

1. Reference your letter 383/35/Tn 3 of 21 March 1945.

2. The contents of your letter has been made quite clear to the appropriate Department of the ISH.

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

1097

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

91/45 JMB/elc

INTER-OFFICE MEMORANDUM

Tel : 478704 21 March 1945

389/35/Tn 3

SUBJECT : Movements Division Rail - Memorandum No 4

TO : Rail Division, Tn. Sub-Commission

1. Attached as copy translation of an article which appeared in the journal "GLOBO" on 13 March '45.

2. It will be noted ISR have issued a list of priorities for movement of freight by rail.

3. Will you please make it clear to ISR that while this list may be taken as a general guide to Station Masters, traffic must move in accordance with Priorities which may be established by this HQ from time to time.

J.W. Balfour
Lt.Col.

for M.J. SIEFF, Colonel
Chief, Movements Division

1 Enclosure : Extract from the "GLOBO"

/elc

T R A N S L A T I O N

Extract from the "GLOBO" Tuesday 13 March '45

ISR Revised Regulations for the acceptance of traffic for movement at complete wagon loads.

The following regulations are now in force for the acceptance of all traffic at complete wagon loads originating from all stations in Continental Italy, south of the border line which is subject to military control, including traffic from Sicily to the Mainland.

The regulations for traffic in Sicily and Sardinia remain unchanged.

Traffic will not be considered for movement until it has been bid for by the consignor.

Bids for the movement of non rationed commodities including wine must be tendered by the consignor to the local SE.PR.AL. On the other hand when dealing with rationed commodities such as grain, flour, olive oil, salt, sugar, rice, and goods imported by the Allies, or traffic of any other kind, consignors must tender their bids to the station master at the station where they wish to load.

The bid will be written on a special form obtainable from the station master at a cost of 3 Lire per form. The bid form is applicable for only one transportation.

The bid will be accepted by the station master against the tonnage figure allotted to him weekly which is liable to change as circumstances arise.

Bids exceeding this allotted tonnage will be rejected and bidders invited to rebid the following week.

The accepted bids duly summerized according to their presentation order will be forwarded weekly by the station master to his Compartimento Officer who will decide whether the traffic can be accepted for movement.

Accepted traffic

The accepted bids are advised to the station masters by their Compartimento. The station master will advise the consignor who will confirm his bids, and deposit the required sum of money as guarantee.

The station master will then allot the necessary empty wagons subject to the following priority.

1) Grain, maize, and their products, pasta, rice, food for children, powdered or condenced milk, salt.

2) Fresh fish, butchered meats, killed poultry, fresh milk and

597

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

The following regulations are now in force for the acceptance of all traffic at complete wagon loads originating from all stations in Continental Italy, south of the border line which is subject to military control, including traffic from Sicily to the Mainland.

The regulations for traffic in Sicily and Sardinia remain unchanged.

Traffic will not be considered for movement until it has been bid for by the consignor.

Bids for the movement of non rationed commodities including wine must be tendered by the consignor to the local UE.PR.AI. On the other hand when dealing with rationed commodities such as grain, flour, olive oil, salt, sugar, rice, and goods imported by the Allies, or traffic of any other kind, consignors must tender their bids to the station master at the station where they wish to load.

The bid will be written on a special form obtainable from the station master at a cost of 3 lire per form. The bid form is applicable for only one transportation.

The bid will be accepted by the station master against the tonnage figure allotted to him weekly which is liable to change as circumstances arise.

Bids exceeding this allotted tonnage Will be rejected and bidders invited to rebid the following week.

The accepted bids duly summerized according to their presentation order will be forwarded weekly by the station master to his Compartimento Officer who will decide whether the traffic can be accepted for movement.

Accepted traffic

The accepted bids are advised to the station masters by their Compartimento. The station master will advise the consignor who will confirm his bids, and deposit the required sum of money as guarantee.

The station master will then allot the necessary empty wagons subject to the following priority. 597

1) Grain, maize, and their products, pasta, rice, food for children, powdered or condenced milk, salt.
2) Fresh fish, butchered meats, killed poultry, fresh milk and cheeses.
3) Medicinals, sanitary materials, prophilatic etc.
4) Fruits & Vegetables, salted pork, dry cheeses, salted fishes, jams.
5) Livestock, to be butchered.
6) Grain, not included in para 1), beans, peas, and their products, sugar, oils for cooking (not olive).
7) Antifunghi products, insectkiller for agriculture, seeds, fertilisers.
8) Coals, lignites, and other fuels, Benzine etc.
9) Livestocks, fats, soaps, olive husks.
10) Monopoly commodities and materials for their manufacture.

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

11) Wine, ales, mineral waters.
12) Paper for printing, households and theater materials.
13) Material for reconstruction
14) Other traffic.

Empties have the same priority order, as the goods they are designed to be filled with.

(It goes without saying that Allied Forces traffic has an absolute priority to all the above mentioned civilian traffic, the same will apply for AC traffic).

Priority of wagons will be given against precedence of bids.

The bidder who cannot complete loading within the time fixed by "conditions and tariffs" of the ISR, will lose,, besides his guaranteeing money, the right of transportation, which will be put at the disposal of the following authorised bidder.

It is agreed that in cases where the wagon's capacity should prove superior to the bidded tonnage, consignors can load up to the full capacity of the wagon provided that commodity be of the same quality bidded and for the same consignee.

In cases where loading cannot take place for reason not concerning the consignors new bid can be made and this will be given special consideration by Compartimento.

Wagons labels

When loading is completed the station master will complete the special wagon labels (which are progressively numbered and bear a double green bar), and glue them on to both sides of the wagons.

Wagons will not be despatched without these labels.

Taxation of transport

All civilian traffic no matter how authorised is subject to carriage charges according to fixed tariffs.

The preceeding regulations commenced on the 7th inst. in regard to the new method of biading and acceptance of bids and the 19th inst. is the commencing date for loading of the accepted bids.

From the 19th inst. labels previously issued will no longer be valid.

566

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

the same will apply for AC traffic).

Priority of wagons will be given against precedence of bids.

The bidder who cannot complete loading within the time fixed by "conditions and tariffs" of the ISR, will lose, besides his guaranteeing money, the right of transportation, which will be put at the disposal of the following authorised bidder.

It is agreed that in cases where the wagon's capacity should prove superior to the bidded tonnage, consignors can load up to the full capacity of the wagon provided that commodity be of the same quality bidded and for the same consignee.

In cases where loading cannot take place for reason not concerning the consignors new bid can be made and this will be given special consideration by Compartimento.

Wagons labels

When loading is completed the station master will complete the special wagon labels (which are progressively numbered and bear a double green bar), and glue them on to both sides of the wagons.

Wagons will not be despatched without these labels.

Taxation of transport

All civilian traffic no matter how authorised is subject to carriage charges according to fixed tariffs.

The preceeding regulations commenced on the 7th inst. in regard to the new method of bidding and acceptance of bids and the 19th inst. is the commencing date for loading of the accepted bids.

From the 19th inst. labels previously issued will no longer be valid.

586

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

1102

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

91/44

ACF/1c

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

Tel. 543235
Ref. AC/91/Tn 4

29 March 1945

TO : Generale di Raimondo
Director General
I.S.R.

SUBJECT : New National Loan, despatch of Literature.

1. Authority is given for despatch of appropriate literature by Bank of Italy in connection with the New National Loan on the following basis :

Train 783 A day: Frosinone, Naples & Potenza-Brindisi line: 1350 kilos
Train 83 B " : Littoria: 90 kilos, Calabria: 180 kilos, Sicily: 1110"
Train 783)C " : Benevento-Foggia-Bari line: 510 kilos.
815)

For the Chief Commissioner:

A.C.PING, Major

Copy to: MRS
" " Movements Div. (Rails) Tn Sub-Comm. AC
" " Movements Rome
" " Movements Liaison Officer c/o MRS

565

1103

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

Ministry of Transports
ISR General Direction

Roma, 28 March 1945

M.232/406/48

To Transportation S/Commission AC
Rail Division
Building.

Subject: Movement of printed matter.

1. The Bank of Italy has applied for authority to despatch by rail, in the quickest possible way, printed matter and propaganda pamphlets concerning the issue of the new national loan, 5 percent, 1° April 1950, destined to Southern Italy and Sicily.

2. Above material could be distributed according to following prog= ramme:

A-day: Frosinone, Napoli and line Potenza-Brindisi: 1350 kos; train 783

B-day: Littoria, 90 kos; Calabria 180 kos; Sicily, 1110 kos; train 83

C-day: Benevento-Foggia-Bari line; 510 kos; trains 783 and 815.

3. Please grant authorization.

The General Director

sgd? G. di Raimondo

564

1 0 4

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

MIN. [illegible] PORTI

MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

ROMA, 29 MAR. 1945 194 A.

N. M.232/406/48

Al N. del

OGGETTO

PROMEMORIA PER LA SOTTOCOMMISSIONE
TRASPORTI DELL'A.C. - DIVISIONE FERROVIARIA

S E D E

ALLEGATI N.

La Banca d'Italia ha chiesto di inviare con la massima sollecitudine alle Sezioni di R.Tesoreria e alle sue Filiali al Sud di Roma (Sicilia compresa) il materiale di stampa e propaganda relativo all'emissione del prestito quinquennale 5% - 1° aprile 1950.

Detto materiale nei quantitativi appresso indicati può essere inoltrato come segue:

- Frosinone, Napoli e linea Potenza-Brindisi - Kg. 1350,
con treno 783, giorno A;

- Littoria Kg.90, Calabria Kg. 180 e Sicilia Kg. 1110,
con treno 83, giorno B;

- linea Benevento - Foggia - Bari Kg. 510,
con treno 783/815, giorno C.

Pregasi concedere benestare.

IL DIRETTORE GENERALE
[signature]

563

1105

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

91/A2

ACP/1c

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

Tel. 843238
Ref. AC/91/Tn 4

29 March 1945

TO : Movements Division (Rails)
Tn Sub-Commission, HQ AC

SUBJECT : Delay of freight car 159160.

1. Reference is your 318/61/Tn 3 of 25 February.

2. Attached hereto is ISR explanation of the delay to the freight car 159160.

3. If the statement is true that the wagon was taken out of service for enquiries to be made and for checking to be undertaken, the delay is not excessive.

4. It will be observed ISR are making further enquiries through Public Safety into the allegation of pilferage.

A.C.PING, Major.

1 Enclosure

562

1106

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

Date 16/3/45
Ref. N°C.21.31.402II/45

From enquiries made, care of this Section about the delayed forwarding from Roma Tuscolana station of wagon 159160, loaded with empty sacks and about the removal from said wagon of eight packages, it resulted what follows:

The wagon was put at disposal in the tracks of the goods warehouse on 15-2-45, 15 hrs. and the loading was completed at 16 hrs. same day.

On the following day, the 16th, 14 hrs., while marshalling train, the wagon was found unsealed. Therefore it was necessary to check up the contents, and to delay the forwarding owing to this reason.

The transport left, after that the checking up had been completed, with train O.I.740293 at 5,45 on 18-2-45, Rome-Ribarbim towards, as for what refers to theft of 8 packages of goods, as per enclosed statement, it has not been possible to established in what moment and under what circumstances this theft, that has been accomplished by unknown people, has taken place.

Anyhow the crime has been reported to the F.S. authorities, in order to have enquiries made, and as soon as possible we will let you know the results.

As for what refers to the wagon's demurrage at Tuscolana, from 16 hrs. of 15 until 14 hrs. of 16-2 inst. and from 14 hrs. of 16 until 5,45 of 18, after having heard the opinion of the local "Esercizio Movimento" this Section has considered the demurrage justified owing to the necessary marshalling operations of vehicles, and the inspection of said wagon.

THE CHIEF OF COMMERCIAL AND
TRAFFIC SECTION

561

1107

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

HEADQUARTERS
LAZIO UMBRIA REGION
ALLIED MILITARY GOVERNMENT
TRANSPORTATION DIVISION

Date 20 March 1945

Ref.TSC/RD/53

TO:Transportation Sub Commission(Rail)
HQ.AC.

SUBJECT:Freight car I59I60 Rome to Assisi

I. Reference your AC/9I/Tn/4 dated 27 Feb.45 referehce delay in despatching above mentioned wagon from Rome Tuscolana

2. Herewith translation of reply received from Capo Compartimento(Commercial Section)with regard to delay.It appears the wagon was detained when it was found to be unsealed in murder that contents could be checked.

E W Dean
Capt.
Transportation Officer (Rail)

560

1108

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

Date I6/3/45
Ref N° C.2I.3I.402I8/45

From enquiries made,care of this Section about the delayed forwerding from Roma Tuscolana station of wagon I59I60,loaded with empty sacks and about the removal from said wagon of eight packages ,it resulted what follows:
The wagon was put at disposal in the tracks of the goods warehouse on I5-2-45,I5 hrs.and the loading was completed at I6 hrs.same day. On the following day,the I6th,I4 hrs.,while marshalling train,the wagon was found unsealed.Therefore it was necessary to check up the contents,and to delay the forwarding owing to this reason.
The transport left,after that the checking up had been completed, with train O.L.740253 at 5,45 on I8-2-45,Roma-Tiburtina towards.
as for what refers to the theft of 8 packages of goods,as per enclosed ~~xxxxxxx~~ statement,it has not been possible to establish- in what moment and under what circumstances this theft,that has been accomplished by unknown people,has taken place.
Anyhow the crime has been reported to the P.S.authorities,in order to have enquiries made,and as soon as possible we will let you know the results.
As for what refers to the wagon's demourage at Tuscolana,from I6 hrs. of I5 until I4 hrs.of I6-2 inst.and from I4 hrs.of I6 until 5,45 of I8,after having heard the opinion of the local"Sezione Movimento" this Section has considered the demourage justified owing to the necessary marshalling operations of vehicles,and the inspection of said wagon.

THE CHIEF OF COMMERCIAL AND
TRAFFIC SECTION

1109

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

21/40

CRW/mb

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

Tele : 478704

24 February 1945

305/2/Tn.3.

SUBJECT : Charcoal Fetilia Policastro Comune.

TO : Regional Commissioner, Southern Region
AC. Transportation Rep. Reggio Cal.

1. Reference the attached copy of letter AGR/423-7 dated 21 Feb.'45 and enclosures (2) from Agriculture Sub-Commission.

2. Please inform this HQ. if there is any difficulty about moving charcoal from Fetilia Policastro to Crotone as it is understood that there is 1000 tons now available for railing.

3. Please give this matter your urgent attention.

By Command of Rear Admiral STONE.

MERRITT B. TAYLOR
Director, Transportation Sub-Commission

Copy to : Transportation Sub-Commission
(Rail Division)
Agriculture Sub-Commission

558

MCVEIT FREEDOM CITE FHGDB MOVCENT MOVEIT

2178 21 FEB 45 ROUTINE

RESTRICTED PD

PARA ONE PD AGREED EMERGENCY BIDS PD EMPTY SACKS PD

PAREN TO MOVEIT TO FREEDOM CITE AFHGDB TO MOVCENT TO MOVEIT FOR TAYLOR PD FROM ALCOA CITE ACTPT PAREN

PARA TWO PD BID NUMBER SEVEN SIX TWO SIX ROMA TUSCOLANA TO CAMPOLEONE LOAD ONE WAGON TWO THREE FEB CONSIGNOR CONSORZIO AGRARIO PD

PARA THREE PD RAILWAY CONSTRUCTIONAL MATERIAL PD CONSIGNOR PETER ADONIC VIA DEI PONTEFICI THREE ROMA PD BID NUMBERS SEVEN SIX TWO ONE ONE SEVEN SIX TWO THREE ONE SEVEN SIX TWO FOUR ONE CAMPOLEONE TO ORTONA LOAD ONE WAGON PER DAY IN TWO TWO FEB TWO FIVE FEB AND TWO SEVEN FEB PD BID NUMBER SEVEN SIX TWO TWO ROME TUSCOLANA TO ORTONA LOAD FIVE WAGONS ON TWO THREE FEB PD BID NUMBER SEVEN SIX TWO ZERO TARANTO TO ORTONA LOAD TWO WAGONS PERIOD ONE NINE TO TWO FIVE FEB AND TWO WAGONS PERIOD TWO SIX TO ~~FIVE FEB~~ FOUR MARCH PD

COPY TO MOV ROME
FOOD S/C (MAJOR GURRAN)
RAIL DIV ✓

527

TRANSPORTATION SC

190 NICHOLAS PIONBINO

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

2178 21 FEB 45 ROUTINE

RESTRICTED PD

PARA ONE PD AGREED EMERGENCY BIDS PD EMPTY SACKS PD

PAREN TO MOVEIT TO FREEDOM CITE AFHQDM TO MOVCENT TO MOVEIT FOR TAYLOR PD FROM ALCOM CITE ACTPT PAREN

PARA TWO PD BID NUMBER SEVEN SIX TWO SIX ROME TUSCOLANA TO CASTELCIA LOAD ONE WAGON TWO THREE FEB CONSIGNOR CONSORZIO AGRARIO PD

PARA THREE PD RAILWAY CONSTRUCTIONAL MATERIAL PD CONSIGNOR PETER ADONIO VIA DEI PONTEFICI THREE ROMA PD BID NUMBERS SEVEN SIX TWO ONE CMA SEVEN SIX TWO THREE CMA SEVEN SIX TWO FOUR CMA CAMPOLEONE TO ORTONA LOAD ONE WAGON PER DAY IN TWO TWO FEB TWO FIVE FEB AND TWO SEVEN FEB PD BID NUMBER SEVEN SIX TWO TWO ROME TUSCOLANA TO ORTONA LOAD FIVE WAGONS ON TWO THREE FEB PD BID NUMBER SEVEN SIX TWO ZERO TARANTO TO ORTONA LOAD TWO WAGONS PERIOD ONE NINE TO TWO FIVE FEB AND TWO WAGONS PERIOD TWO SIX TO ~~FIVE FEB~~ FOUR MARCH PD

COPY TO MOV ROME
FOOD S/C (MAJOR GURRAN)
RAIL DIV ✓

557

TRANSPORTATION SC

390

NICHOLAS PICCININO
CWO US.A.
Asst.Adjutant

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

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

91/38

ACP/ic

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

Tel. 843238
Ref. AC/91/Tn 4

27 February 45

TO : Regional Commissioner
(for Regional Transportation Officer Lazio-Umbria Region).

SUBJECT : Forwarding of freight Car 159160 from Rome to Assisi.

1. Reference is to copy of our Movements Division letter of 25 February 45 on this subject.

2. Result of your investigation is awaited before any reference is made to MRS, in order that fullest facts on subject may be given.

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

556

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

IFC/elc

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

25 February 1945

Tel : 478701

318/61/Tn 3

SUBJECT : Wagon Forwarding

TO : Transportation Sub-Commission ✓
Rail Division

Below is given translation of letter received from Federazione Consorzi Agrari complaining of delay to a loaded wagon at Rome Tuscolana which please bring to the notice of DMRS for action :-

"Forwarding of railcar 159160 with empty sacks to Assisi. Loaded on 15 Feb.
On 15 Feb. at Rome Tuscolana station, by our envoy S.A. Viglienzone, the above railcar was loaded and duly sealed, complete with a load of empty sacks to be forwarded to our Federato of Perugia-Assisi Station, and the railcar should have left immediately.
But on 17 Feb., that is after two days, the railcar appeared to be still in the station, and damaged.
Our envoy, having requested the intervention of Railway Authorities, verified that 8 packages were missing, and one partially empty.
Having denounced the theft to the Station Police, following its investigations, it was possible to recover 38 sacks ex manitoba in possession of some workmen (it is impossible though to know if said sacks belong to the load of above railcar).
Our envoy has provided to seal the railcar again, giving instructions that it be forwarded.
We inform you of this, so that you can instruct Railway Authorities to prevent night stationing of railcars ready to be forwarded, as it may compromise or however delay the execution of the established program of cereal supply of Rome, as well as endangering the goods as on present occasion."

For the Chief Commissioner.

C R Wooltencroft
pp MERRITT H. TAYLOR
Director, Transportation Sub-Commission

Copies to : Regional Commissioner Lazio-Umbria Region
(attn. AC Transportation Rep)
Food Sub-Commission

555

1114

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

91/36

ACP/1c

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

Tel. 643238
Ref. AC 91/[illegible]/ Tn 4

10 February 1945

TO : ISR
Building

SUBJECT : Transportation of railway tickets to Ancona.

1. By arrangement with Movements and MRS, authority is given for a member of ISR staff to proceed from Rome to Ancona by rail on Monday 12 February for the purpose of conveying railway tickets for issue in the Ancona district.

2. He should make himself known to the RTO at Rome station, who has been advised of the special arrangements.

p.a. C.H.LINDBERG
Lt.Col. R.E.,
Chief, Rail Division

Copy to : MRS
Movements Rome.

554

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

91/35

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

JWB/vb

Tel: 478764

9th February, 1945.

Ref. 298/7/Tn 3.

SUBJECT: Transportation for AC/Civilian Freight - Southern Region.

TO : Rail Division.

1. Reference my letter 298/5/Tn 3. dated 29th January, 1945, copy of which was sent to you for your file AC/Tn/91.

2. Attached copy of Transportation Officer, Bari, letter AC/Tn/TD/../12/99, dated 3rd February, 1945, is forwarded for your information.

3. It is apparent there is some misunderstanding of the position on the part of General Di Raimondo, but in view of the new arrangements which will come into force on the 5th March, 1945, it is not thought that any useful purpose would be served by pursuing the matter further.

Lt. Col.
MERRITT H. TAYLOR,
Director,
Transportation Sub-Commission.

Encl.

573

COPY.

Transportation Sub-Comm. (Rails)
Allied Commission
c/o Movements East Italy.

Ref : AC/Tn/SD/M/12/99.

Date : 3 Feb. 45.

SUBJECT: Transportation of
AC Civilian Freight.

TO : HQ AC for Tn Sub-Commission
(Movements Div - Rail)

Reference 298/5/Tn 3 dated 29 Jan. 45.

1. The statement from the ISR letter as quoted is misleading. The necessary authorities for all AC/civilian movements originating in this Div. are issued by this Office.

2. The screening of bids for movement within this Div. submitted by civilians through station masters is effected by the Capo Compartimento under the supervision of this office and in accordance with a priority list.

3. The instructions under which this is done were issued under cover of this office letter AC/Tn/SD/XIX dated 19 Dec. 44 and copies of such instructions were forwarded to "AC Tn Sub-Commission (Rail)". An extract of these instructions as regards movement within the Div. is as follows:

"2. The bids received by the Railway Station Masters will be forwarded to the Capo Compartimento who will list these each week by "Reparti" and will forward a copy of the list to each of the different Capi Reparti.

"3. The lists will then be "screened" by the Capo Compartimento who will accept or reject bids in accordance with the policy laid down by the Allied Commission.

"4. A loading programme for the week will then be compiled of the accepted bids and printed by the Capo Compartimento, who will forward copies to the Capi Reparto."

4. The Pricrity List was contained in letter AC/Tn/SD/M/3 dated 2 Jan. 45, a copy of which was forwarded to "AC HQ for Tn Sub-Commission.

5. In practise the screening of bids for "Local" movement is checked by this office. The Capi Compartimento of the ISR and SER forward copies of their loading programmes, together with lists of the bids submitted, to this office and to date it has been found that the screening has been done with

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

AC Civilian Freight.

TO : HQ AC for Tn Sub-Commission
(Movements Div - Rail)

Reference 298/5/Tn 3 dated 29 Jan. 45.

1. The statement from the ISR letter as quoted is misleading. The necessary authorities for all AC/civilian movements originating in this Div. are issued by this Office.

2. The screening of bids for movement within this Div. submitted by civilians through station masters is effected by the Capo Compartimento under the supervision of this office and in accordance with a priority list.

3. The instructions under which this is done were issued under cover of this office letter AC/Tn/BD/XIX dated 19 Dec. 44 and copies of such instructions were forwarded to "AC Tn Sub-Commission (Rail)". An extract of these instructions as regards movement within the Div. is as follows:

"2. The bids received by the Railway Station Masters will be forwarded to the Capo Compartimento who will list these each week by "Reparti" and will forward a copy of the list to each of the different Capi Reparti.

"3. The lists will then be "screened" by the Capo Compartimento who will accept or reject bids in accordance with the policy laid down by the Allied Commission.

"4. A loading programme for the week will then be compiled of the accepted bids and printed by the Capo Compartimento, who will forward copies to the Capi Reparto."

4. The Priority List was contained in letter AC/Tn/BD/XI/2 dated 2 Jan. 45, a copy of which was forwarded to "AC HQ for Tn Sub-Commission.

5. In practise the screening of bids for "Local" movement is checked by this office. The Capi Compartimento of the ISR and SER forward copies of their loading programmes, together with lists of the bids submitted, to this office and to date it has been found that the screening has been done with efficiency.

6. AC labels for all movements originating in this Div. are issued by this Office and, in the case of "local" movements, after checking of the loading programmes for tonnages and correct screening.

(Sgd.) C.W.G. TAYLOR,
Major, R.A.
AC Tn Sub-Comm.
Bari Div.

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

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

91/34

ALCOM SICILY REGION FREEDOM CITE FHDM FOR INFO

1432 9 FEB 45 PRIORITY

RESTRICTED PD
PARA ONE PD SUBJECT WHEAT AND ~~BARLEY~~ BARLEY RAIL MOVEMENT EX SICILIAN PORTS PD YOUR ROGER TARE CHARLIE ONE FIVE THREE AND CITE-RES SEVEN FOUR SIX DATED SEVEN FEBRUARY FOUR FIVE PD
PAREN TO ALCOM SICILY REGION FOR IRVINE LYNCH RPT ALCOM SICILY REGION FOR SUPPLY OFFICER FREEDOM CITE FHDM FOR INFO FROM ALCOM PAREN
IN ORDER RELIEVE GRAIN LOADING POSITION AT PALERMO AND CATANIA IT IS AGREED WITH ~~ROSD~~ SUB COMMISSION THAT OPEN WAGONS SHALL BE USED IF BOX WAGONS NOT AVAILABLE PD THIS POLICY HAS BEEN FOLLOWED ON ~~MAINLAND~~ MAINLAND SINCE DEC FOUR FOUR PD CONSIGNEES TO BE NOTIFIED THAT WET GRAIN WILL BE OFF LOADED AND MILLED AT ONCE PD

COPY TO A/President
Khief Commissioner
Food S.C.
Economic Section
Tn S.C.- Rail Division
Tn S.C.- Mov.Shipping

TRANSPORTATION
390

NICHOLAS PIOMBINO
CWO U.S.A.
Asey.Adjutant

551

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

41/32

ARG LEGHORN PROVINCE

1201 6 FEB 45 ROUTINE

RESTRICTED FD

PARA ONE FD YOUR NINE TWO FOUR DASH LOVE ICEX DASH FIVE GROSS DASH SEVEN FOUR NINE DATED EIGHT ONE JAN REF CHARCOAL CAMPIGLIA TO BAR BANCO FD AT PRESENT PENINSULAR BASE SECTION LIFTING MONTHLY SIX ZERO ZERO ZERO TONS COAL BY ROAD LEGHORN TO ROSIGNANO FD BELIEVED TRUCKS RETURNING EMPTY FD WOULD MUCH APPRECIATE ASSISTANCE FROM PENINSULAR BASE SECTION IN BACKLOADING CHARCOAL FROM CAMPIGLIA FD PLEASE INVESTIGATE AND REPORT RESULTS FD

PARA TWO ARG LEGHORN PROVINCE FOR ROSIGNANO ARE ALREADY DIVERTING FROM ALCOA PARTS

COPY TO RAIL BRO.

TRANSPORTATION SO

390

NICHOLAS PICCIANO
CWO U.S.A.
Asst.Adjutant

550

1120

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

91/31

1 February 1945

WIRE

FROM: DMRI

TO : CO, 701 RGD, NAPLES
CO, 715 ROB, ROME
AC IN SUB/COMM, RAIL DIVN, BUILDING
MAJOR W. S. BLAIR, AC REP., REGGIO
HQ., RY MIL POLICE, BUILDING
CAPO COMPARTIMENTO, NAPLES
CAPO COMPARTIMENTO, REGGIO
CAPO COMPARTIMENTO, PALERMO

Confidential. Box cars numbers 1129379 and 20061 containing American Embassy supplies accompanied by two American guards will depart from Rome at 1700 hours Thursday 1 February destination American Consulate, Palermo, Sicily. All concerned see that continuous and expedited movement is provided. CS-501. Signed London.

S. E. LONDON
Captain, TC
1630

5-9

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

1121

TRANSPORTATION OFFICER(RAIL)
LAZIO UMBRIA REGION

91/30

Date 12 February 1945
Reference TSC/RD/48

Transportation Subcommission(Mov.)
H.Q. A.C.

SUBJECT:-Terni-Todi(Central Umbria)Line

In submitting a bid for the movement of tiles from Todi to Terni, the Provincial Supply Officer at Terni writes as under:-

1) These tiles are urgently needed for the re-habilitation of Terni
2) A privately owned Railways (Central-Umbria) was re-activated for the purpose of transporting tiles etc. and allocation of coal for this purposes.-
3) The local R.T.O., however, has withdrawn the rail cars so movement is at a standstill.
4) As movement is not on the mainline please try to obtain a regular assignment to this province of one wagon per day for tile movement between Todi and Terni.-

The bid is being included with my request for movement during the period 25 Feb.-3 March but the above information is passed to you for any action you may consider necessary, as regards paras 2,3

E.W. Dean
Capt.
for Regional Transp.Officer

Copy to Tn.Subcommission(Rail)
Ministry of Communications Building

1122

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

91/28

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR ITALY

A.F.O. 512
7 February 1945

531.7 OP

SUBJECT: Movement of Perishable Foodstuffs.

TO: Director General, Italian State Railways.
Rail Division, Tn. Sub-Commission, Allied Commission.
Movements Division, Tn. Sub-Commission, Allied Commission.

1. With reference letter from the Director General, Italian State Railways, 3 February, file ICOA/2491/28, concerning the movement of fruit and vegetables to Rome.

2. It is recommended and agreed that certain daily schedules should be set up for the movement of foodstuffs from the South to Naples and Rome, provided the movement of such foodstuffs does not exceed the allocation which is handed down to the Allied Commission.

3. Director General, Italian State Railways please have submitted to this Headquarters, joint with the Rail Division and Movements Division, Tn. Sub-Commission, Allied Commission, a program outlining schedules which may be studied and inaugurated, if practical.

For the Director:

R. P. Moss

R. P. MOSS
Lt.Col. T.C.
Deputy Director-Operations

5:7

Ministry of Communications
I S R General Direction

ORE - 3 FEB. 945

IGSM/ 2491/28

Subject: conveyance to Rome of Fruits and vegetables

Military Railway Service
For Inf. Transportation Sub Commission .C
Rail Section Building

1) We have noted what reported by the Transport Sub Commission about the abnormal railway movement regarding fruits and vegetables from Calabria and Puglie to Rome.

2) We have interested all concerned Compartimenti to draw the attention of all dispatching stations about the absolute duty to take care, so that the referred transports be provided with the prescribed labels and to arrange that said labels be properly written, in order to make the reading easier.

3) Although, at this moment, no definite informations be available about the causes of said abnormal operation, we deem, however, that mostly of the delays are due to the engagement of one side of the triangle Naples-Caserta-Ville Liberne, on which sides the traffic is running with remarkable waste of time because its volume is excessive in comparison with the available plants. About the specific causes of these last congestions and about the possible remedies, we will report separately.

4) It is known that for the movement of foods, fruits and vegetables bound to Rome, as well as to other destinations, no specific routes are available. As a matter of fact; for said traffic are utilized promiscuously those trains, chiefly military ones, which at each transit station result as more convenient for the further running. Now, the Central Dispatchers of the lines - operated by such system - are not always informed about such transports, as the very consists are often arranged directly by Allied Officials, because in the most of cases military trains are concerned. On the other hand, even if

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

Subject: conveyance to Rome of fruits and vegetables

Military Railway Service
For Inf. Transportation Sub Commission 15
Rail Section Building

1) We have noted what reported by the Transport Sub Commission about the abnormal railway movement regarding fruits and vegetables from Calabria and Puglia to Rome.

2) We have interested all concerned Compartimenti to draw the attention of all dispatching stations about the absolute duty to take care, so that the referred transports be provided with the prescribed labels and to arrange that said labels be properly written, in order to make the reading easier.

3) Although, at this moment, no definite informations be available about the causes of said abnormal operation, we deem, however, that mostly of the delays are due to the engagement of one side of the triangle Naples-Caserta-Villa Literno, on which sides the traffic is running with remarkable waste of time because its volume is excessive in comparison with the available plants. About the specific causes of these last congestions and about the possible remedies, we will report separately.

4) It is known that for the movement of foods, fruits and vegetables bound to Rome, as well as to other destinations, no specific routes are available. As a matter of fact; for said traffic are utilised promiscuously those trains, chiefly military ones, which at each transit station result as more convenient for the further running. Now, the Central Dispatchers of the lines - operated by such system - are not always informed about such transports, as the very consists are are often arranged directly by Allied Officials, because in the most of cases military trains are concerned. On the other hand, even if our Central Dispatchers should be advised, they would have no possibility to intervene, because they are forbidden, by the Allied Officials to dispose directly the sequence of trains or to give priority to whatsoever transport.

5-6

On pg 3/2

./.

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

5) At present, the sole Compartimento of Reggio Calabria have organized in their area these transports by arranging their movement to Battipaglia through special civilian trains having immediate connection at S.Eufemia, as it results from the following schedule :

train n.8726	lv.Reggio C.	2030 hrs
	ar.Catanzaro M.	0316 "
train n.8518	lv.Catanzaro M.	0850 "
	ar.S.Eufemia	1117 "
train n.8074	lv.Gioia Tauro	2010 "
	ar.Nicotera	2045 "
trainsn.1962 MR.	lv.Nicotera	0505
	ar.S.Eufemia	0808
train n.8816	lv.S.Eufemia	1314
	ar.Battipaglia	0008

The above organization has resulted very efficient, indeed these transports are moved to Battipaglia with satisfactory regularity, and their running is rarely exceeding 24 hours. It is from Battipaglia onwards that there are troubles because the very transports must be singly dispatched to Naples and they come to be concentrated at Naples Smistamento where - owing to the steady congestion of this yard, they are belated for many days; further delays arise on the following running from the already outlined causes, and these transports arrive at Rome 7 or more days after their dispatching.

6) In order to eliminate the inconvenience, it should be necessary that the transports arrived at Battipaglia and those leaving this station be conveyed to Rome on fixed routes, by special trains, easily recognisable by the station personnel and by the despatchers; the consist of these trains should be fixed and not submitted to intermediate uncoupling For this porpose, it is to be noted that, as an avergge the following

5.5

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

	ar.Catanzaro M.	0315 "
train n.3518	lv.Catanzaro M.	0850 "
	ar.S.Eufemia	1117 "
train n.3074	lv.Gioia Tauro	2010 "
	ar.Nicotera	2045 "
trainsn.1962 MR.	lv.Nicotera	0505
	ar.S.Eufemia	0808
train n.3816	lv.S.Eufemia	1314
	ar.Battipaglia	0008

The above organization has resulted very efficient, indeed these transports are moved to Battipaglia with satisfactory regularity, and their running is rarely exceeding 24 hours. It is from Battipaglia onwards that there are troubles because the vary transports must be singly dispatched to Naples and they come to be concentrated at Naples Smistamento where - owing to the steady congestion of this yard, they are belated for many days; further delays arise on the following running from the already outlined causes, and these transports arrive at Rome 7 or more days after their dispatching.

6) In order to eliminate the inconvenience, it should be necessary that the transports arrived at Battipaglia and those leaving this station be conveyed to Rome on fixed routes, by special trains, easily recognisable by the station personnel and by the despatchers; the consist of these trains should be fixed and not submitted to intermediate uncoupling For this porpose, it is to be noted that, as an avergge the following loads arrive every day at Rome from Sicily, Calabria and Naples region:

5 wagons loaded with citrus fruits
10 " " " sundry foodstuff
20 " " " " goods.

./.

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

..ering that every day 20 wagons loaded with citrus fruits leave ..e stations of Reggio Compartimento and 20 wagons more, coming from Sicily, are in transit, and that the train 8816 S.Eufemia-Battipaglia is chiefly used for movement of foodstuffs, the question could be solved by specializing for movement of foodstuffs, also the Naples-Battipaglia Section, a train consisting of two portions, one bound to Rome, the other to Naples. Another special train should be inaugurated between Naples and Rome (Via Formia) for the further despatching of the portion bound to Rome; the load could be completed with other sundry foodstuffs and goods, bound to Rome. If you would agree with our suggestion, we could submit a detailed programme.

7) The average of wagons arriving at Rome from Apulia is of some 7 wagons per day. The Bari I.S.R Compartimento have been concerned to do their utmost to despatch all these wagons to Caserta by the same train, so that, at the above named station, they might be quickly uncoupled and despatched to Rome via Cassino.

8) No disvantage could arise for the military railway service from the inauguration of the trains, whereof para 6) because by this organization we aim only to facilitate the carrying out of transports whereof movement has been already approved, and not to operate a new civilian traffic. Therefore, there should be no additional need for equipment, crews, power of fuel.

9) We are awaiting for your reply on this matter.

Director General

F.to DI RAIMONDO

5/4

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

1128

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

MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma - 3 FEB 1945 194 - A.

N. ICCA/2491/28

Al N. del

Servizio Ferroviario Militare Alleato
S E D E

OGGETTO

Trasporto per ferrovia a Roma di frutta ed ortaggi.

e per conoscenza:
Sottocommissione Trasporti
Sezione ferroviaria S E D E

ALLEGATI N.

1) - Si è preso nota di quanto comunica la Sottocommissione trasporti in merito all'irregolare andamento dei trasporti ferroviari di frutta ed ortaggi dalle Calabrie e dalle Puglie per Roma.

2) - Si è raccomandato ai Compartimenti interessati di richiamare tutte le stazioni di partenza sull'assoluto obbligo di curare che i trasporti in questione siano muniti delle prescritte etichette e che queste etichette siano compilate con scrittura chiara e perfettamente leggibile.

3) - Per quanto non si abbiano sul momento notizie assolutamente precise sulle cause dell'anormale andamento dei trasporti in parola, è però da ritenersi che essi subiscano buona parte dei loro ritardi nell'impegnare uno dei lati del triangolo Napoli-Caserta-Villa Literno in corrispondenza dei quali la circolazione, per il suo volume assolutamente eccessivo nei riguardi degli impianti disponibili, si svolge con notevoli perditempi. Sulle cause specifiche di questi ultimi congestionamenti e sui possibili rimedi si riferirà a parte. 5'3

4) - E' noto che per i trasporti derrate ed ortofrutticoli per Roma, come per altre destinazioni, non esistono, specifici itinerari; vengono utilizzati promiscuamente quei treni, in

./.

e.b

1129

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

prevalenza militari che in ogni stazione di transito risultano più convenienti per l'ulteriore percorso, ma non sempre i dirigenti centrali, sulle linee attrezzate con tale sistema di esercizio, vengono informati della presenza di questi trasporti, dato che le composizioni stesse, il più delle volte, trattandosi di treni militari, sono curate direttamente dai funzionari alleati. Nè, d'altra parte, un avviso specifico in merito darebbe ai nostri dirigenti centrali alcuna utile possibilità d'intervento, perchè essi, generalmente, non hanno possibilità di intervenire d'iniziativa nella successione dei treni ed avvantaggiare questo o quel trasporto su altri.

5) - Attualmente nel solo Compartimento di Reggio questi trasporti vengono raccolti ed inoltrati su Battipaglia a mezzo di appositi treni civili ad immediate coincidenze a S.Eufemia come può desumersi dagli estremi di orario sottoindicati:

tr. 8728	partenza da Reggio	ore	20,32
" "	arrivo a Catanzaro M.	"	3,16
" 8518	partenza da " "	"	8,50
" "	arrivo a S.Eufemia	"	11,17
tr. 9074	partenza da Gioia Tauro	"	20,10
" "	arrivo a Vicotera	"	20,45
" 1962 MR	partenza da Vicotera	"	5,05
" "	arrivo a S.Eufemia	"	8,08
tr. 8816	partenza da S.Eufemia	"	13,14
" "	arrivo a Battipaglia	"	0,08

Sulle linee in parola lo spostamento di questi trasporti è sufficientemente regolare ed il tempo d'impiego supera raramente le 24 ore. Da Battipaglia le cose si complicano, per-

./.

1130

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

MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

N. 194 - 7.

Al N. del

OGGETTO

ALLEGATI N.

che i trasporti stessi vengono avviati verso nord alla spicciolata e finiscono col concentrarsi a Napoli Smistamento od in altri scali dello stesso Compartimento dove subiscono, per il continuo congestionamento di quegli impianti, giorni di ritardo; altro ritardo viene maturato nel successivo percorso per le cause già dette e così essi giungono a Roma dopo 7 od anche più giorni dalla loro spedizione.

5) - Per eliminare l'inconveniente occorrerebbe che, questi trasporti una volta giunti a Battipaglia e quegli altri in partenza da quest'ultimo fossero convogliati a Roma con itinerari prestabiliti, a mezzo di appositi treni, facilmente individuabili da parte del personale di stazione e dai dirigenti centrali, con composizioni bloccate e quindi non soggette a riordini intermedi. All'uopo è da tener presente che dalla Sicilia, dalle Calabrie e del Napoletano giungono mediamente a Roma per giorno:

N. 5 carri di agrumi
" 10 " di altre derrate
" 20 " di merci varie.

5.2

Tenuto conto che dalle stazioni del Compartimento di Reggio partono giornalmente 70 carri di agrumi e che altri 30 carri provenienti dalla Sicilia sono in transito e che il treno 8316 S.Eufemia Battipaglia viene prevalentemente utilizzato per le derrate, si potrebbe risolvere la questione specializzando, per tale prodotto, un treno anche nel tratto Battipaglia Napoli composto di due gruppi uno per Roma, altro per Napoli. Altro treno specializ-

./.

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

zato per il proseguimento del gruppo Roma dovrebbe istituirsi nel tratto fra Napoli e Roma (via Formia) completato all'occorrenza con altre derrate e merci in genere dirette a questa città.

Nel caso che si addivenisse a quest'ordine di idee si farebbe senz'altro seguito con una dettagliata proposta.

7) - La media dei carri in arrivo a Roma dalle Puglie si aggira sui 7 carri giornalieri; si è raccomandato al Compartimento di Bari di fare quanto è possibile per farli giungere a Caserta in gruppo con uno stesso treno in modo che quest'ultima stazione possa staccarli sollecitamente ed inoltrarli verso Roma linea Cassino.

8) - Con la istituzione dei treni di cui è detto al precedente punto 6) il servizio ferroviario militare non ne risentirebbe alcun svantaggio perchè la nuova organizzazione tende a facilitare solo la resa dei trasporti già ammessi alla spedizione e non a immettere nella circolazione nuovo traffico civile. Non vi sarebbe quindi nuovo impiego di mezzi, di personale, di energie o combustibili.

9) - Si resta in attesa di comunicazioni al riguardo.

IL DIRETTORE CENTRALE
Ludi Ramenzoni

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

File Wlaw C

71/22

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

A.F.O. 512
17 January 1945

523.2 T

SUBJECT: Movement of Fruit and Vegetables by Rail to Rome

TO : CO, 701 Ry Grand Divn, APO 512
CO, 715 Ry Operating Bn, APO 512
DAD Tn S (O), Bldg
Director General, I.S.R., Rome

1. Enclosed letter from Director, AC Transportation Sub-Commission, regarding slow transit time by rail of fruits and vegetables from Bari and Calabria Divisions to Rome is self-explanatory.

2. It is most urgent that delay to such vital foodstuffs as fresh fruits and vegetables for civilian consumption be reduced to the minimum.

3. Dependent upon available capacity after essential military traffic has been given first priority of movement, perishable civilian foodstuffs should receive the next priority of movement and be accorded every possible advantage for expedited transit.

4. All supervisory personnel connected with train movements must be promptly informed of the urgency of this matter and directed to give special attention to the movement of perishable foodstuffs for civilian consumption from the Bari and Calabria Divisions in accordance with provisions as set forth above.

For the Director:

S. E. LONDON
Captain, TC
Superintendent Transportation

cc:-Director, AC Transp. Sub-Com
Rail Divn., AC Transp. Sub-Com
Major W. S. Blair, Tn. Sub-Com Rep., AC, Reggio Bldg.

5/1

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

COPY

JWB/

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tele:

13 January 1945

Our ref.:AC/Tn/109/2/RM

SUBJECT: Movement of Fruit & Vegetables by rail to Rome.

TO : Transportation Sub-Commission (Rail Division)

1. An investigation has been recently carried out in connection with the movement of fruit and vegetables by rail to Rome.

2. The following information has been brought to light:

(a) During period 28 Nov - 2 Dec 44 consignments from Calabria were as long as 14/15 days in transit and decay ranged from 20 to 60%.

(b) Wagons from Calabria frequently arrive without labels or with labels incorrectly completed with illegible writing.

(c) Consignments from Calabria are generally in bulk (not crated) and it is stated 6 days is the maximum transit time for such traffic, if deterioration is to be avoided.

(d) Traffic from Bari Area is taking 7/8 days to reach Rome. An instance of 5 wagons ex Molfetta, conveying cabbage, cauliflower and fernel is quoted. Transit times 7/8 days. Decay 40 to 100%.

(e) Traffic from Naples Area was in general very regular, with freight in good condition.

3. Undue transit times resulting in such high percentages of waste not only means a serious loss of valuable supplies; a loss to the growers and traders, but means also a serious waste of transportation capacity.

4. Will you please handle this question urgently with DMRS and ISR, and give early advice of what arrangements can be made to improve transit times.

5'0

1134

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

COPY

It is considered that transit times to Rome in normal circumstances should not exceed

ex Calabria	-	6 days
ex Bari Area	-	3 days
ex Naples	-	1½/2 days

5. For information fruit and vegetables tonnages accepted for movement during period 8 - 14 Jan '45 are as under:-

ex Calabria	to	Rome	-	80	tons per day	
ex Calabria	to	Naples	-	90	" " "	(Citrus)
ex Bari Zone	to	Rome	-	60	" " "	
ex Naples	to	Rome	-	239	" " "	

/sgd/ J.W.Baker, Lt.Col.
For Merritt H. Taylor
Director

Copies to : G-4 (Mov & Tn) AFHQ
D.M.R.S., Rome
Food Sub-Comm. (Rome Supply Div.)
Agriculture Sub-Comm.
Major W.F.Blair, Tn. S/C.Rep., AC Reggio

1135

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

91/24

TRANSPORTATION SUB COMMISSION

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT: BRIAR-WOOD

REF: REG.I/C/93
REGGIO CAL.
20 JAN 45

TO: H.Q. A.C.
TN SUB-COMM
A. .O. 394

1. Acknowledging your letter AC TN/141/179/RM dated 11 Jan 45.

2. We have no record of a bid to move briarwood between 15 Oct 44 and the end of December. One bid for two wagons has been received for movement 29 Jan.

3. Nor have we had any requests from the Supply Officer during that period. Previous to 15 Oct. requests to move this traffic came through the Supply Branch.

4. Many civilians swarm into our office seeking information about their bids. They all have long stories about starving families and sick babies. They have often tried to corrupt our staff. It has been considered advisable to keep them away from the office and direct them to the Station Master who is given all information needed.
We have never been discourteous to civilians. Signs at the entrance direct all who seek information about their bids to the Station Master and the door attendant has instructions to call this notice to their attention.
The station master is the normal contact between public and railway and this channel has been encouraged. If it is the wish of the TN SUB-COMM that we contact the public it will be necessary to establish a separate office, away from our staff, for the purpose.

W. L. Blair

W.L. BLAIR, MAJOR
DEP. SUPT. TN SUB-COMM

Copy In d/c A.C
c/o In Inc.
C.M.F.
for information.

528

JWB/mb

CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION
APO 374
Transportation Sub-Commission
(Movements Division - Rail)

Tele : 47870A

18 January 1945

294/1/Tn.3.

SUBJECT : Movement by rail of Allied Commission Traffic. Lines North of Rome.

TO : G-4 (Mov. & Tn.) AFHQ.

1. At AFHQ Priority of Movements Conference 8 Jan.'45, covering period 15-21 Jan.'45, Allied Commission bid of 7331 tons, for line 37 Southbound, was cut to 2800 tons. Transportation Sub-Commission immediately pointed out that if such a cut was to be sustained, it would not be possible to maintain at or build up Rome reserves to levels required, nor to move other essential traffic. An additional allocation of 300 tons per day was subsequently made by (G-4 (Mov.& Tn)) AFHQ, which then gave a total of 4200 tons for Allied Commission traffic on the line in question. Even with this additional allocation it was necessary to cut traffic bid by 3131 tons over the 7 day period.

2. Consequent upon the development of resources and rehabilitation of mines in Central Italy; the reconstruction of Civitavecchia Port to handle up to 3000 tons per day and the re-opening of Piombino port to handle up to 1300 tons per day, Allied Commission traffic for movement by rail in Central Italy will be considerably increased.

3. Appendix "A" gives details of average weekly tonnages bid by this HQ during three weeks ending 14 Jan., over lines North of Rome only, excluding port clearance from Civitavecchia. Appendix "B" gives details of other traffic not yet moving, but which will be required to move on completion of rehabilitation and reconstruction schemes.

4. The developments, which are being undertaken, are to enable the essential needs of the civil population to be met and to give the greatest possible assistance to the general Allied war effort. For example, the development of Civitavecchia will mean that the supply of essential stores in the Lazio-Umbria Region is most economically transported to consuming points, insofar as it is necessary for such stores to be brought in by sea; at present some essential needs are not being met or have to be lifted by rail from Naples, or ports of entry even further distant than Naples. The reactivation of the Pietrafitta mines should increase the lignite production of the country by approximately 1,000 T.P.D., and should enable a reduction in imported coal to be made, or enable important rehabilitation programmes to be undertaken without increasing the demand for imported coal. The redevelopment of the Solvey factory at Rosignano, which will be largely supplied through the port of Piombino, will enable considerable increases to be made in the distribution of

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

29A/A/Tn.3.

SUBJECT : Movement by rail of Allied Commission Traffic.
Lines North of Rome.

TO : G-4 (Mov. & Tn.) AFHQ.

1. At AFHQ Priority of Movements Conference 8 Jan. '45. covering period 15-21 Jan. '45. Allied Commission bid of 7331 tons, for line 37 Southbound, was cut to 2800 tons. Transportation Sub-Commission immediately pointed out that if such a cut was to be sustained, it would not be possible to maintain at or build up Rome reserves to levels required, nor to move other essential traffic. An additional allocation of 300 tons per day was subsequently made by (G-4 (Mov. & Tn)) AFHQ. which then gave a total of 4200 tons for Allied Commission traffic on the line in question. Even with this additional allocation it was necessary to cut. traffic bid by 3131 tons over the 7 day period.

2. Consequent upon the development of resources and rehabilitation of mines in Central Italy; the reconstruction of Civitavecchia Port to handle up to 3000 tons per day and the re-opening of Piombino Port to handle up to 1300 tons per day, Allied Commission traffic for movement by rail in Central Italy will be considerably increased.

3. Appendix "A" gives details of average weekly tonnages bid by this HQ during three weeks ending 14 Jan., over lines North of Rome only, excluding port clearance from Civitavecchia. Appendix "B" gives details of other traffic not yet moving, but which will be required to move on completion of rehabilitation and reconstruction schemes.

4. The developments, which are being undertaken, are to enable the essential needs of the civil population to be met and to give the greatest possible assistance to the general Allied war effort. For example, the development of Civitavecchia will mean that the supply of essential stores in the Lazio-Umbria region is most economically transported to consuming points, insofar as it is necessary for such stores to be brought in by sea; at present some essential needs are not being met or have to be lifted by rail from Naples, or ports of entry even further distant than Naples. The reactivation of the Pietrafitta mines should increase the lignite production of the country by approximately 1,000 T.P.D., and should enable a reduction in imported coal to be made, or enable important rehabilitation programmes to be undertaken without increasing the demand for imported coal. The redevelopment of the Solvay factory at Rosignano, which will be largely supplied through the port of Piombino, will enable considerable increases to be made in the distribution of electricity in Tuscany and the production of soda ash and bicarbonate of soda to be restarted.

537

5. All these undertakings once operating, will increase the demand for rolling stock and line capacity for civilian stores, in which AC are interested, in Central Italy. It is not possible at this stage to record all the possibilities of the area, but the tonnages outlined in Appendices "A" and "B" present the major rail movement requirements, present and future, as now seen. Obviously these requirements will to a certain extent be released by diminution of other, and less economic, rail hauls elsewhere, but it will represent certain absolute additional requirements.

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

6. This information is being passed to you in case it should prove of assistance in forward planning, and your advice is requested, if you foresee any undertakings which are now being put in hand from which it will not be possible to obtain results because of lack of line capacity or rolling stock.

For Chief Commissioner

for Lt-Col
BENOIT K. TAYLOR
DIRECTOR

copy to:
G-5 AFHQ.
D.M.R.S.
Economic Section AC.
Rail Division Tptn. S/C ✓
Secretariat Priorities Board AC.

536

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

Appendix "A" to 294/1/Tn.3.
dated 1[illegible]an.'45.

AVERAGE WEEKLY ALLIED CONTRIBUTION TONNAGE BID FOR RAIL MOVEMENT - LINES NORTH OF ROME - THREE WEEKS ENDING 14 JAN.'45.

1. NORTHBOUND

(a) Line 50

	Total weekly tonnage	Tons per day
Wheat	420	60
Lignite	30	4
Cement	220	31
Ex Leghorn	235	34
Misc	76	11
	981	140

(b) Line 65

Fertiliser	502	72

(c) Line 67

Fertiliser	834	119
Misc	40	6
	874	125

2. SOUTHBOUND

(a) Line 50

Lignite	3835	548
Pyrites	2320	331
Charcoal	700	100
Grain	700	100
Ex Leghorn	328	47
	7884	1126

(b) Line 65

Grain	2700	386
Lignite	470	67
Misc	57	8
	3227	461

(c) Line 67

Fertiliser	1103	158
Wheat & Grain	4375	625
Lignite	2231	319
Misc	469	67

525

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

(a) Line 50

	Total weekly tonnage	Total per day
Wheat	420	60
Lignite	30	4
Cement	220	31
Ex Leghorn	235	34
Misc	76	11
	981	140

(b) Line 65

Fertiliser	502	72

(c) Line 67

Fertiliser	834	119
Misc	40	6
	874	125

2. SOUTHBOUND

(a) Line 50

Lignite	3836	548
Pyrites	2320	331
Charcoal	700	100
Grain	700	100
Ex Leghorn	328	47
	7884	1126

(b) Line 65

Grain	2700	386
Lignite	470	67
Misc	57	8
	3227	461

(c) Line 67

Fertiliser	1109	158
Wheat & Grain	4375	625
Lignite	2231	319
Misc	469	67
	8176	1169

535

TONNAGE FOR CIVITAVECCHIA PORT CLEARANCE NOT INCLUDED.

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

1141

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

ANNEXE "A"

ADDITIONAL ALLIED CONVERSION TRAFFIC IN CONNECTION WITH RAILWAY RECONSTRUCTION PLANS ARE EITHER IN HAND OR UNDER CONSIDERATION

	Additional daily rail capacity required.	
1. Line 50		
(a) Reconstruction of CIVITAVECCHIA PORT to handle up to 3000 tons per day.	2000 tons	By end balance
(b) Re-opening of PIOMBINO PORT to handle approx. 1500 tons per day.	800 tons	500 to tons i Port t Vada t
(c) Reactivation of Solvay Plant, Rosignano. Date for completion not yet available.	1000 tons 400 tons	Line 5 Finish
(d) Movement of Charcoal from Maremma Maritima. Stocks available 8.000 tons.	100 tons	Depend Follow would
(e) Olive harvest in Tuscany.	See remarks	Up to during in Tus possi
2. Line 65		
(a) Castelnuovo Lignite Mine. Stocks available 200.000 tons lignite and 13.500 tons briquettes. (Largest lignite producer in Italy)	See remarks	Long t line 6 of lin tion 3 once r
3. Line 67		
(a) Pietrafitta Lignite Mine.	1000/1500 tons	Mine i line 2 Bastia Ellero Expect

./.

1142

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

TON TRAFFIC IN CONJUNCTION WITH WHICH RECONSTRUCTION PLANS
E LITTLE IF BASED ON NORMAL CONSIDERATION

	Additional daily rail capacity required.	Remarks
ITAVECCHIA PORT to handle up to 3000 tons per day.	2000 tons	By end March '45. Bulk South to Rome. balance Northbound.
o PORT to handle approx. 1900 tons per day.	300 tons	500 tons coal Northbound to Rosignano. 300 tons local & Southbound. line from Piombino Port to Campiglia opens 15 Feb. and from Vada to Rosignano 28 Feb.'45.
y Plant, Rosignano. Date for completion not yet available.	1000 tons 400 tons	Lime Stone S.Vincenzo to Rosignano. Finished Products Southbound.
from Monte Maritimo. Stocks available 8.000 tons.	100 tons	Dependent on re-opening of French line Follonica to Monte Maritimo, Traffic would be Southbound.
ane.	See remarks	Up to 5.000 tons Olive Husks for movement during next 3 months to Extraction Plants in Toscana. Lines 50 x 218. Not yet possible to give daily tonnages.
ine. Stocks available 200.000 tons lignite and ed. (Largest lignite producer in Italy)	See remarks	Long term project. Mine rail served from line 65 Arezzo - Florence. Reconstruction of line under consideration. Normal production 3.500 tons per day. Assured production once rail-served 1.100 tons per day.
ine.	1000/1500 tons	Mine is rail served from Ribolla Stn. on line 244. Reconstruction of line 244 Roccastrada-Ribolla, together with mineral line Ribolla-Pietrafitta Mine, in hand. Expected completion date end April '45.

./.

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

Line 87 (Continued)

	Additional daily rail capacity required
(b) Morgnano Lignite Mine.	350 tons
(c) Sulphur Mines at Formignano, Perticara and Cabernardi.	90 tons
(d) Olive Harvest in Marche/Abruzzi.	See remarks

ADDITIONAL NOTES.

(a) Olive Harvest in Lazio/Umbria will involve movement by rail of up to 4,000 tons. Olive husks during next 3 months to extraction plants on lines 65, 87, 89 and 90.

(b) The transfer of Stores, if not by sea, will mean increased demands over line 50 Southbound and line 87 Northbound (G-5 letter 2-13 dated 1 Jan.'45 and this HQ. letter AG.Tn/151/7/M dated 14 Jan.'45 refer).

1144

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

	Additional daily Rail capacity required	Remarks
	350 tons	Present production for all consumers averaging 400 tons per day. Immediate increase to 500 tons per day during January, rising to 750 tons per day.
gnano, Perticara and Cabernardi.	90 tons	Already agreed with G-4 (Mov.& Tn.) AFHQ that loading at Cesena, Rimini and Serra S. Guirico will be at rate of 30 tons per day each Rly. Essential movement to make available for Export Sulphur from Sicily. Traffic expected to start by end January latest.
he/Abruzzi.	See remarks	Up to 2400 tons Olive Husks for Movement during next 3 months to extraction plants in Marche/Abruzzi Lines 86/87. Not yet possible to give daily tonnages.

lo/Umbria will involve movement by rail of up to 4,000 tons.
ext 3 months to extraction plants on lines 65, 87, 89 and 90.

us. if not by sea, will mean increased demands over line 50
87 Northbound (G-5 letter F-13 dated 1 Jun.'45 and this HQ.
m dated 14 Jan.'45 refer).

1 1 4 5

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

91

ACP/ic

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

Tel: 843238
Our Reference: AC/91/Tn 4

17 January 1945

TO : Tn Sub-Commission
Movements Section
HQ., AC.

SUBJECT : Movement of Fruit & Vegetables, by rail to Rome.

1. Your letter of 13 January 45 AC/Tn/109/2/RM is noted.

2. Suggestion as to addressing of labels is made by Major Bowers that AC issued ink, plus locally purchased Indian ink is very satisfactory.

3. It is felt that the problem of delay is one which revolves in some measure on the running of scheduled freight trains, especially for perishable traffic, and possibly schedules could be prepared for trains from Bari and Reggio to be linked at Naples.

4. The new operating Sub-Committee of the Allied Railway Board would appear to be the best means of discussing the problem at length, and as soon as the composition of this Committee in known, the item will be tabled for discussion.

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

5.2

1146

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

91/

ACP/1c

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

Tel: 843238
Our Reference: AC/91/Tn 4

17 January 1945

TO: Tn Sub-Commission
Movements Section,
HQ., AC.

SUBJECT : Movement of Charcoal - Calabria to Sicily.

1. Reference is your letter 16 January 45, Tn/12/53/RM to Major Blair, Reggio.

2. Reggio Div Supt is under instructions to maintain balance of cars in Sicily and there is no reason why such cars should not be loaded. Such method of movement, would in fact made for more efficient working.

C.H.LINDBERG
Lt.Col. R.E.,
Chief, Rail Section

Copy to: Major R.F.Blair, C/o Mov Reggio.

531

J 1 4 7

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

JWB/mb

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

Tele : 478704

16 January 1945

AC Tn/12/53/RM

SUBJECT : Movement of Charcoal - Calabria to Sicily.

TO : Maj. W.F. Blair, Tptn. Sub-Commission Rep. AC. Reggio.

1. Refereace this HQ. letter AC.Tn/12/49/RM dated 11 Jan.'45.

2. Attached copy letters, enumerated hereunder, have been forwarded by Agriculture Sub-Commission (Forestry Division) :-

(a) Prot. No. 3893 - Pos. III - 5/1/C dated 19 Dec.'44.
(b) Reg. 1/6 dated 26 Dec.'44.
(c) Prot. No. 9271 - Pos. III - 5/1/C dated 30 Dec.'44.
(d) Prot. No. 67 - I.S.L. Pos. VII - 3 dated 12 Jan.'45.

3. The movement of this charcoal is of considerable importance and it is desired you contact Lt.Col. Mangano, Legion Commander, Reggio Calabria, with a view to formulating a plan for movement as outlined in this HQ. letter quoted above.

4. Please forward you early report, detailing any difficulties.

for Lt Col
MERRITT H. TAYLOR.
DIRECTOR

Copy to: Agriculture S/C - Forestry Div. (AGR/402.0 of 15 Jan.'45).
Transportation S/C - Rail Div. (with copies of enclosures - AC Tn/12/49/RM dated 11 Jan.'45).

520

1148

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

/elc

C O P Y

TRANSLATION

12 January 1945

Ministry of Agriculture and Forests
of the R.F.C.
Lumber Service Inspectorate
Prot.N° 67 - I.S.I. Pos. VII - 3

To : Allied
Commission
Agric.S/C. Forest Div.
R O M E

Subject : Request for railway cars for the transport of fuels.

Enclosed are copies (translations) from the Legion Command of Reggio Calabria asking you to interest the transportation office of your Commission to assure the transport of fuels from the provinces of Calabria.

signed : The Director of Forest
Services
Dott. G. GANGEMI

1149

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

/elc

COPY

Ministry of Agriculture and Forests
Royal Forest Corps
Legion Command of Reggio Cal.

Nº 9271 Prot.
Pos. III-5/1/C

Reggio Calabria 30 December 1944

TO : Ministry Of Agriculture and Forests
Direction of Forest Services - Rome

Subject : Distribution Plan of charcoal and fuelwood (six months 1 Nov. 44 - 30 April 45) request of railway cars for transport of fuels.

To effect the distribution plan above mentioned, this Direction behind indications of the Central Direction with note Nº 8898 of 13 c.m. enclosed in copy, asked the Allied Officer assigned to the Movement and Control Office of the local Compartiment of the State Railway (FF.SS.) for an assignment of 18 railway cars each day for the three provinces of Calabria, of which 9 for the internal supply of their own provinces and 9 for exportation according to the mentioned plan.

In reply to this request the Major of the Div.Sept.Tn. Sub-Comm. of Reggio Cal. stated with note 25 c.m. which we also enclose, that he could not make any assignment of railway cars for this purpose indicated except that in the future the railway transport situation would become a better one.

Therefore we beg the Central Direction to interest themselves kindly near the competent offices, that a certain amount of cars at least be assigned to enable the execution of the mentioned plan.

signed : The Legion Commander
Lt.Col. Mangano

1150

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

C O P Y /elc

ALLIED CONTROL COMMISSION
Province of Reggio Cal.

Subject : Assignment of railway cars, 26 December 1944
ref.Reg.1/6

To : Legion Command of the R.F.C. - Reggio Calabria

Reference to your letter 8898 of 13 December 44..

This office is very sorry that because of the scarcity of railway cars it is not possible to assign any car for this purpose.

If the situation will become better, we can take up the matter again comunicating with this office.

signed : U.F.BLAIR, Major
W.F.BLAIR, Major
Div.Supt.Ten.Sub-Comm

F.C.C.
L'aiutante Maggiore in 1s
f:to Cap.Donsentone

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

/elc

C O P Y

MINISTRY OF AGRICULTURE AND FORESTS
Legion Command of Calabria

Prot. N° 8898 - Pos. III - 5/1/C Reggio Cal, 13 Dec. 44

To : Major Blair
Movement and Control Office of FF.SS.- Reggio Calabria

Subject : Distribution Plan of charcoal and fuelwood for the civilian population - Assignment of railway cars.

With reference to the new distribution plan for charcoal and fuelwood issued by the Ministry of Agriculture and Forests for the six months Nov. 1944 - April 1945, 250,000 quintals of charcoal and 250,000 quintals of fuelwood should be sent away to the centers of consumption of Calabria. Besides this it has been foreseen that likewise the same amounts of charcoal and fuelwood be exported from the three Calabrian provinces to the deficient regions of Italy (of which 200,000 quintals of charcoal and 200,000 quintals of fuelwood to the provinces of Sicily and 80,000 quintals of charcoal into the provinces of Puglie and Campania.

For the distribution of these quantities of fuels it would be necessary to get an assignment of about 40 railway cars in the three provinces. Considering however the scarsity of cars, we beg you to examine the situation and consent at least 18 railway cars a day for the transport of charcoal and fuelwood destinated for the consumption of the civilian population, divided in the 3 provinces of Calabria as follows:

N° 7 at the railway station of the province of Cosenza
N° 6 " " " " " " " " Catanzaro
N° 5 " " " " " " " " Reggio Cal.

It has to be taken into consideration that at least 9 cars of the 18 requested are necessary for the minimum essential requirements of their own provinces.

I should like to receive an answer about this matter.

The Forest Legion Commander
Lt.Colonel Mengendo

506

C.O.S.T. Y /elc

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

Tel : 478704 11 January 1945

AC TN/12/49/RY

SUBJECT : Movement of charcoal Calebria to Sicily

TO : Major W.F. Blair,
Tptn.S.C. Rep.,
Reggio

1. A report from Lt.Col. Fuller Chief of the Forestry Division states that the following quantities of charcoal are now available for movement to Sicily:

Crotone	4000	quintals
Cropani	4000	"
Gariate	4000	"
Rossana	2000	"
Soverato	3000	"
Budolato	2000	"
Saint Andrea	3000	"
Guardavalle	2000	"
Paola	2000	"
Fuscaldo	3000	"
Acquappesa	5000	"
Cetraro	3000	"
Verbicaro	4000	"

2. Bids are being placed for the necessary shipping to move the undermentioned tonnages per month to Palermo and/or Catania:

From Crotone	1000	Tons
" Vibo Valentia	500	"
" Reggio	500	"

3. From the tonnages immediately available for movement please arrange necessary Rail transport to the above named ports and advise this HQ weekly Rail tonnage moved.

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

SUBJECT : Movement of charcoal Calabria to Sicily

TO : Major W.F. Blair,
Totn.S.C. Rep.,
Reggio

1. A report from Lt.Col. Fuller Chief of the Forestry Division states that the following quantities of charcoal are now available for movement to Sicily:

Crotone	4000	quintals
Cropani	4000	"
Gerlate	4000	"
Rossena	2000	"
Soveneto	3000	"
Rudolete	2000	"
Saint Andrea	3000	"
Guardavalle	2000	"
Paola	2000	"
Fuscaldo	3000	"
Acquappesa	5000	"
Cetraro	3000	"
Verbicaro	4000	"

2. Bids are being placed for the necessary shipping to move the undermentioned tonnages per month to Palermo and/or Catania:

From Crotone	1000	Tons
" Vibo Valentia	500	"
" Reggio	500	"

3. From the tonnages immediately available for movement please arrange necessary Rail transport to the above named ports and advise this HQ weekly Rail tonnage moved.

4. Ships will commence loading within the course of the next two or three weeks.

528

Major
for
MERRITT H. TAYLOR
Director

Copy to : Agricultural Sub-Commission
Forestry Division
Tn Sub-Comm(Shipping Div.)
HQ Movements West Italy
(for information)

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

91

JWB/ta

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

13 January 1945

Tele :

Our ref.:AC/Tn/109/2/RM

SUBJECT : Movement of Fruit & Vegetables, by rail to Rome.

TO : Transportation Sub-Commission (Rail Division)

1. An investigation has been recently carried out in connection with the movement of fruit and vegetables by rail to Rome.

2. The following information has been brought to light:

(a) During period 28 Nov - 2 Dec 44 consignments from Calabria were as long as 14/15 days in transit and decay ranged from 20 to 60%.

(b) Wagons from Calabria frequently arrive without labels or with labels incorrectly completed with illegible writing.

(c) Consignments from Calabria are generally in bulk (not crated) and it is stated 6 days is the maximum transit time for such traffic, if deterioration is to be avoided.

(d) Traffic from Bari Area is taking 7/8 days to reach Rome. An instance of 5 wagons ex Molfetta, conveying cabbage, cauliflower and fernel is quoted. Transit times 7/8 days. Decay 40% to 100%.

(e) Traffic from Naples Area was in general very regular, with freight in good condition.

3. Undue transit times resulting in such high percentages of waste not only means a serious loss of valuable supplies; a loss to the growers and traders, but also a serious waste of transportation capacity.

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

Our ref.: AC/In/109/2/Rm

SUBJECT : Movement of Fruit & Vegetables, by rail to Rome.

TO : Transportation Sub-Commission (Rail Division)

1. An investigation has been recently carried out in connection with the movement of fruit and vegetables by rail to Rome.

2. The following information has been brought to light:

(a) During period 28 Nov - 2 Dec 44 consignments from Calabria were as long as 14/15 days in transit and decay ranged from 20 to 60%.

(b) Wagons from Calabria frequently arrive without labels or with labels incorrectly completed with illegible writing.

(c) Consignments from Calabria are generally in bulk (not crated) and it is stated 6 days is the maximum transit time for such traffic, if deterioration is to be avoided.

(d) Traffic from Bari Area is taking 7/8 days to reach Rome. An instance of 5 wagons ex Molfetta, conveying cabbage, cauliflower and fernel is quoted. Transit times 7/8 days. Decay 40% to 100%.

(e) Traffic from Naples Area was in general very regular, with freight in good condition.

3. Undue transit times resulting in such high percentages of waste not only means a serious loss of valuable supplies; a loss to the growers and traders, but means also a serious waste of transportation capacity.

4. Will you please handle this question urgently with DMRS and ISR, and give early advice of what arrangements can be made to improve transit times.

524

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

It is considered that transit times to Rome in normal circumstances, should not exceed

ex Calabria	-	6 days
ex Bari Area	-	3 days
ex Naples	-	1½/2 days

5. For information fruit and vegetables tonnages accepted for movement during period 8 - 14 Jan '45 are as under:-

ex Calabria	to	Rome	- 80	tons per day	
ex Calabria	to	Naples	- 90	" "	" (Citrus)
ex Bari Zone	to	Rome	- 60	" "	"
ex Naples	to	Rome	- 250	" "	"

HERRITT H. TAYLOR
DIRECTOR

Copies to : G-4 (Mov & Tn) AFHQ
D.M.R.S., Rome
Food Sub-Comm. (Rome Supply Div.)
Agriculture Sub-Comm.
Major W.F. Blair, Tn.S/C.Rep., AC Reggio

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

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

JSS/ele

91/19

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

29 January 1945

Tele : 478704

298/5/Tn 3

SUBJECT : Transportation for AC/civilian freight
Southern Region

TO : AC Transportation Sub-commission Hep.
c/o HQ Movements. East Italy

1. Reference is made to this HQ letter AC Tn/25/42/PR dated 10 Dec '44. addressed to Regional Transport Officer. HQ AC. Southern Region. Copy to you.

2. A request by Rail Division to ISR General Direction, to bring the contents of this letter to the notice of all concerned, resulted in a letter dated 4 Jan '45. extract from which is quoted hereunder :-

> "Anyhow, the Bari Compartimento reports that the local Sub-Commission has issued dispositions according to which, from the 1st January 1945. only the requests of transports bound out of the Compartimento are to be sent to its office. On the contrary, for transports bound to the Compartimento stations, the ISR Movement Section has been empowered to grant the necessary authorities".

3. The method to be followed is clearly defined in this HQ above quoted letter dated 10 Dec '44. and the statement of ISR is not understood.

4. Please forward urgent report stating clearly under what system you are operating and comment as necessary on statement of ISR.

By Command of Rear Admiral STONE

J. W. S. Dunbar
Lt. Col.

for MERRITT H. TAYLOR
Director, Transportation Sub-Commission

copy to : Rail Division (your file AC/Tn/91 returned herewith)

91/18

Rome
M.312/9882/5 Ma/1 Bca/1976/28

To Transportation Sub-Commission
Rail Section
Transport Increment
C.M.F.

R o m e

Subject:
Requests of railway transports on behalf of private persons -

1) Reference is made to your letter A/C/91/Tn, dated 14 December 1944.

2) To the "Capi Compartimento" of Naples, Bari and Reggio C. have been issued dispositions, concerning the requests of transports dispatched by the stations of these Compartimenti; besides, a proper notice has been published through the newspapers.

3) We are sure that the adopted measures, besides to simplify the handling of the transports, they will avoid also the misuse of labels.

4) Anyhow, the Bari Compartimento reports that the local Sub-Commission has issued dispositions according to which, from the 1st January 1945, only the requests of transports bound out of the Compartimento are to be sent to its Office. On the contrary, for transports bound to the Compartimento stations, the I.S.R. Movement Section has been empowered to grant the necessary authorities.

5) As the dispositions - whereof para 4 - for the transports effected in the range of the Compartimento do not appear in accordance with those stated by your above letter of 14 December, we beg to advise if you approve such procedure, and in the affirmative, if we may extend the same also to the Compartimenti of Naples and Reggio C.

6) By this occasion, we would suggest to complete the dispositions already issued by the following ones:
a) in case that, after the issue of a label, should be necessary to modify the data entered thereon, no correction is to be made on said label, but a new one - duly filled - is to be issued;

b) to order that the labels sent by the Capi Compartimento to the Station Masters must be kept by said Masters and to attach them on the cars, when the loading is over;

c) to make clear that the allotment of the authorized cars shall be made directly by the Station Masters, without any interference from the local R.T.O.; which have only to intervene, when military

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

Requests of railway transports on behalf of private persons -

R o m e

1) Reference is made to your letter A/C/91/Tn, dated 14 December 1944.

2) To the "Capi Compartimento" of Naples, Bari and Reggio C. have been issued dispositions, concerning the requests of transports dispatched by the stations of these Compartimenti; besides, a proper notice has been published through the newspapers.

3) We are sure that the adopted measures, besides to simplify the handling of the transports, they will avoid also the misuse of labels.

4) Anyhow, the Bari Compartimento reports that the local Sub-Commission has issued dispositions according to which, from the 1st January 1945, only the requests of transports bound out of the Compartimento are to be sent to its Office. On the contrary, for transports bound to the Compartimento stations, the I.S.R. Movement Section has been empowered to grant the necessary authorities.

5) As the dispositions - whereof para 4 - for the transports effected in the range of the Compartimento do not appear in accordance with those stated by your above letter of 14 December, we beg to advise if you approve such procedure, and in the affirmative, if we may extend the same also to the Compartimenti of Naples and Reggio C.

6) By this occasion, we would suggest to complete the dispositions already issued by the following ones:
a) in case that, after the issue of a label, should be necessary to modify the data entered thereon, no correction is to be made on said label, but a new one - duly filled - is to be issued;

b) to order that the labels sent by the Capi Compartimento to the Station Masters must be kept by said Masters and to attach them on the cars, when the loading is over;

c) to make clear that the allotment of the authorized cars shall be made directly by the Station Masters, without any interference from the local R.T.O.; which have only to intervene, when military exigencies would make necessary some limitation in the supply of cars to private persons.

7) We are waiting your decision on the matter.

The General Director
signed Di Raimondo

na ng4

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

1160

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

MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma 21, - 4 GEN 1945 1944 - A.

N M.312/9882/5Ma/1 Dcca/1976
28

Al N. del

SOTTO COMMISSIONE TRASPORTI
SEZIONE FERROVIE - C.INCREMENTO
TRASPORTI - C.M.F.
R O M A

OGGETTO

Richieste trasporti
Ferroviari conto privati

ALLEGATI N.

1°) - Ci riferiamo alla lettera A/C./91/Tn del 14 dicembre 1944.

2°) - Sono state impartite ai Capi Compartimenti di Napoli - Bari e Reggio C., le disposizioni relative alle richieste dei trasporti in partenza da stazioni di quei Compartimenti e si è provveduto a diramare apposito comunicato alla stampa.

3°) - Siamo sicuri che i provvedimenti adottati, oltre a semplificare la procedura per l'effettuazione dei trasporti, eviteranno la possibilità di abusi nell'impiego delle etichette.

4°) - Il Compartimento di Bari informa, però, che la locale Sotto Commissione à disposto che dal I° gennaio 1945 dovranno essere trasmesse alla Sotto Commissione stessa soltanto le richieste per i trasporti destinati fuori Compartimento. Per i trasporti destinati alle stazioni del Compartimento la facoltà di rilasciare le relative autorizzazioni è stata devoluta alla Sezione Movimento.

5°) - Poichè queste norme per i trasporti nell'ambito del Compartimento non sarebbero in armonia con quanto è stato di-

D.F.

520 ./.

1161

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

sposto con la vostra lettera a riferimento, si prega di voler fare conoscere se codesta Sotto Commissione approva tale procedura e, in caso affermativo, se si possa estendere anche ai Compartimenti di Napoli e Reggio C.

6°) - Con l'occasione si riterrebbe opportuno integrare le disposizioni già impartite con i seguenti provvedimenti:

a) - qualora, dopo il rilascio di un'etichetta, si rendesse necessario modificare i dati in essa indicati, non dovranno apportarsi correzioni all'etichetta, ma sostituirla con altra debitamente compilata;

b) - stabilire che le etichette trasmesse dai Capi Compartimento ai Capi Stazione siano da questi custodite e fatte applicare ai carri a carico ultimato;

c) - precisare che l'assegnazione dei carri autorizzati sia fatta direttamente dai capi stazione, senza ingerenza da parte dei locali R.T.O., i quali dovrebbero intervenire soltanto quando esigenze militari richiedessero limitazioni nella fornitura dei carri ai privati.

7°) - Si resta in attesa di conoscere le decisioni di codesta Sotto Commissione.

IL DIRETTORE GENERALE

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

91/17

TRANSPORTATION SUB COMMISSION REPRESENTETIVE
ROME DIVISION

Date 29th December 1944
Ref: TSC /RD/4

TRANSPORTATION SUB COMMISSION (Rail)
HQ. AC.

SUBJECT : Construction Material for Rail Construction Contractors.

I. Referring to minute 124 of Tn Committee Meeting I take it that the Ministry of Communications and the AC. Engineering Officers are being advised with regard to anticipatory bidding for movement.

2. As the matter stands at present no request for rail move= ment is received until the material is ready to move. Under the present system of bidding this means that the material does not move until at least a fortnight later.

3. As a case in point two requests were received from Gen di Raimondo on 2I December for building material from Civitavecchia to Bari and Rome to Foggia. These were turned down as emergency bids and consequently do not come up for consideration until the period 8 - I4 January, creating a delay of about 3 weeks.

E W Dean

CAPt

ALLIED CONTROL COMMISSION
TRANSPORTATION SUB COMMISSION REPRESENTATIVE
Rome
Date 29/12/44

519

1163

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

BTT/cc

91/16

HEADQUARTERS
ALLIED FORCES
ADRIATIC LAPCHE REGION
C.M.T.

R5/517/3 26 December 1944.

SUBJECT : Merchandise by Rail.

TO : Transportation Sub-Commissioner, Railways, Hq. AC.

1. Attached please find copies of letters received by this office which are hereby forwarded to your Division for such action as is deemed necessary.

For the Regional Commissioner:

REGIONAL OFFICE
28
A. C.

D.P. RICHARDSON
Capt. Inf.
Regional Civil
Transport Officer.

Copy to: R5/517/3

4404

FROM : Consorzio Agrario Chieti (Ortona branch)

TO : R.S.O. Abruzzi-Marche Region

SUBJECT : Merchandise by Rail.

DATE : 10 December 1944.

We have recently found that many rail-wagons containing AMG Supplies are arriving at this station (Ortona) in open wagons and without Tarpaulins; also with doors not properly secured, either without sealing or sealed with a plain wire, and in every case without the lead seals, so as to make the theft of the merchandise a simple matter.

In consequence of these omissions, the last wagon of sugar N.16905 despatched from Naples 17 November 1944 had a shortage of a good 34 sacks.

As for the grain (from Campobasso Province), despite in being carried in box-wagons were without secure seals. It is considered that these shortages are whiefly the result of thefts in transit.

We have taken the precaution of bringing these points to the notice also of the R.T.O. (Ortona).

In each separate case of irregularity we have immediately asked the help of the Finance Guards at the unloading, the certification of contents, and the making out of the relative "verbales".

Will you kindly take up with the State Railways that they should make arrangements for sealing the wagons and at despatch with the lead seals and for the proper guarding of them both in transit and at stations, particularly during the night.

FROM : HQ. AC/AMG ABRUZZI MARCHE REGION (Economics & Supply).

TO : Regional Civil Transport Officer.

REF : R5/5IB/165.

DATE : 20 December 1944.

SUBJECT : Merchandize by Rail.

517

1. Ref attached report.

2. Would you kindly take this up with Transportation Sub-Commission? I know of course that the open wagons sometimes have to be used because there are no box-wagons available and the stuff has to be shifted. But such things as sugar, grain which are highly pilferable and spoiled by rain should be given priority for box-wagons.

T 1 64
Declassified E.O. 12356 Section 3.3/NND No. 785021

plies are arriving at this station (Ortona) in open wagons and without Tarpaulins; also with doors not properly secured, either without sealing or sealed with a plain wire, and in every case without the lead seals, so as to make the theft of the merchandise a simple matter.

In consequence of these omissions, the last wagon of sugar N.16906 despatched from Naples 17 November 1944 had a shortage of a good 34 sacks.

As for the grain (from Campobasso Province), despite in being carried in box-wagons were without secure seals. It is considered that these shortages are whiefly the result of thefts in transit.

We have taken the precaution of bringing these points to the notice also of the R.T.O. (Ortona).

In each separate case of irregularity we have immediately asked the help of the Finance Guards at the unloading, the certification of contents, and the making out of the relative "verbales".

Will you kindly take up with the State Railways that they should make arrangements for sealing the wagons and at despatch with the lead seals and for the proper guarding of them both in transit and at stations, particularly during the night.

FROM : HQ. AC/AMG ABRUZZI MARCHE REGION (Economics & Supply).

TO : Regional Civil Transport Officer.

REF : R5/518/165.

DATE : 20 December 1944.

SUBJECT : Merchandise by Rail.

517

1. Ref attached report.

2. Would you kindly take this up with Transportation Sub-Commission? I know of course that the open wagons sometimes have to be used because there are no box-wagons available and the stuff has to be shifted. But such things as sugar, grain which are highly pilferable and spoiled by rain should be given priority for box-wagons.

The lead seals, no doubt you know, are the normal Italian Railway seals sealing the 2 ends of a piece of string passed through eye holes on door and wall of wagons.

For the Regional Commissioner:

(Signed)
D. SHAW KENNEDY
Captain,
Regional Supply Officer.

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

[166]

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

91/15

ALLIED COMMISSION
TRANSPORTATION SUB COMMISSION REPRESENTATIVE
ROME DIVISION

DATE 12 December 1944
Ref. TSC/RD/4

Ing Marin
Capo Compartimento
Ferrovie dello Stato
ROME

Subject: Transportation of "A.C." and civil traffic by Rail.

As many requests are being received from civilian firms, Co-operative Societies, etc in the Rome Area for rail conveyance of various commodities I am setting out below the method to be adopted in connection with these applications.

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

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

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

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

516

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

Request No	Commodity	Tonnage	Consignor	Dispatching Station	Consignee	Destination Station

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

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

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

It must be clearly understood that "bids" must only be submitted for traffic <u>starting from a Station in your Area</u>. Any Rome Merchant wishing to bring produce from the Naples, Bari or Reggio Area, must arrange for his Representative at that end to make the application at the despatching station.

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

sgd. T.W. Dean
Capt.

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

91/44

TRANSPORTATION SUB=COMMISSION (RAIL SECTION)

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT: OFFICERS ON LOAN

REF: REG 2/5/7
REGGIO CAL.
18 DEC 44

TO: TRANSPORTATION SUB=COMM (A C)
(RAIL SECTION)
C/O TRANSPORTATION INCREMENT
C.M.F.

1. Acknowledging your letter AC/91/TN d 12 DEC 44.
2. The following Officers on loan to this Division Reported on dates above:-

CAPT COOK R.E.	19 NOV 44
CAPT. CORBY E.B.	23 NOV 44

3. These officers have been very helpfull in all the work of this Sub-Comm in Reggio. They have introduced a graph which shows at a glance the wagon availability in relation to demands and actual loadings. With this information the I.S.R. is approached in an endeavor to improve the loadings. The difficulty appears to be in wagon distribution.
4. It is regretted that their work is curtailed very much by the scarcety of wagons. In order to allow time for distribution, a pool of 300 empties is necessary. This pool has dwindled continually until on 15 Dec it had reached 93 empties of all types.
5. The factors contributing to small loading being realized in this division are:-
   (a) One source of wagon supply closed due to washout (Metaponto) (b)
   (b) Operating difficulties on Mack railway Paola-Cosenza. (Train limit 7 wagons, 50% of which must be equipped with brakes.)
   (c) Very low number of wagons being returned to this Division. (An average of 25 wagons per day, all types, loads and empties received in last two weeks).
   (d) The break at Petrace Bridge causing an extra haul of 85 Kms. This results in a delay of at least one day in distribution in Reggio area.

./.

514

1169

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

(e) The geographical layout of Calabria with its two long coastal lines and only one lateral line capable of handling any considerable amount of traffic.

3. These factors are listed for the purpose of showing the difficulty in getting loadings to equal demands even when availability is sufficient and with the assistance of the two officers on loan.

W. F. Blair

W.F.BLAIR, MAJOR

DIV.SUPT. TH SUB=COMM

1170

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

91/13

FREIGHT TRAFFICS ON I.S.R. LINES DURING OCTOBER 1944

A) Civilian traffic

	trains-km	gross tonnage	net tonnage
Mainland	120.120	715.050	357.525
Sicily	85.810	305.760	152.880
Sardinia	25.020	67.530	33.765
Totals	230.950	1.068.340	544.170

B) Allied traffic

Mainland	546.348	3.230.350	1.615.175
Sicily	9.457	14.820	7.410
Sardidia	898	2.460	1.230
Totals	556.703	3.247.630	1.623.815

C) Total traffic

Mainland	666.468	3.945.400	1.972.700
Sicily	95.267	320.580	160.290
Sardinia	25.918	69.990	34.995
Totals	787.653.	4.335.970	2.167.985

The net tonnage is only an approximate one; having assumed an average tare of 50% on the actual grods tonnage

513

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

91/12

ACP/ic

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

Tel: 843207
Our Reference: AC/91/Tn

14 December 44

TO : General Di Raimondo
ISR General Direction

SUBJECT : Rail Transportation - Freight (Southern Region)

1. The attached is a translated extract of a letter which has been sent to all our representatives at Naples, Bari and Reggio.

2. Will you kindly arrange for this information to be conveyed through Capi Compartimento to Capi Stazione as quickly as possible.

O.H.L.

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

T R A D U Z I O N E

Richieste per trasporto merci a mezzo ferrovia.

Al più presto possibile e ad ogni modo non più tardi del 1° gennaio 1945, tutte le richieste per movimenti di merci in partenza dai Compartimenti Ferroviari di Bari, Napoli e Reggio Calabria (che corrispondono approssimativamente ma non esattamente alla Southern Region AC.) dovranno esser fatte per il tramite di Uffici Ferroviari Italiani.

Questo significa che le richieste saranno presentate alla stazione di partenza (al Capo Stazione) che le passerà subito al Capo Compartimento che a sua volta le registra, le raggruppa in periodi settimanali (da lunedì a domenica) e settimanalmente le passa al rappresentante per il Compartimento della Sottocommissione Trasporti (Maj. Jeffrey a Bari, Maj.Bowers a Napoli, Major Blair a Reggio Calabria).

Allo scopo delle determinazione di cui sopra sia fatta conoscere il più largamente possibile, io sarò molto grato se la massima pubblicità sarà data a tale notizia in tutte le Southern Region. Anche inserzioni sui giornali, del seguente tenore potranno essere utili a tale scopo:

Tutti coloro, mercanti o altri, che desiderano spedire merci per ferrovia, dovranno d'ora in poi rivolgersi ai Capi Stazione della stazione dalla quale si intende spedire la merce.

Le Ferrovie dello Stato sono state avvertite e sono state invitate a spedire speciali istruzioni a tutti i Capi Stazione nei 3 Compartimenti di cui sopra affinché i Capi Stazione stessi siano pronti ad accogliere le richieste .

Il richiedente deve specificare nella richiesta quanto segue

I) descrizione delle merci, dell'imballaggio e peso in tonnellate.

II) Stazione di partenza e stazione di destinazione.

III) Nome ed indirizzo sia del mittente che del destinatario.

IV) Data alla quale si richiede venga effettuato il carico.

V) Conferme definitive che sono state prese disposizioni per il trasporto delle merci alla stazione di partenza e per la manovalanza per il carro, come pure che i vagoni saranno immediatamente scaricati oppure giunti a destinazione.

F 1 7 2 1

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

1° gennaio 1945, tutti i Compartimenti Ferroviari di Bari, Napoli e
in partenza dai Compartimenti Ferroviari di Bari, Napoli e
Reggio Calabria (che corrispondono approssimativamente ma non
esattamente alla Southern Region AC.) dovranno esser fatte per
il tramite di Uffici Ferroviari Italiani.

Questo significa che le richieste saranno presentate alla
stazione di partenza (al Capo Stazione) che le passerà subito
al Capo Compartimento che a sua volta le registra, le raggruppa
in periodi settimanali (da lunedì a domenica) e settimanalmente
le passa al rappresentante per il Compartimento della Sottocommis-
sione Trasporti (Maj. Jeffrey a Bari, Maj.Bowers a Napoli, Major
Blair a Reggio Calabria).

Allo scopo della determinazione di cui sopra sia fatta conoscere
il più largamente possibile, io sarò molto grato se la massima
pubblicità sarà data a tale notizia in tutte le Southern Region.
Anche inserzioni sui giornali, del seguente tenore potranno essere
utili a tale scopo:

Tutti coloro, mercanti o altri, che desiderano spedire
merci per ferrovia, dovranno d'ora in poi rivolgersi
al Capi Stazione della stazione dalla quale si intende
spedire la merce.

Le Ferrovie dello Stato sono state avvertite e sono state
invitate a spedire speciali istruzioni a tutti i Capi Stazione
nei 3 Compartimenti di cui sopra affinché i Capi Stazione
stessi siano pronti ad accogliere le richieste.

Il richiedente deve specificare nella richiesta quanto segue

I) descrizione delle merci, dell'imballaggio e peso in tonnellate.

II) Stazione di partenza e stazione di destinazione.

III) Nome ed indirizzo sia del mittente che del destinatario.

IV) Data alla quale si richiede venga effettuato il carico.

V) Conferma definitive che sono state prese disposizioni per il trasporto delle merci alla stazione di partenza e per la manovalanza per il carro, come pure che i vagoni saranno immediatamente scaricati oppure giunti a destinazione.

511

Etichette A.C. per carri ferroviari

In futuro dette etichette saranno emesse solo nelle Southern
Region sotto il controllo dei tre rappresentanti della Sottocom-
missione trasporti (a Bari, Napoli, e a Reggio C.) Questo, ne sono
certo, avrà l'effetto desiderato di accelerare ogni lungaggine
che ci può essere attualmente nell'emissione di tali etichette.
Sarò molto grato se vorrete chiedere a tutti i Vs/ Uffici

./.

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

dipendenti di restituire al magg. BOWERS tutte le etichette attualmente in loro possesso. La Sottocommissione della AC. presso il Comando generale sospenderanno fin da questo momento l'emissione di etichette per vagoni in partenza dalla stazione dei compartimenti di Bari Napoli e Reggio Calabria.

Si può chiedere alla Direzione Generale F/ di Roma di trasmettere queste informazioni ai Capi Compartimento perchè questi a loro volta possano informarne tutti i Capostazione dei 3 Compartimenti interessati

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

91/11

BWB/mb

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tele : 478701 — 11 December 1944

AC Tn/25/46/RM

SUBJECT : Rail Transportation of Freight - Southern Region.

TO : Capt. Ping, Ministry of Communications Building, Rome.

Following is extract from letter AC Tn/25/42/RM of 10 Dec. sent to Regl Tn.Officer Southern Region and our representatives at Bari, Naples and Reggio :-

"2. Bids for rail transport of goods -

(a) As soon as possible and in any case not later than 1 Jan '45 all bids for movement originating in the Bari, Naples and Reggio Calabria Divisions of ISR (which correspond approximately but not exactly with Southern Region, AC.) are to be made through Italian civil railway sources.

This means that bids will be made at the despatching station (to the Capo Stazione) who passes them at once to the Capo Compartimento records and collates the bids in weekly periods (Monday to Sunday) and passes them weekly to the Tptn. S.C. Rep. of his Division (Maj. Jeffrey - Bari, Maj. Bowers - Naples and Maj. Blair - Reggio).

(d) In order that the decision in para 2 (a) above is made as widely known as possible I will very much appreciate it if it can be given every possible publicity in Southern Region. Announcement in the Press might be helpful such as :-

"Merchants and others wishing to move their goods by rail will now apply to Capo Stazione at the station from which despatch is required".

The I.S.R. are being advised of the arrangements and are being asked to send special instructions to all station masters in the three Divisions so that station masters may be prepared to receive bids. The "Bidder" must, at the time of bidding declare :-

(i) Description of commodity, how packed, and weight in tons.
(ii) Despatching and receiving stations.
(iii) Names and addresses of consignor & consignee.
(iv) Date on which it is desired to load goods.

599

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

SUBJECT : Rail Transportation

TO : Capt. Ping, Ministry of Communications Building, Rome.

Following is extract from letter AC Tn/25/42/RM of 10 Dec. sent to Regl Tn.Officer Southern Region and our representatives at Bari, Naples and Reggio :-

"2. Bids for rail transport of goods -

(a) As soon as possible and in any case not later than 1 Jan '45 all bids for movement originating in the Bari, Naples and Reggio Calabria Divisions of ISR (which correspond approximately but not exactly with Southern Region, AC.) are to be made through Italian civil railway sources.

This means that bids will be made at the despatching station (to the Capo Stazione) who passes them at once to the Capo Compartimento records and collates the bids in weekly periods (Monday to Sunday) and passes them weekly to the Tptn. S.C. Rep. of his Division (Maj. Jeffrey - Bari, Maj. Bowers - Naples and Maj. Blair - Reggio).

(d) In order that the decision in para 2 (a) above is made as widely known as possible I will very much appreciate it if it can be given every possible publicity in Southern Region. Announcement in the Press might be helpful such as :-

"Merchants and others wishing to move their goods by rail will now apply to Capo Stazione at the station from which despatch is required".

The I.S.R. are being advised of the arrangements and are being asked to send special instructions to all station masters in the three Divisions so that station masters may be prepared to receive bids. The "Bidder" must, at the time of bidding declare :-

(i) Description of commodity, how packed, and weight in tons.
(ii) Despatching and receiving stations.
(iii) Names and addresses of consignor & consignee.
(iv) Date on which it is desired to load goods.
(v) Confirm definitely that transportation to loading station and loading labour has been arranged and that wagons will be unloaded promptly on arrival at destination.

599

3. AC. Labels for Rail Cars.

In future these will only be issued in Southern Region under the supervision of the three Tptn. S.C. Reps. (at Bari, Naples and Reggio). This will, I am sure, have the desired effect of tightening up any slackness there may now be in the issue of these valuable documents. I will be very glad if you will kindly ask all your departments to return to Major Bowers all stocks of wagon

./.

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

labels now in their possession. Sub-Commissions at AC. HQ. will discontinue at once the issue of labels for wagons authorised to move from stations in the Bari, Naples and Reggio Calabria Divisions."

Can I.S.R. HQ. Rome be asked to pass this information on to Capo Compartimenti to, in turn, pass it on to all Capo Stazioni in the 3 I.S.R. Divisions ?

B.W. BODDY
Captain

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

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

9/9

ACF/ac

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

Tel: 843.07
Our Reference: AC/9[illegible]/Tn

11 December 44.

TO : Director
Industry Sub Commission
Coal Division

SUBJECT : Lignite Supplies from Spoleto.

1. Attached hereto is a report from Capt.Dean of this Sub Commission who visited the Morgnano Mine on 8 December 44.

2. It is quite obvious that the main reason for the trouble in getting lignite to Rome is due to the fact that no one represents AC or Lazio Umbria Region at forwarding end.

3. You will be aware that the Bid application form requires a declaration that arrangements have been made to ensure that the traffic will be put to rail, whereas in this case there is no one present to safeguard AC loading . These bulk covers take place, as with wheat, the Sub Commission concerned has Officers suitably placed, and it is suggested that similar action be taken in the case of lignite.

4. This Sub Commission's responsibility is to obtain movement from Spoleto to Rome, and it is the responsibility of your Sub Commission to fulfill the obligations of the Bid application by ensuring that the traffic is suitably brought to rail at Spoleto.

5. A further difficulty is an apparent lack of collaboration between military and AC . The output accepted for movement during week-end 3 December was 723 tons per day. Locomotive power is not available to move this tonnage, with the result that military demands are fulfilled and the balance given to AC .

6. The curves on the private line do not permit an ordinary ISR locomotive operating on this line, even if one were available. It is understood, however, that the Terni Steel works are interested in the mine, and if such is the case, they might be in a position to ensure their own locomotives be used, and speed up the repair of the other locomotive which is out of action.

507.

Tel: 84307
Our Reference: AC/94/Tn

11 December 44.

TO : Director
Industry Sub Commission
Coal Division

SUBJECT : Lignite Supplies from Spoleto.

1. Attached hereto is a report from Capt. Dean of this Sub Commission who visited the Morganne Mine on 8 December 44.

2. It is quite obvious that the main reason for the trouble in getting lignite to Rome is due to the fact that no one represents AC or Lazio Umbria Region at forwarding end.

3. You will be aware that the Bid application form requires a declaration that arrangements have been made to ensure that the traffic will be put to rail, whereas in this case there is no one present to safeguard AC loading. Where bulk moves take place, as with wheat, the Sub Commission concerned has Officers suitably placed, and it is suggested that similar action be taken in the case of lignite.

4. This Sub Commission's responsibility is to obtain movement from Spoleto to Rome, and it is the responsibility of your Sub Commission to fulfill the obligations of the Bid application by ensuring that the traffic is suitably brought to rail at Spoleto.

5. A further difficulty is an apparent lack of collaboration between military and AC. The output accepted for movement during week-end 3 December was 7.3 tons per day. Locomotive power is not available to move this tonnage, with the result that military demands are fulfilled and the balance given to AC.

6. The curves on the private line do not permit an ordinary ISR locomotive operating on this line, even if one were available. It is understood, however, that the Terni Steel works are interested in the line, and if such is the case, they might be in a position to ensure their own locomotive be used, and speed up the repair of the other locomotive which is out of action.

507.

C.H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Section.

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

COPY

c/o Capo Compartimento
I.S.R.
ROME

Ref: Tsc/RD/24
December 9th 44.

To: Lt.Col. Lindberg
Tn. Sub Commission (Rails)

Subject: Lignite from Morgnano S.Angelo

I visited the above named area yesterday - 8 December - in connection with the movement of LIGNITE for the Rome Area, and the report received that the engine performing the shunting operations at the mines had broken down.

On the way up I called at Terni to see if any news could be obtained as to the 300 tons alleged to be already on the way to Rome, also to ascertain that work was being performed by the loco working the service between Terni-Ac quaspata, in case it was found necessary to withdraw this loco to work temporarily at Morgnano.

Very little information could be obtained from the RTO in charge (a sapper who kept no records of AC traffic passing through Terni. I gathered however that the Acquaspata train performed 2 journeys daily (08.30 and 16.00 - these timings should be confirmed) taking passengers and 1 or 2 goods wagons.

I then proceeded to Spoleto. The whole of the station buildings are razed to the ground and the Capo works from a box wagon fitted with phones. He however could give little information except to confirm what wagons for Rome had passed through.

On going on to the Mines, the only military personnel I could find where those loading lignite into lorries. I then made for Morgnano Station which was about 11 Km distant - a most difficult place to reach as there appears to be no road connection.

In our wanderings we came to the Spoleto (S.Angelo) cement works, having been wrongly directed there for the mines. I interviewed a South African Engineer Sergeant, who gave me certain information, but whose figures proved to be unreliable.

Eventually finding the station, the following information was obtained from the R.T.O. (again a sapper) with regard to the wagons which had been loaded during the past few days: (for Rome)

Nov.	25	14	Nov.	29	7	Dec. 3	-
	26	-		30	7	4	6
	27	-	Dec.	1	-	5	-
	28	13		2	-	6	-

506

There were 8 wagons under load in the siding waiting to be despatched. Of these 6 were for Terni, 1 for Rimini and 1 for Rome.

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

I visited the above named area yesterday - 8 December - in connection with the movement of LIGNITE for the Rome Area, and the report received that the engine performing the shunting operations at the mines had broken down.

On the way up I called at Terni to see if any news could be obtained as to the 300 tons alleged to be already on the way to Rome, also to ascertain that work was being performed by the loco working the service between Terni-Ac quaspata, in case it was found necessary to withdraw this loco to work temporarily at Morgnano.

Very little information could be obtained from the RTO in charge (a sapper who kept no records of AC traffic passing through Terni. I gathered however that the Acquaspata train performed 2 journeys daily (08.30 and 16.00 - these timings should be confirmed) taking passengers and 1 or 2 goods wagons.

I then proceeded to Spoleto. The whole of the station buildings are razed to the ground and the Capo works from a box wagon fitted with phones. He however could give little information except to confirm what wagons for Rome had passed through.

On going on to the Mines, the only military personnel I could find where those loading lignite into lorries. I then made for Morgnano Station which was about 11 Km distant - a most difficult place to reach as there appears to be no road connection.

In our wanderings we came to the Spoleto (S.Angelo) cement works, having been wrongly directed there for the mines. I interviewed a South African Engineer Sergeant, who gave me certain information, but whose figures proved to be unreliable.

Eventually finding the station, the following information was obtained from the R.T.O. (again a sapper) with regard to the wagons which had been loaded during the past few days: (for Rome)

Nov.	25	14	Nov.	29	7	Dec.	3 -
	26	-		30	7		4 6
	27	-	Dec.	1	-		5 -
	28	13		2	-		6 -

506

There were 8 wagons under load in the siding waiting to be despatched. Of these - 6 were for Terni, 1 for Rimini and 1 for Rome.

After some considerable questioning I gathered position with regard to the engine is as under :

There are 2 locos - one a 6-wheel and the other a four-wheel tank; The 6-wheel loco is the one reported damaged, but as it was away shunting in the mines I could not see it. The other loco was standing outside the small engine and repair shed "dead". I understand it is not in too good condition, and as it can only

./.

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

haul 4 or at the most 5 loaded wagons, it is not much use. It has not been used for some time. The 6-wheel loco has a crack in the boiler face plate, but was still able to work and had been inspected by a British Captain. Arrangements had been made for a loco, which was being repaired in the Terni Steel Works to be sent up, and was expected to arrive either yesterday or today. I got the Capo Stazione to phone to Terni to find out something more definite, but without result before I left.

Up to this time my visit was not proving very satisfactory, but then Capt. Bridges ("Q" Movements - No. 1 District) arrived. He informed me that it was Capt.Stanier who had inspected the locos and was arranging for the repairs to be carried out. He also confirmed about the extra engine being sent up from Terni.

With regard to the actual Lignite position he admitted that the D.W. had had priority of supplies from the mines - in other words whatever came up the Terni Steel Works requirements had been met and anything remaining was given over to AC. As the critical situation in Rome had been brought to the notice of A.A.I. and D.W. it had been arranged that the situation should be at once rectified. He had just given instructions that 11 wagons lying at Terni were to be reconsigned to Rome, and all wagons loaded yesterday, including the 8 referred-to above-as being already in the Siding, were also to be despatched to Rome. In future the despatches will be on a proportionate basis. He insisted however that AC should have a responsible Officer or O.R. at the mines to safeguard our interests and see that we get our due proportion of the wagons loaded. At the moment I understand it is left to the Mines people themselves to consigne the wagons, and obviously their own works at Terni gets the bulk.

If AC will notify No/1 District the name of the Officer who is sent to the Mines, they will keep him supplied with the loading programmes as issued by them.

From the foregoing, the statement made that the Military were getting the bulk of the lignite produced is confirmed.

Incidentally the statement made by Mov Rome that there were 1500 tons under load ~~xxxx~~ in the Mines on the evening of 7th is not correct. Actually at 18.00 hours there were 40 wagons (629 tons) 22 of which were ready for despatch and the remaining 18 at the Mines not labelled.

sigd: E.W. DEAN
Capt.

505

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

1183

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

SUBJECT:- MORGIANO Lignite Traffic.

HQ. Allied Armies in Italy.
Phone: FIRENZE 246

To:- H.Q. Allied Commission.
(Tn. Sub-Commission)

Nov 3/300
6 Dec 44.

Copy to: Works.

1. Reference recent conversation upon the movement of lignite from the MORGIANO Mines.

2. A detailed investigation into the railway working from this mine was made by D.A.Q.M.G.(M) H.Q., Movements, 1 District, together with O.C. of 154 Rly Opg. Coy. on 2 Dec and a copy of their report is attached.

3. The importance of the scheduled movement of this traffic is well known and from this report it is obvious that with the loco power at present available the average tonnage acceptances which are in the region of 750-tons per day cannot be achieved.

4. In view of the fact that two of the locomotives normally used in this mine will be out of commission until 15 Dec, it is considered that energetic action should be taken to transfer at least one locomotive from the Steel Works at TERNI for temporary duty at MORGIANO.

5. It will be appreciated if you will investigate fully the possibilities of this transference and take any other measures to ensure the movement of all accepted tonnages from the MORGIANO Mines.

A. Pittman Major
for Brig.
D.Q.M.G.(M)

RP/ST

504

1184

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

COPY/

SUBJECT:- MORIANO Lignite Traffic.

H.J Movements
No 1 District.
Ref: Mov/829
4 Dec 44

Movements:
No .1

(1) With the CC of 154 Rly Opg Coy I visited MORIANO Station and the MORIANO Lignite mines on 2 Dec and made a thorough investigation. We saw the Italian Transport Manager of the mines, Signor [redacted].

The position is as follows :

(2) The output accepted for movement during week-ending 3 Dec was 725 tons per day. The output of the mines is 550 tpd and the balance is available from existing stocks in the vicinity of the mines.

(3) The tonnage requires approximately 50 wagons a day.

(4) The mines are 2 kilometres away from MORIANO Station which is the point at which the lignite is accepted by Railway Operating. The empties are made available at MORIANO as required and worked down to the mines by private locomotive. The same power hauls the full wagons back to the exchange point.

(5) The lignite is available and usually the required number of wagons can be found; the difficulty experienced in clearing the required tonnage is due mainly, therefore, to shortage of loco power on the mine's private line.

(6) In normal times there were 4 locos. Two of these are now at [redacted] undergoing major repairs and are expected not to be completed till 15 February. A third loco is out of action at the mines and in being examined by 154 Rly Opg Coy to see if it can be put right. The fourth loco is working, but as it was damaged by machine-gun fire earlier in the year it has only a limited capacity.

There is not sufficient loco power, therefore, to cope with 750 tons a day from the mines to the exchange point.

(7) Locos cannot be provided from IS1 stock as the radius of curvature of the private line is such that only small shunting locos can be used.

(8) Additional loco power is therefore required.

Can anything be done to accelerate the date of completion of the repair of the two locos now at [redacted] ?

An alternative suggestion is that at the steel works in [redacted] there are two locos at work which could run on the private line to the mines. Could the appropriate officers in AO say whether one could be spared as a temporary measure to assist at MORIANO?

(9) The following figures show what the position has been during the last 7 days.

503

1185

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

	Loaded	Despatched	Awaiting Despatch.
27 Nov	22	7	52
28	-	-	52
29 "	28	33	47
30 "	16	14	49
1 Dec	27	15	61
2 "	16	22	55
3 "	32	16	71
TOTAL	141	107	387
Average	20	15	55

The loadings have been less than prescribed as wagons have been restricted in the hopes of clearing the mine of all loaded wagons. This has not proved successful. Consequently instructions have been given that no more empties will be delivered to the mine until it is cleared of all loaded wagons - at the present rate of progress this will take 3 to 4 days.

(Sgd) .?????
Major
DA&QMG(M)

MB/M

Copies to: ST (LR) - 1 District
MO Spoleto (Capt Jarvis)
2 Railway Operating Gp MG

5 2

c/o Capo Compartimento
I. S. Rly
ROME

Ref. Tsc/SD/24
December 8th 1944

To Lt. Col Lindberg
Tn. Sub Commission (Rails)

Subject. Lignite from Morgnano S. Angelo

I visited the above named area yesterday - 8 December - in connection with the movement of LIGNITE for the Rome Area, and the report received that the engine performing the shunting operations at the mines had broken down.

On the way up I called at Terni to see if any news could be obtained as to the 300 tons alleged to be already on the way to Rome, also to ascertain what work was being performed by the loco working the service between Terni - Acquaspata, in case it was found necessary to withdraw this loco to work temporarily at Morgnano.

Very little information could be obtained from the R.T.O in charge (a sapper) who kept no records of A.C. traffic passing through Terni. I gathered however that the Acquaspata train performed 2 journeys daily (08.30 and 16.00 - these timings should be confirmed) taking passengers and 1 or 2 goods wagons.

I then proceeded to Spoleto. The whole of the station buildings are razed to the ground and the Capo works from a box wagon fitted with phones. He however could give little information except to confirm what wagons for Rome had passed through.

On going on to the Mines, the only military personnel I could find were those loading lignite into lorries. I then made for Morgnano Station which was about 11 Km distant - a most difficult place to reach as there appears to be no road connection.

In our wanderings we came to the Spoleto (S.Angelo) cement works, having been wrongly directed there for the mines. I interviewed a South African Engineer Sergeant, who gave me certain information, but whose figures proved to be unreliable.

Eventually finding the Station, the following information was obtained from the R.T.O (again a sapper) with regard to the wagons which had been loaded during the past few days :- (for Rome)

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

I visited the above named area yesterday - 8 December - in connection with the movement of LIGNITE for the Rome Area, and the report received that the engine performing the shunting operations at the mines had broken down.

On the way up I called at Terni to see if any news could be obtained as to the 500 tons alleged to be already on the way to Rome, also to ascertain what work was being performed by the loco working the service between Terni - Acquaspata, in case it was found necessary to withdraw this loco to work temporarily at Morgnano.

Very little information could be obtained from the R.T.O in charge (a sapper) who kept no records of A.C. traffic passing through Terni. I gathered however that the Acquaspata train performed 2 journeys daily (08.30 and 16.00 - these timings should be confirmed) taking passengers and 1 or 2 goods wagons.

I then proceeded to Spoleto. The whole of the station buildings are razed to the ground and the Capo works from a box wagon fitted with phones. He however could give little information except to confirm what wagons for Rome had passed through.

On going on to the Mines, the only military personnel I could find were those loading lignite into lorries. I then made for Morgnano Station which was about 11 Km distant - a most difficult place to reach as there appears to be no road connection.

In our wanderings we came to the Spoleto (S.Angelo) cement works, having been wrongly directed there for the mines. I interviewed a South African Engineer Sergeant, who gave me certain information, but whose figures proved to be unreliable.

Eventually finding the Station, the following information was obtained from the R.T.O (again a sapper) with regard to the wagons which had been loaded during the past few days :- (for Rome)

Nov.	25	14	Nov.	29	7	Dec. 3	-
	26	-		30	7	4	6
	27	-	Dec.	1	-	5	-
	28	13		2	-	6	-
						7	5 (3 S/COAT 2 I

There were 8 wagons under load in the siding waiting to be des
Of these - 6 were for Terni: 1 for Rimini and 1 for Rome.

After some considerable questioning I gathered position with regard to the engine is as under :-

There are 2 locos - one a 6-wheel and the other a four wheel tank; The 6-wheel loco is the one reported damaged, but as it was away shunting in the mines I could not see it. The other loco

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

was standing outside the small engine & repair shed "dead". I understand it is not in too good condition, and as it can only haul 4 or at the most 5 loaded wagons, it is not much use. It has not been used for some time. The 6-wheel loco has a crack in the boiler face plate, but was still able to work and had been inspected by a British Captain. Arrangements had been made for a loco, which was being repaired in the Terni Steel Works to be sent up, and was expected to arrive either yesterday or today. I got the Capo Stationione to phone to Terni to find out something more definite, but without result before I left.

Up to this time my visit was not proving very satisfactory, but then Capt. Bridges ("G" Movements - No 1 District) arrived. He informed me that it was Capt. Stanier who had inspected the locos and was arranging for the repairs to be carried out. He also confirmed about the extra engine being sent up from Terni.

With regard to the actual Lignite position he admitted that the D.W. had had priority of supplies from the mines - in other words whatever came up the Terni Steel Works requirements had been met and anything remaining was given over to A.C. As the critical situation in Rome had been brought to the notice of A.A.I. and D.W. it had been arranged that the situation should be at once rectified. He had just given instructions that 11 wagons lying at Terni were to be dir reconsigned to Rome, and all wagons loaded yesterday, including the 8 referred to above as being already in the Siding, were also to be despatched to Rome. In future the despatches will be on a proportionate basis. He insisted however that A.C. should have a responsible Officer or O.R. at the mines to safeguard our interests and see that we got our due proportion of the wagons loaded. At the moment I understand it is left to the Mines people themselves to consign the wagons, and obviously their own works at Terni gets the bulk.

If A.C. will notify No/1 District the name of the Officer who is sent to the mines, they will keep him supplied with the loading programmes as issued by them.

From the foregoing, the statement made that the Military were getting the bulk of the lignite produced is confirmed.

Incidentially the statement made by Mov Rome that there were 1500 tons under load in the Mines on the evening of 7th is not correct. Actually at 18.00 hours there were 40 wagons (629 tons) 22 of which were ready for despatch and the remaining 18

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

got the Capo Stazione to phone to Terni to find out something more definite, but without result before I left.

Up to this time my visit was not proving very satisfactory, but then Capt. Bridges ("G" Movements - No 1 District) arrived. He informed me that it was Capt. Stanier who had inspected the locos and was arranging for the repairs to be carried out. He also confirmed about the extra engine being sent up from Terni.

With regard to the actual Lignite position he admitted that the D.W. had had priority of supplies from the mines - in other words whatever came up the Terni Steel Works requirements had been met and anything remaining was given over to A.C. As the critical situation in Rome had been brought to the notice of A.A/I. and D.W. it had been arranged that the situation should be at once rectified. He had just given instructions that 11 wagons lying at Terni were to be dix reconsigned to Rome, and all wagons loaded yesterday, including the 8 referred to above as being already in the Siding, were also to be despatched to Rome. In future the despatches will be on a proportionate basis. He insisted however that A.C. should have a responsible Officer or O.R. at the mines to safeguard our interests and see that we get our due proportion of the wagons loaded. At the moment I understand it is left to the Mines people themselves to consign the wagons, and obviously their own works at Terni gets the bulk.

If A.C. will notify No/1 District the name of the Officer who is sent to the mines, they will keep him supplied with the loading programmes as issued by them.

From the foregoing, the statement made that the Military were getting the bulk of the lignite produced is confirmed.

Incidentially the statement made by Mov Rome that there were 1500 tons under load in the Mines on the evening of 7th is not correct. Actually at 18.00 hours there were 40 wagons (529 tons) 22 of which were ready for despatch and the remaining 18 at the Mines not labelled.

Capt.

ALLIED CONTROL COMM. TRANSPORT & MOVEMENTS SUB COMMISSION REPRESENTATIVE Rome Date

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

9-1/9

Col Reg

Allied Commission

Transportation Sub Commission Represent V
Rome Division

Date 12 December 1944

Reference Trsc/RD/4

Ing. Marin
Capo-Compartimento
Ferrovie dello Stato
ROME

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

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

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

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

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

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

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

Ing. Marin
Capo-Compartimento
Ferrovie dello Stato
ROME

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

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

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

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

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

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

499

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

Request Number	Commodity	Tonnage	Consignor	Despatching Station	Consignee	Destination Station

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

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

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

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

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

W.H.Dean
Capt.

ALLIED CONTROL COMMISSION
TRANSPORTATION SUB COMMISSION
REPRESENTATIVE
Rome
Date 12/12/44

498

Capt Bodden
Capt Pring

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

[1 9 3]

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

21/6

ACP/ic

TRANSPORTATION SUB COMMISSION (AC)
(Rail Section)
C/o Transportation Increment ,
C. M. F.

Tel: BARLOW
Our Reference: AC/91/Tn

12 December 44.

TO : Major W.F. BLAIR c/o Mov.Regulo
Major K.K.B. JEFFREY c/o Mov.L.Italy C.M.F.
Major V.E. BOWENS c/o HQ Southern Region.

SUBJECT:/ Addition l officers on loan for loading programme.

Reports are requested in respect of the work undertaken by the officers attached to your division temporarily to assist in ensuring that loading is maintained at the level for which movement has been authorised.

C.H. LINDSELL
Lt. Col. R.E.
Chief, Rail Section.

91/4

HEADQUARTERS ALLIED COMMISSION
APO 394
SECRET SECTION

HC/mcw

/ES

13 November 1944

SUBJECT: Transportation

TO : FILES (Memorandum for the Record)

In a meeting between Antolini, Densmore, Adams, Taylor and Cleveland, it was decided as follows:

1. While the bidding procedure, and our treatment at Priorities of Movements meetings, is not perfect, it was decided not to press for a joint chairmanship of those meetings.

2. The chief problem at the moment appears to be that the actual bids when accepted, do not get translated into actual movements of goods. On the rail side, the chief need seems to be for more wagons. The following steps are being taken to meet this need:

(a) Surplus wagons are being brought over from Sicily and Sardinia.

(b) Two hundred wagons are still sitting in the Rome yards, full of captured German material. Taylor is going to follow up on getting those wagons off loaded.

(c) An attempt is also going to be made to increase the number of wagons available by getting them off sidings which have been blown.

3. Dealings with Movements and Transportation, G-4, AFHQ.

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

SUBJECT: Transportation

TO : [illegible] (Memorandum for the Record)

In a meeting between Antolini, Densmore, Adams, Taylor and Cleveland, it was decided as follows:

1. While the bidding procedure, and our treatment of priorities of movements meetings, is not perfect, it was decided not to press for a joint chairmanship of those meetings.

2. The chief problem at the moment appears to be that the actual bids when accepted, do not get translated into actual movements of goods. On the rail side, the chief need seems to be for more wagons. The following steps are being taken to meet this need:

(a) Surplus wagons are being brought over from Sicily and Sardinia.

(b) Two hundred wagons are still sitting in the Rome yards, full of captured German material. Taylor is going to follow up on getting those wagons off loaded.

(c) An attempt is also going to be made to increase the number of wagons available by getting them off sidings which have been blown.

3. Dealings with Movements and Transportation, G-4, AFHQ, in future be through G-5 AFHQ, except on day-to-day routine business. No further discussions on general procedural questions will be had with G-4 except through G-5.

HAPLAN CLEVELAND
Executive Director
Economic Section

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

1196

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

ACF/hl
9113

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub- Commission

Tel: 478701
Our Ref: AC/91/Tn

29 November 1944

TO : Food Sub-Commission
Agricultural Sub-Commission

SUBJECT: Rail Transportation - Freight

1. The attached translation is sent you for information.

2. Our Divisional Superintendent at Reggio reports that Military loading programmes have been studied, and only apples are moving for Allied Areas to Foggia and Bari, and it is understood apples are not grown on the east coast.

3. The Italian Army is forwarding fruit to Taranto.

D.S. ADAMS
Colonel, C.B.
Director, Tn.Sub.C

Enclosure: (Translation)

490

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

TRANSPORTATION SUB=COMMISSION

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT: COMPLAINT OF SHIPPERS

REF: REG/ I/6/6
REGGIO CAL.
21/NOV/44

TO: H.Q. A.C.
TN SUB=COMM
A.P.O. 394

1. Enclosed is a copy of " Italia Nuova "dated 9 NOV 44 containing an article referring to the enormous amount of fruits and nuts tran= sported long distances for the armies.

2. The military loading programmes have been scanned and no nuts nor fruits are moving from this area to the British or American Armies except apples to Foggia and Bari. It is understood that no apples are grown on the east coast.

3. The Italian Army are forwarding fruit to Taranto.

4. For your information.

W. F. Blair
W.F.BLAIR,MAJOR
DIV.SUPT.TN SUB=COMM

/fd

T R A N S L A T I O N

Attached to Maj.Blair's letter
of Nov.21st 1944-Ref. Reg/1/6/6

From "Italia Nuova" of Reggio Calabria
Nov. 9th, 1944

On the subject of the allocation of rail cars for transportation of freight.

Some papers of Reggio have reported an information, concerning the allocation of rail cars, hinting at some irregularities due to the presence of a..... nice blonde who had moved from Sicily to Reggio to this purpose.

Above, more or less keen, invention apart, it is our duty to investigate this matter as said still unsolved problem deeply affects the commerce of our province.

As a matter of fact, nearly all requests submitted by our traders in order to get some cars to carry out their job, remained unsatisfied, while 15 rail cars are put at Military Commissariat's of Taranto disposal, from Cosenza and nearby stations, for the carriage of fresh chestnuts.

It should at first sight appear, that public interst's exigencies must be granted priority over private citizens', but we cannot help making some very evident remarks which must be carefully investigated by competent authorities.

If we consider what happened in our province, we can see that, the 15 rail cars allocated to a/m Commissariat, with their total cargo of 2700 quintals of fresh chest-nuts, represent a quantity absolutely exaggerated in comparison with the requirements of the small garrison of Taranto.

We want to point out, moreover, that it is very difficult to preserve chest-nuts which are liable to get soon spoiled unless they undergo a special treatement, and we may be sure that our soldiers do not think of doing such a job. Spoiled chest-nuts can be employed only for hogs and a/m Commissariat does not certainly breed hogs.

In the meantime, in spite of the impossibility to import them through private traders, on account of above related reasons, there is abundance of chest-nuts at the market of Taranto.

Did the authorities of Taranto ever become fully aware of this evident situation?

What measures have been taken by Military Commissariat, following the telegrams sent by some traders of Cosenza who felt strongly wronged?

Will SEPRAL be so kind as to let us know how many authorizations [illegible] favour and at private

T-1-88
Declassified E.O. 12356 Section 3.3/NND No. 785021

On the subject of the allocation of rail cars for transportation

Some papers of Reggio have reported an information, concerning the allocation of rail cars, hinting at some irregularities due to the presence of a..... nice blonde who had moved from Sicily to Reggio to this purpose.

Above, more or less keen, invention apart, it is our duty to investigate this matter as said still unsolved problem deeply affects the commerce of our province.

As a matter of fact, nearly all requests submitted by our traders in order to get some cars to carry out their job, remained unsatisfied, while 15 rail cars are put at Military Commissariat's of Taranto disposal, from Cosenza and nearby stations, for the carriage of fresh chest-nuts.

It should at first sight appear, that public interst's exigencies must be granted priority over private citizens', but we cannot help making some very evident remarks which must be carefully investigated by competent authorities.

If we consider what happened in our province, we can see that, the 15 rail cars allocated to a/m Commissariat, with their total cargo of 2700 quintals of fresh chest-nuts, represent a quantity absolutely exaggerated in comparison with the requirements of the small garrison of Taranto.

We want to point out, moreover, that it is very difficult to preserve chest-nuts which are liable to get soon spoiled unless they undergo a special treatement, and we may be sure that our soldiers do not think of doing such a job. Spoiled chest-nuts can be employed only for hogs and a/m Commissariat does not certainly breed hogs.

In the meantime, in spite of the impossibility to import them through private traders, on account of above related reasons, there is abundance of chest-nuts at the market of Taranto.

Did the authorities of Taranto ever become fully aware of this evident situation?

What measures have been taken by Military Commissariat, following the telegrams sent by some traders of Cosenza who felt strongly wronged?

Will SEPRAL be so kind as to let us know how many authorizations have been issued at Military Commissariat's favour and at private traders' to despatch chest-nuts to Taranto with full details as to the quantity of chest-nuts and the means of transportation?

Will SEPRAL be so kind as to let us know why the Finance guards stopped a wagonload of dried chest-nuts destined to Military Commissariat of Taranto and why that same wagon was successively forwarded to destination?

49.

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

Above informations from SEPRAL, which evidently has nothing to do with above inconveniences, will seriously support our logical considerations thus stimulating the authorities to intervene in order to control the trade in order to curb and punish every abuse.

We await a clear reply to our questions, and it must be a complete one, and will in due time resume this subject in order to protect the rights of a large cathegory of traders who only ask to honestly work.

492

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

1201

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

RICOSTRUZIONE INDUSTRIALE

Abbiamo dati di fatto e prove che molte iniziative private per il sorgere ed il risorgere di industrie nella nostra regione vengono sistematicamente boicottate.

Ne sappiamo anche il perchè...

Tutti, indistintamente tutti: autorità, enti, privati, meditino sull'enorme danno che tale ostruzionismo arreca all'economia nazionale e sopratutto regionale.

Tutti, indistintamente tutti: autorità, enti, privati, sono da noi categoricamente invitati a favorire ogni iniziativa.

Chi si oppone e boicotta sarà da noi denunziato all'opinione pubblica e, se occorre, a chi di competenza.

Non importa se saremo tacciati di « oscure forze reazionarie in agguato... »

Abuso di... autorità

Apprendiamo da fonte autorevolissima che il Segretario Comunale di Fagnano Castello ha arbitrariamente e per proprie comodità occupato i locali scolastici mettendo in condizioni i funzionari della cultura di non poter fare funzionare le scuole in quella località.

Riteniamo che tale modo di agire del sullodato Segretario comunale oltre ad essere un abuso di autorità — che egli non ha e non può avere — è anche e principalmente un boicottaggio alla scuola stessa.

Interessiamo chi di competenza perchè voglia disporre per lo sgombro dei locali affinchè la scuola possa essere riaperta al più presto.

La farina del diavolo

Altre documentazioni

Dal proseguimento delle indagini per i loschi fatti della farina del diavolo son risultati altri elementi a carico di Siino Francesco Paolo, conosciuto meglio sotto il nome di « don Paolo, il Siciliano con l'occhio guercio »!

Il Comando dei Vigili Urbani ha ieri fermato Gaudio Luigi di Amedeo e Amore Augusto di Angelina, i quali hanno dichiarato di essere avuto dal Siino don Paolo tassativo incarico di collocare tutta la farina a lire 54 il chilo.

Domani, a chiusura, il resoconto completo del vergognoso fattaccio che ci dimostra come ancora la casta dei «scapicchianti» in grande stile sia viva e vegeta.

Importanti decisioni

del Consiglio dei Ministri

(continuaz. dalla 1. pag.)

bricati distrutti cui si oppongono difficoltà insormontabili.

E' solo possibile la riparazione dei fabbricati privati che non hanno subito danni rilevanti. Al conseguimento di detto fine mira questo schema di decreto che prevede l'esecuzione di tali lavori da parte dei proprietari e dell'amministrazione pubblica.

E' avvertita la necessità di stimolare l'iniziativa privata mediante mutui e contributi erariali e il conferimento di premi ai proprietari più fattivi.

Gli alloggi riparati saranno assegnati ai senza tetto eccettuati quelli richiesti da proprietari per propria abitazione. L'assegnazione di alloggi è soggetta al pagamento del canone mensile in base ai fitti praticati nel Comune.

Il Consiglio si è tornato a riunire mercoledì mattina alle ore 9.

La forza del sentimento

(continuaz. 1 pag.)

da nessuno ammessa — costituì una tirannide conquista permanente sovvertendo i più elementari principi del governo costituzionale e del vivere civile.

Il distacco enorme fra popolo e governo, nonchè di tutte le sue partigiane derivazioni, si manifestava sempre più nel disprezzo, nell'odio, nella satira contro simile genia di falsari e di facinorosi, distributrice di tutte le cariche ai più infingardi ed imbelli, di tutti gli onori e privilegi alla cerchia dei propri affiliati col più losco e sfacciato nepotismo a danno dell'intera Nazione. E a tal proposito: cosa si aspetta ancora per eliminare definitivamente dalle cariche e dai posti così malamente carpiti che ognora detengono? E' tempo che si faccia un pò di pulizia dappertutto.

Mai tragedia più fosca e sanguinante fu vissuta da qualsiasi popolo civile, come quella che ha vissuto e vive il popolo italiano dal 922 ad oggi, davvero immeritevole di sì triste ed avversa sorte. Nonostante la paurosa condi

A PROPOSITO DELLE CONCESSIONI

TRASPORTO MERCI

In qualche foglio reggino è apparsa una notizia sulle concessioni di vagoni ferroviari per trasporto merci, lasciando trapelare irregolarità dovute, si diceva, alle... grazie di qualche simpatica bionda, che dalla Sicilia si era trasferita, per la bisogna, a Reggio Calabria.

A parte la più o meno arguta trovata, a noi incombe l'obbligo di occuparci dell'argomento per l'insoluto problema che interessa seriamente il commercio della nostra provincia.

Invero rimangono insoddisfatte, o quasi, tutte le richieste che dal commercio promanano per la concessione di vagoni ferroviari da sopperire alle esigenze di esso, mentre dalle stazioni di Cosenza e limitrofe, in breve elasso di tempo, quindici vagoni, per il trasporto di castagne fresche, vengono messi a disposizione, e soltanto, del Commissariato Militare Marittimo di Taranto.

Parrebbe a prima vista che esigenze di pubblico interesse si impongano su quelle dei privati, ma non possiamo tralasciare di rilevare che il fatto, così come è stato, ha determinato inconveniente - verranno a dare un serio contributo alle nostre giuste e logiche considerazioni e serviranno a spronare l'intervento delle competenti autorità chiamate a contemperare i pubblici interessi con le private esigenze, e regolare il normale andamento del commercio che assai più s'impone in questi eccezionali momenti, svelando e reprimendo adeguatamente truffe o malversazioni se ve ne dovessero essere.

Dal canto nostro attendiamo una risposta esauriente, e non potrà nè dovrà mancare ai precisi interrogativi che abbiamo formulato, ripromettendoci di tornare sull'argomento a tutela dei diritti, purtroppo compromessi, di una vasta categoria di commercianti, ai quali non può essere negato un onesto lavoro.

Cronaca di Cosenza

Ritmi e Sorrisi

Assistenza

alla qualità del ric
stato di bisogno,
straordinario della
presso il Ministero
Direzione Genera
Pubblica.

Autoveicoli in

E' obbligatoria
tutti gli autoveicol
vetture, autocarri
lati anteriormente
nonchè di quelli c
di ogni altro elem
l'immatricolazion
nersi per il tipo c
partengono, costr
al 1 gennaio 193
Sono soggetti
zia gli autoveicoli
inefficienti o rid
retitti e gli organ
ancora utilizzabili
nuti.
L'obbligo della
applica agli autov
dello Stato o del
Le presentazi
nunzie deve esse
copia entro un
in vigore del rel
Con domanda
da L. 6 all'Ispe
mentale della Mo
le, gli interessati
con la relativa d
sta di accertame
efficienza, e dell
nutenzione degli
nunziati.
Per gli autov
tuttora idonei al
lasciato un appo
approvazione per
mentre gli altri
tenuti a disposiz
Indestria Comm
è facoltato a ric
zione per uso i
done i detento
tutti gli obblighi
etti di legge.

Accol
da un

E' stato ricov
dale Civile cert
Natale, di anni
ferita da arma da
inquinale sinistr
bile nel 19 ch

1202

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

RIALE

e che molte
il risorgere
ngono siste-

torità, enti,
che tale o-
zionale e so-

torità, enti,
e invitati a

da noi de-
cco », a chi

di « oscure

Abuso di... autorità

Apprendiamo da fonte autorevolissima che il Segretario Comunale di Fagnano Castello ha arbitrariamente e per proprie comodità occupato i locali scolastici mettendo in condizioni i funzionari della cultura di non poter fare funzionare le scuole in quella località.

Riteniamo che tale modo di agire del sullodato Segretario comunale oltre ad essere un abuso di autorità — che egli non ha e non può avere — è anche e principalmente un boicottaggio alla scuola stessa.

Interessiamo chi di competenza perchè voglia disporre per lo sgombro dei locali perchè la scuola possa essere riaperta al più presto.

La farina del diavolo

Altre documentazioni

Dal proseguimento delle indagini per i loschi fatti della farina del diavolo son risultati altri elementi a carico di Siino Francesco Paolo, conosciuto meglio sotto il nome di « don Paolo, il Siciliano con l'occhio guercio »!

Il Comando dei Vigili Urbani ha ieri fermato Gaudio Luigi di Amedeo e Amore Augusto di Angelina i quali hanno dichiarato di avere avuto dal Siino don Paolo tassativo incarico di collocare tutta la farina a lire 64 il chilo.

Domani, a chiusura, il resoconto completo del vergognoso fattaccio che ci dimostra come ancora la casta dei « sciacchianti » in grande stile sia viva e vegeta.

Importanti decisioni
del Consiglio dei Ministri

(continuaz. dalla 1. pag.)

bricati distrutti cui si oppongono difficoltà insormontabili,

E' solo possibile la riparazione dei fabbricati privati che non hanno subito danni rilevanti. Al conseguimento di detto fine mira questo schema di decreto che prevede l'esecuzione di tali lavori da parte dei proprietari e dell'amministrazione pubblica.

E' avvertita la necessità di stimolare l'iniziativa privata mediante mutui e contributi erariali e il conferimento di premi ai proprietari più fattivi.

Gli alloggi riparati saranno assegnati ai senza tetto eccettuati quelli richiesti da proprietari per propria abitazione. L'assegnazione di alloggi è soggetta al pagamento del canone mensile in base ai fitti praticati nel Comune.

Il Consiglio si è tornato a riunire mercoledì mattina alle ore 9.

Autoveicoli immatricolati

E' obbligatoria la denunzia di tutti gli autoveicoli autovetture, autocarri ecc. immatricolati anteriormente al 1 gennaio 1930 nonchè di quelli che in mancanza di ogni altro elemento relativo all'immatricolazione. debbano ritenersi per il tipo e la serie cui appartengono, costruiti anteriormente al 1 gennaio 1930.

Sono soggetti altresì a denunzia gli autoveicoli stessi anche se inefficienti o ridotti allo stato di relitti e gli organi e parte di essa ancora utilizzabili, comunque detenuti.

L'obbligo della denunzia non si applica agli autoveicoli di proprietà dello Stato o delle Forze Armate.

Le presentazioni di dette denunzie deve essere fatta in triplice copia entro un mese dall'entrata in vigore del relativo Decreto.

Con domanda su carta da bollo da L. 6 all'Ispettorato Compartimentale della Motorizzazione Civile, gli interessati potranno fare poi con la relativa denunzia, la richiesta di accertamento dello stato di efficienza, e delle condizioni di manutenzione degli autoveicoli denunziati.

Per gli autoveicoli riconosciuti tuttora idonei al traffico, verrà rilasciato un apposito certificato di approvazione per il successivo uso, mentre gli altri dovranno essere tenuti a disposizione del Ministero Indestria Commercio e Lavoro che è facoltato a richiedere la requisizione per uso industriale, restandone i detentori depositari, con tutti gli obblighi ed a tutti gli effetti di legge.

Accoltellato da un ... amico

E' stato ricoverato ieri all'Ospedale Civile certo Veltri Antonio fu Natale, di anni 43, da Zumpano, per ferita da arma da taglio alla regione inguinale sinistra, dichiarato guaribile nel 12 giorno salvo compli-

Il Presidente
di guerra

(continuaz. 1. pag.)

il loro voto a Roosevelt. Oggi sono stati quasi cinque milioni. Un peso, crediamo, non indifferente.

A maggior ragione perciò la nostra fiducia nell'apporto americano alla nostra ricostruzione sussiste, ed aumenta.

Qualcheduno avanzava pure il dubbio che tutti gli sforzi di Roosevelt di questi ultimi mesi per un miglioramento delle condizioni esterne ed interne dell'Italia, tutti i suoi incitamenti, tutte le sue manifestazioni di solidarietà e di comprensione, fossero spontanee fino a quel limite che necessitava per potersi assicurare i suddetti milioni di voti degli americani italiani di origine.

Noi saremmo tacciati d'ingratitudine a voler credere tutto questo, ma certe volte l'insopprimibile voce della sofferenza che ci fa diffidenti affiora alla superficie.

Noi diciamo non solo come italiani, ma come Europei, che il compito dell'America, nella pratica attuazione dei problemi della pace nel dopo guerra, è il più oneroso.

L'isolamento, come nel '19, in tutte le sue forme, distruggerebbe l'edificio nella sua fase di passaggio dalla potenza all'atto. *E questo sarebbe contrario ai suoi stessi interessi.*

Perciò ha detto il Col. Steevens che « il nuovo eletto, deve apparire agli occhi dei popoli cinto di una aureola di speranza ».

E il Presidente di guerra *non deve deludere questa speranza dei popoli.*

Arg.

RILIEVI

Fichi secchi — *Premesso che da qualche giorno vengono rilasciati permessi di esportazione di fichi secchi e che, in base a vigenti disposizioni, i venditori devono mettere a disposizione dell'ufficio alimentazione, per la distribuzione al*

POSITO DELLE CONCESSIONI
RASPORTO MERCI

o foglio reggino è
notizia sulle con-
vagoni ferroviari
o merci, lasciando
regolarità dovute.
le... grazie di quel-
a bionde, che dalla
trasferito, per la
Reggio Calabria.

più o meno ar-
, a noi incombe
occuparci dell'ar-
r l'insoluto pro-
teressa seriamente
o della nostra pro-

mengono insoddi-
si, tutte le richie-
commercio pronta
concessione di va-
ziari da soppe ire
e di esso, mentre
ni di Cosenza e li-
breve elenco di
dieci vagoni, per il
castagne fresche,
essi a disposizione
del Commissariat
rito di Taranto.
a prima vista che
pubblico interesse
no su quelle dei
non possiamo ta-

mentato inconveniente - verranno a dare un serio contributo alle nostre giuste e logiche considerazioni e serviranno a sprona e l'intervento delle competenti autorità chiamate a contemperare i pubblici interessi con le private esigenze, e regolare il normale andamento del commercio che assai più s'impone in questi eccezionali momenti, sventando e reprimendo adeguatamente truechi o malversazioni se ve ne dovessero essere.

Dal canto nostro attendiamo una risposta esauriente, e non potrà nè dovrà mancare ai precisi interrogativi che abbiamo formulato, ripromettendoci di tornare sull'argomento a tutela dei diritti, purtroppo compromessi, di una vasta categoria di commercianti, ai quali non può essere negato un onesto lavoro.

Cronaca di Cosenza

Ritmi e Sorrisi | **Assistenza**

1203

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

ciato nepotismo a danno dell'intera Nazione. E a tal proposito: cosa si aspetta ancora per eliminare definitivamente dalle cariche e dai posti così malamente carpiti che ognora detengono? E' tempo che si faccia un pò di pulizia dappertutto.

Mai tragedia più fosca e sanguinante fu vissuta da qualsiasi popolo civile, come quella che ha vissuto e vive il popolo italiano dal 922 ad oggi, davvero immeritevole di sì triste ed avversa sorte. Nonostante la paurosa condizione creata da simili errori, il popolo italiano non perderà la sua coesione in forza della sua millenaria civiltà, oltrechè la sua ardente passione di vivere fieramente e coordinatamente in seno alle nazioni civili, qualunque e comunque saranno gli eventi e le sicuri sorti che la guerra deciderà.

Non impunemente un qualsiasi lurido demagogo può sviare un popolo civile dalla sua missione nel mondo e dalla sua storia. Tanto meno la violenza e l'arbitrio degli sciocchi, degl'imbelli e dei disonesti, cui si dovrà dare la giusta lezione che meritano, affichè sia d'esempio alle generazioni future.

Non impunemente si può opprimere un popolo — e la storia è ricca d'esempi — nè impunemente si possono saccheggiare le casse dello Stato, delle Provincie e degli Enti Pubblici e privati col solo scopo, più che brigantesco, di arricchire, di godersi la vita e costituire delle oscene successioni sulle lagrime di sangue e sulle rovine di tutto un popolo. I falsari della storia e della verità, i sovvertitori di ogni etica, i funamboli di ogni sorta confondono e piegano il popolo grosso e piazzaiuolo, ma non le anime chiare e generose, che ben volentieri affrontano il martirio per non seguire la torbida corrente dei facinorosi e dei profittatori, i quali hanno violentato e cercano distruggere tutto un passato di gloriose tradizioni di libertà, di giustizia, di conquiste umane e civili in ogni campo. E contro tale dissolvimento nefasto ha resistito e resisterà sempre la forza morale del popolo italiano e dei suoi figli migliori.

Costabile Guidi

Il nostro giornale si trova in vendita a Roma presso la S.N.E.P.I., Galleria 58 59,60

siatte, o quasi, tutte le richieste che dal commercio promanano per la concessione di vagoni ferroviari da sopperire alle esigenze di esso, mentre dalle stazioni di Cosenza e limitrofe, in breve elasso di tempo, quindici vagoni, per il trasporto di castagne fresche, vengono messi a disposizione, e soltanto, del Commissariat Militare Marittimo di Taranto.

Parrebbe a prima vista che esigenze di pubblico interesse si impongano su quelle dei privati, ma non possiamo tacere delle osservazioni che balzano agli occhi di tutti e che non debbono sfuggire alle competenti autorità, invocandone il loro oculato esame.

Attenendoci a quanto si è verificato nella nostra provincia, i quindici vagoni concessi al prefato Commissariato importano un carico complessivo di castegne fresche di quintali duemilasettecento, davvero esorbitante per il fabbisogno dell'esigua truppa dislocata a Taranto.

Si aggiunga che trattasi di merce di difficile conservazione; essa se non viene sottoposta ad un trattamento speciale, cui non possono certo dedicarsi i nostri bravi e solerti marinai, va a male e potrebbe solo utilizzarsi a mangime per i suini, e di un tale specifico allevamento è certamente privo il Commissariato stesso.

Intanto e per le ragioni addotte non ve ne importa il commercio privato - il mercato di Taranto rigurgita di castagne fresche.

Le autorità di Taranto si sono mai rese conto di questa evidente situazione di fatto?

Che si è fatto da parte del Commissariato Militare a seguito dei telegrammi inviatigli da alcuni commercianti di Cosenza, fortemente lesi nei loro diritti?

Ci vuol indicare la SEPRAL di Cosenza i permessi fino ad oggi rilasciati per l'inoltro in Taranto di castagne fresche a favore di quel Commissariato Militare e quelli invece a favore di privati commercianti, specificandone il quantitativo e l'utilizzazione per via ferrata od ordinaria?

Ci vuol dire ancora la SEPRAL le ragioni che hanno determinato la finanza a fermare un vagone di castagne fresche diretto al Commissariato Militare di Taranto e quello per cui [illegible] sando tempo lo si potrà ne dovrà mancare ai precisi interrogativi che abbiamo formulato, ripromettendoci di tornare sull'argomento a tutela dei diritti, purtroppo compromessi, di una vasta categoria di commercianti, ai quali non può essere negato un onesto lavoro.

Cronaca di Cosenza

Ritmi e Sorrisi

E' il nome della Compagnia di rivista e fantasia che da qualche giorno ha calcato le scene del nostro Cinema-Teatro Italia, con un risultato lusinghiero e soddisfacente: lusinghiero perchè il folto pubblico è rimasto contento; soddisfacente perchè il pubblico vi ha affluito in tutti i numeri dei posti.

Ieri in una rappresentazione diurna per le forze armate abbiamo notato: Nico Bruno un eccellente comico; Mimma Morenu, cantante deliziosa; Grazia di Marzà Saulret, eccentrica ed infine delle ricche fantasie e l'orchestra diretta dal Maestro Lorè.

Simpaticissimo l'appello del comico nella dizione reclamistica del " ristorante Cavalcante „ ove la tournè è a consumare il pasto dopo lo spettacolo.

Blocco di merci

Nelle recenti operazioni di polizia e di blocco, i Vigili Urbani hanno sequestrato le seguenti merci: kg. 88 di capocollo e prosciutto a Walblug Max e consegnato alle cooperative per la vendita; kg. 151 di polli uccisi e cioè kg. 13 a De Marco Andrea; kg. 53 a Salerno Angelo; kg. 63 a Forastefano Domenico; kg. 22 a Curti Vincenzo e venduto alla popolazione a mezzo dei macellai locali; kg. 100 di olio di provenienza di varie persone e consegnato allo spaccio autorizzato di Canonico Michele; kg. 300 di avena consegnata alla ditta dei trasporti funebri.

Organizzazione U. N. U. C. I.

La R. Intendenza di Finanza comunica che in attesa della trasformazione dell'Unione Nazionale Ufficiali in congedo d'Italia in libera associazione alla dipendenza del Ministero della Guerra, è stata di[illegible] la sospensione della riscos[illegible] ef[illegible]

Assistenza

Riceviamo e pubblichiamo il seguente comunicato della Cassa Assistenza Medici pervenuto dalla R. Prefettura:

Si porta a conoscenza degli interessati che la Cassa di Assistenza per i medici condotti e per i medici dipendenti da pubbliche Amministrazioni è ora in grado di riprendere la sua attività.

Le domande di sussidio da parte dei medici o delle vedove o dei superstiti inabili al lavoro dei medici debbono essere indirizzate, possibilmente documentate sia in ordine

[illegible] alloggi riparati saranno assegnati ai senza tetto eccettuati quelli richiesti da proprietari per propria abitazione. L'assegnazione di alloggi è soggetta al pagamento del canone mensile in base ai fitti praticati nel Comune.

Il Consiglio si è tornato a riunire mercoledì mattina alle ore 9.

è facoltato a ric[illegible] zione per uso [illegible] done i detentor[illegible] tutti gli obblighi [illegible] etti di legge.

Accol[illegible] da un [illegible]

E' stato ricov[illegible] dale Civile certo [illegible] Natale, di anni 4[illegible] ferita da arma d[illegible] inquinale sinistr[illegible] bile nel 12. gi[illegible] canze.

L'addebito d[illegible] deve a tale Co[illegible] pure da Zumpa[illegible] mezzanotte fer[illegible] tellate, mentre [illegible]

Si ignorano i[illegible]

Un d[illegible]

Il giovane Gi[illegible] impiegato nell'I[illegible] timentale dei M[illegible] in questa sess[illegible] conseguito il di[illegible]

Molti auguri.

ULTIME NOT[illegible]

LA SCHIACCIANTE VITTORIA DI [illegible]

491

New Jork 8 notte

Cinquanta milioni di elettori hanno partecipato alle elezioni in America che son risultate nuovamente favorevoli in assoluta maggioranza, al presidente Roosevelt.

Il Repubblicano Dewey ha posto le sue felicitazioni al vincitore e ha dichiarato che il partito repubblicano esce da questa prova rafforzato.

Roosevelt ha vinto, fino agli ultimi dati, con una proporzione di 412 a 419 e il suo partito ha una maggioranza assoluta di 17 Leggi nella Camera dei Rappresentanti.

New Jork è stata straordinariamente favorevole a Roosevelt. Eminenti isolazionisti sono stati battuti clamorosamente.

In Ungheria

Continua alle porte di Budapest la battaglia tra i tedeschi e i sovietici ostacolata dalle pioggie torrenziali.

Nella città sono stat[illegible] [illegible]ure d[illegible]

Echi della [illegible]

Bonom[illegible]

Il Presiden[illegible] Bonomi ha in[illegible] telegramma [illegible]

« L'annive[illegible] bra oggi in [illegible] vietica trova i[illegible] associato nel[illegible] il nazismo e [illegible] verno italiano[illegible] luto e il ferv[illegible] al popolo so[illegible] rioso esercito [illegible] l'annientamen[illegible] mico. Vive co[illegible]

Per favorire [illegible]

Il Ministro [illegible] struzione con[illegible] ha invitato [illegible] delle Provinc[illegible] guire con og[illegible] la ripresa de[illegible] d'arte conte[illegible] sono stati av[illegible] gnificativi [illegible]

1204

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

...e, tutte le rimes... commercio prima... concessione di va... viari da sopperire ...e di esso, mentre ...ni di Cosenza e li... breve elenco di ...dici vagoni, per il ...li castagne fresche, ...essi a disposizione, ...del Commissariat... ...rito di Taranto. ...a prima vista che ...l pubblico interesse ...ano su quello dei ...a non possiamo ta... osservazioni che bal... occhi di tutti e che ...no sfuggire alle com... ...torità, invocandone ...dato esame.

...doci a quanto si è ...nella nostra provin... ...dici vagoni concessi ...Commissariato im... ...n carico complessivo ...ne fresche di quintali ...ttecento, davvero e... ...per il fabbisogno ...a truppa dislocata a...

...ciunga che trattasi di ...difficile conservazio... ...se non viene sotto po... ...a trattamento speciale. ...possono certo dedi... ...nostri bravi e solerti ...va a male e protrebbe ...izzarsi a mangime per ...e di un tale specifico ...nto è certamente pri... ...ommissariato stesso.

...o e per le ragioni ad... ...a ve ne importa il com... ...privato - il mercato di ...rgurgita di castagne

...torità di Taranto si ac... ...rese conto di questa ...situazione di fatto? ...i è fatto da parte del ...ariato Militare a se... ...i telegrammi inviatigli ...i commercianti di Co... ...rtemente lesi nei loro

...ol indicare la SEPRAL ...nzo i permessi fino ad ...ase ai per l'inoltro ...di castagne fresche a ...di quel Commissariato ...e quelli invece a fa... ...privati commercianti, ...andone il quantitativo ...zzazione per via ferrata ...uaria?

...ol dire ancora la SE... ...le ragioni che hanno ...inato la finanza a fer... ...un vagone di castagne ...diretto al Commissariato ...di Taranto e quello per ...ondo tempo lo si

potrà ne dovrà mancare ai precisi interrogativi che abbiamo formulato, ripromettendoci di tornare sull'argomento a tutela dei diritti, purtroppo compromessi, di una vasta categoria di commercianti, ai quali non può essere negato un onesto lavoro.

...gli alloggi riparati saranno as... segnati ai senza tetto eccettuati quelli richiesti da proprietari per propria abitazione. L'assegnazione di alloggi è soggetta al pagamento del canone mensile in base ai fitti praticati nel Comune.

Il Consiglio si è tornato a riunire mercoledì mattina alle ore 9.

Cronaca di Cosenza

Ritmi e Sorrisi

E' il nome della Compagnia di rivista e fantasia che da qualche giorno ha calcato le scene del nostro Cinema-Teatro Italia, con un risultato lusinghiero e soddisfacente: lusinghiero perchè il folto pubblico è rimasto contento; soddisfacente perchè il pubblico vi ha affluito in tutti i numeri dei posti.

Ieri in una rappresentazione diurna per le forze armate abbiamo notato: Nico Bruno un eccellente comico; Mimma Morenu, cantante deliziosa; Grazia di Merzà Saulret, eccentrica ed infine delle ricche fantasie e l'orchestra diretta dal Maestro Lorè.

Simpaticissimo l'appello del comico nella dizione reclamistica del " ristorante Cavalcante „ ove la tournè è a consumare il pasto dopo lo spettacolo.

491

Blocco di merci

Nelle recenti operazioni di polizia e di blocco, i Vigili Urbani hanno sequestrato le seguenti merci: kg. 88 di capocollo e prosciutto a Walblug Max e consegnato alle cooperative per la vendita; kg. 151 di polli uccisi e cioè kg. 13 a De Marco Andrea; kg. 53 a Salerno Angelo; kg. 63 a Forestefano Domenico; kg. 22 a Curti Vincenzo e venduto alla popolazione a mezzo dei macellai locali; kg. 100 di olio di provenienza di varie persone e consegnato allo spaccio autorizzato di Canonico Michele; kg. 300 di avena consegnata alla ditta dei trasporti funebri.

Organizzazione U. N. U. C. I.

La R. Intendenza di Finanza comunica che in attesa della trasformazione dell'Unione Nazionale Ufficiali in congedo d'Italia in libera associazione alla dipendenza del Ministero della Guerra, è stata di... la sospensione della riscos... ...si non ef...

Assistenza

Riceviamo e pubblichiamo il seguente comunicato della Cassa Assistenza Medici pervenuto dalla R. Prefettura:

Si porta a conoscenza degli interessati che la Cassa di Assistenza per i medici condotti e per i medici dipendenti da pubbliche Amministrazioni è ora in grado di riprendere la sua attività.

Le domande di sussidio da parte dei medici o delle vedove o dei superstiti inabili al lavoro dei medici debbono essere indirizzate, possibilmente documentate sia in ordine

...è facoltato a richiedere la requisizione per uso industriale, restandone i detentori depositari, con tutti gli obblighi ed a tutti gli effetti di legge.

Accoltellato da un ... amico

E' stato ricoverato ieri all'Ospedale Civile certo Veltri Antonio fu Natale, di anni 43, da Zumpano, per ferita da arma da taglio alla regione inguinale sinistra, dichiarato guaribile nel 12. giorno, salvo complicanze.

L'addebito del ferimento lo si deve a tale Covello Luigi di Santo, pure da Zumpano il quale, verso mezzanotte feriva il Veltri, a coltellate, mentre rincasava.

Si ignorano i motivi.

Un diploma

Il giovane Giovanni Guadagnolo, impiegato nell'Ispettorato Compartimentale del Monopoli a Cosenza, in questa sessione autunnale ha conseguito il diploma in ragioneria.

Molti auguri.

ULTIME NOTIZIE

LA SCHIACCIANTE VITTORIA DI ROOSEVELT

New Jork 8 notte

Cinquanta milioni di elettori hanno partecipato alle elezioni in America che son risultate nuovamente favorevoli in assoluta maggioranza, al presidente Roosevelt.

Il Repubblicano Dewey ha posto le sue felicitazioni al vincitore e ha dichiarato che il partito repubblicano esce da questa prova rafforzato.

Roosevelt ha vinto, fino agli ultimi dati, con una proporzione di 412 a 419 e il suo partito ha una maggioranza assoluta di 17 Leggi nella Camera dei Rappresentanti.

New Jork è stata straordinariamente favorevole a Roosevelt. Eminenti isolazionisti sono stati battuti clamorosamente.

In Ungheria

Continua alle porte di Budapest la battaglia tra i tedeschi e i sovietici ostacolata dalle pioggie torrenziali.

Nella città sono stat... ...ure ...

Echi della festa russa

Bonomi a Stalin

Il Presidente del Consiglio Bonomi ha inviato il seguente telegramma al Mar. Stalin:

« L'anniversario che si celebra oggi in tutta l'Uuione Sovietica trova il governo italiano associato nella guerra contro il nazismo e il fascismo. Il governo italiano invia il suo saluto e il fervido augurio a voi al popolo sovietico e al vittorioso esercito che marcia verso l'annientamento del comune nemico. Vive cordialità, Bonomi »

Per favorire l'arte moderna

Il Ministro della Pubblica Istruzione con recente circolare ha invitato i sovraintendenti delle Provincie liberate a seguire con ogni interessamento la ripresa delle manifestazioni d'arte contemporanea di cui sono stati avvertiti si... ...gnificativi

I...

popoli.

Arg.

RILIEVI

Fichi secchi — *Premesso che da qualche giorno vengono rilasciati permessi di esportazione di fichi secchi e che, in base a vigenti disposizioni, i venditori devono mettere a disposizione dell'ufficio alimentazione, per la distribuzione al pubblico, una percentuale già fissata, interessiamo vivamente le autorità competenti perchè si assicurino della reale disponibilità del prodotto e ne dispongano la vendita al pubblico. Ciò perchè nell' attuale momento il mercato ortofrutticolo della città dispone di scarsi quantitativi di generi da consentire una sufficiente alimentazione, specie dei bambini ai quali la somministrazione dei fichi secchi sarà di provvidenziale giovamento e sostituirà l' attuale mancanza di zucchero.*

AVVERTIMENTO

Siamo informati che il nostro giornale, quando tratta argomenti che possono urtare la torbida suscettibilità di alcuni loschi messeri, in alcuni Comuni della Provincia viene spesso boicottato.

Invitiamo i Sigg. corrispondenti e i rivenditori a segnalarci tempestivamente ogni eventuale manovra intesa a ostacolarne comunque la diffusione e la lettura, poichè — avendone i mezzi — intendiamo stroncare ogni attività che sia in urto con la legge e l'educazione.

AUTOTRASPORTATORI

Prima di iniziare i vostri viaggi per ROMA, NAPOLI, BARI passate da "Termar,,. Vi sarà garentito il viaggio di ritorno!

" Termar „ Trasporti terrestri e marittimi - Via Piave 66.

Dire... ...sabile

1205

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

Italia Nuo

ANNO II — N. 231
Giovedì 9 novembre 1944

QUOTIDIANO

PUBBLICITÀ: Per mm. di colonna: Commerciali L. 10 — Cronaca L. 10 — Necrologie L. 12 — Finanziaria Legale, Varie L. 15

DIREZIONE — REDAZIONE — AMMINISTRAZIONE
Cosenza - Corso Telesio N. 12 — Telef. 1256

ABBONAMEN
Mensile L.

IL PRESIDENTE DI GUERRA

La psicologia politica del cittadino americano è fondamentalmente diversa da quella di noi europei.

In verità sembrerebbe strano, se non inopportuno, che, mentre in territori lontani mille miglia gli uomini si scannano in nome di alcuni ideali, le città si distruggono e tutto è a ferro e a fuoco, negli Stati Uniti si possa pensare come ad una cosa naturalissima tranquillamente a recarsi, il primo martedì susseguente al primo lunedì di Novembre ogni quattro anni, alle urne.

Noi sappiamo che il cittadino americano più che in ogni altro paese civile, è chiamato a dare il suo parere su una quantità straordinaria di questioni non soltanto di carattere politico, ma anche sociale o che interessano la vita nelle sue multiforme attività.

Oltre al referendum *e alle* iniziative popolari *di carattere politico-costituzionale egli è chiamato a dare il suo parere su tutto ciò che possa dare adito ad una statistica, la quale dia a sua volta un'idea di come in genere la pensa il popolo americano su quella data cosa, sia essa un prodotto, un astro del cinema o un Presidente.*

aveva saputo scongiurare la catastrofe economica del '29. Il popolo aveva fretta di sbarazzarsi di Hoo- e accolse con fiducia il pro- ama radicale che Roosevelt espose in un suo famoso libro " Guardando al futuro " sulla ricostruzione e sul rinnovamento della struttura sociale del Paese.

Nel '36 Roosevelt fu rieletto con una schiacciante maggioranza di voti sul repubblicano Landon (44 Stati favorevoli) appunto perchè il suo programma trovava, nello sviluppo della politica internazionale estera (conflitto etiopico, guerra di Spagna, primi accenni di una politica anti-Versaglia di Hitler), i necessari accentuamenti.

Accentuamento dei suoi poteri direttivi politici ed economici verso una forma cui fin da allora si dava il nome di dittatura (e questa espressione ha ripetuto il col. Steevens l'altro ieri sera); del nuovo corso della sua politica economica e sociale interna notoriamente definito con la formula del New Deal; dell'attitudine della sua politica estera con particolare riguardo ai principi della «sicurezza collettiva».

Nel '40 i programmi dei due avversari non differivano gran che e poteva sembr- per lo meno inutile che un altro candidato si presentasse alla presidenza e gareggiasse, durante tutta la campagna elettorale, ad apparir- più sfegatato neutralista del suo concorrente.

Ma il popolo americano probabilmente non veva il motivo per mutare di Presidente o di dubitare sulle sue buone intenzioni di tenerlo lontano dalla guerra.

Anche se le cose poi andarono diversamente.

Oggi il popolo americano si è trovato dinanzi ad un problema in verità non molto difficoltoso: si trattava di scegliere se voleva un presidente che con una politica di 12 anni l'aveva condotto all'attuale invidiabile situazione di una relativa sicurezza per il presente e di enormi prospettive per il futuro (almeno rispetto agli altri popoli stremati dalla guerra guerreggiata) o di eleggere un'incognita.

Ha scelto secondo il suo buon senso.

Per noi europei l'elezione di Roosevelt ha un significato che diventa particolare nel caso nostro. Nel '36 circa tre milioni di cittadini americani di origine italiana diedero

(continua in 2. pagina)

La posizione Chiave di Mont
conquistata dai Polac

Sul fronte dell'VIII Armata truppe polacche hanno espugnato Monte Casaluga che costituiva una posizione chiave delle difese secondarie tedesche a occidente del Rabi.

Ad ovest è stato conquistato il villaggio di S. Zeno.

Prosegue violenta la lotta nell'aeroporto di Forlì.

Sul fronte della V. Armata limitata attività di pattuglie.

Operazioni aeree

L'aviazione del Mediterraneo ha nuovamente attaccato la linea del Brennero. Risultano colpiti un ponte sull'Isarco e uno sull'Adige e lievemente danneggiato un altro ponte, sempre della linea del Brennero, a Mezzo Corona. Altri attacchi sono stati portati nella Valle del Po, nel-

l'Italia nord zona di Sera

Il valido
dell'aviazi

Durante il è continuata bellica aerona ni Macchi G. 215 con form fornitura ame P. 39 e di for Spitfire, haun il traffico e miche nella re svolgendo pro cognitrice.

Particolarme no risultati gli contro autocol mezzi sono s danneggiati e

Bombardame bombe di med stati eseguiti s strade e ponti. senza sosta m dizioni atmos apparecchi da santi scortati c stri caccia han

1206

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

Capt Lynch

...alia Nuova

QUOTIDIANO

Una copia l. 2

...ll L. 10 — Cronaca L. 10 — Legnle, Varie L. 15

DIREZIONE — REDAZIONE — AMMINISTRAZIONE
Cosenza - Corso Telesio N. 12 — Telef. 1256

ABBONAMENTI: Annuale L. 500 — Semestrale L. 260 — Trimestrale L. 130
Mensile L. 48 — SPEDIZIONE IN ABBON. POSTALE - PRIMO GRUPPO

...I GUERRA

...nuto scongiurare la cata-...onomica del '29. Il popolo ...tta di sbarazzarsi di Hoo-...coolse con fiducia il pro-...radicale che Roosevelt e-...un suo famoso libro ...ndo al futuro „ sulla ri-...ne e sul rinnovamento del-...ra sociale del Paese.

...Roosevelt fu rieletto con ...lacciante maggioranza di ...epubblicano Landon (44 ...orevoli) appunto perchè il ...amma trovava, nella sva-...la politica internazionale ...onflitto etiopico, guerra di ...primi accenni di una po-...ti-Versaglia di Hitler), i ...accentuamenti.

...amento dei suoi poteri ...olitici ed economici verso ...a cui fin da allora si da-...e di dittatura (e questa ...ne ha ripetuto il col. Stee-...ro ieri sera); del nuovo ...la sua politica economica ...interna notoriamente de-...la formula del New Deal; ...dine della sua politica ...n particolare riguardo ai ...ella «sicurezza collettiva».

Nel '40 i programmi dei due avversari non differivano gran che e poteva sembr... per lo meno inutile che un altro candidato si presentasse alla presidenza e gareggiasse, durante tutta la campagna elettorale, ad apparir più...fegato neutralista del suo concorrente.

Ma il popolo americano probabilmente non ...eva il motivo per mutare di Presidente o di dubitare sulle sue buone intenzioni di tenerlo lontano dalla guerra.

Anche se le cose poi andarono diversamente.

Oggi il popolo americano si è trovato dinanzi ad un problema in verità non molto difficoltoso: si trattava di scegliere se voleva un presidente che con una politica di 12 anni l'aveva condotto all'attuale invidiabile situazione di una relativa sicurezza per il presente e di enormi prospettive per il futuro (almeno rispetto agli altri popoli stremati dalla guerra guerreggiata) o di eleggere un'incognita.

Ha scelto secondo il suo buon senso.

Per noi europei l'elezione di Roosevelt ha un significato che diventa particolare nel caso nostro. Nel '36 circa tre milioni di cittadini americani di origine italiana diedero

(continua in 2. pagina)

La posizione Chiave di Monte Casaluga
conquistata dai Polacchi

Sul fronte dell'VIII Armata truppe polacche hanno espugnato Monte Casaluga che costituiva una posizione chiave delle difese secondarie tedesche a occidente del Rabi.

Ad ovest è stato conquistato il villaggio di S. Zeno.

Prosegue violenta la lotta nell'aeroporto di Forlì.

Sul fronte della V. Armata limitata attività di pattuglie.

Operazioni aeree

L'aviazione del Mediterraneo ha nuovamente attaccato la linea del Brennero. Risultano colpiti un ponte sull'Isarco e uno sull'Adige e lievemente danneggiato un altro ponte, sempre della linea del Brennero, a Mezzo Corona. Altri attacchi sono stati portati nella Valle del Po, nell'Italia nord orientale, nella zona di Seraievo e di Vienna.

Il valido contributo
dell'aviazione italiana

Durante il mese di ottobre è continuata intensa l'attività bellica aeronautica. Formazioni Macchi G. 202 e Macchi G. 215 con formazioni aeree di fornitura americana Aircobra P. 39 e di fornitura britannica Spitfire, hanno operato contro il traffico e le posizioni nemiche nella regione balcanica, svolgendo proficua attività ricognitrice.

Particolarmente efficaci sono risultati gli attacchi al suolo contro autocolonne i cui automezzi sono stati incendiati o danneggiati e immobilizzati.

Bombardamenti a tuffo con bombe di medio calibro sono stati eseguiti su baraccamenti, strade e ponti. Notte e giorno senza sosta malgrado le condizioni atmosferiche avverse apparecchi da trasporto pesanti scortati di giorno dai nostri caccia hanno recato sifor...

Potente offensiva tra Metz e Nancy

La III Armata americana che opera in Lorena dopo un violento bombardamento delle posizioni tedesche ha sferrato una potente offensiva su un fronte di 40 km. tra Metz e Nancy.

Quattro cittadine sono state liberate senza opposizione nemica.

In Germania una località è stata abbandonata a sud-est di Aquisgrana dalla 1. Armata americana.

In Olanda un solo nucleo di resistenza esiste a Walkeren, mentre a sud della Mosa tutte le truppe tedesche accerchiate sono state eliminate, tranne in un piccolo settore, presso Moerdick.

Ripresa relazioni commerciali
con gli Alleati

Il Ministro delle Comunicazioni d'accordo con il Comando della Commissione Alleata informa che le ditte italiane sono state autorizzate a riprendere la loro corrispondenza e lo scambio delle informazioni con ditte degli Stati Uniti d'America e dell'Inghilterra per la ripresa degli affari commerciali. Le persone e le ditte dell'Italia liberata possono fare richie-

1207

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

Oltre al referendum *e alle* iniziative popolari *di carattere politico-costituzionale egli è chiamato a dare il suo parere su tutto ciò che possa dare adito ad una statistica, la quale dia a sua volta un'idea di come in genere la pensa il popolo americano su quella data cosa, sia essa un prodotto, un astro del cinema o un Presidente.*

L' Istituto Gallupp, l' Ufficio Ricerche sull'Opinione Pubblica e tanti altri minori, servono appunto a questo scopo e se poi pensiamo che i giornali partecipano a queste « campagne » così numerose ci è facile immaginare la mentalità del cittadino americano.

Se vi aggiungiamo che le particolari condizioni più accentuate che altrove, nel suo paese, l'hanno posto in una straordinaria situazione di favore, per cui il senso della libertà è sviluppato al massimo grado; che la Costituzione degli Stati Uniti non reca nessuna disposizione per cui le elezioni debbano essere interrotte in tempo di guerra; che dal 1789 ad oggi gli Stati Uniti non hanno rinviato le elezioni nemmeno durante la guerra civile o le quattro guerre contro potenze estere; la convinzione (e questo è importante) che un eventuale attuale mutamento di governo non porterebbe nessun mutamento profondo nè alla prosecuzione della guerra nè negli istituti nazionali, si ha forse una idea esatta del perchè il diritto del popolo a esprimere, nonostante ogni contingenza, il suo giudizio sull'operato dei governanti sia considerato come un diritto inalienabile e condizione essenziale del funzionamento della democrazia, in pace e in guerra.

Tutto questo sembrerebbe in contrasto col fatto che la Costituzione sia stata violata nel suo elemento essenziale: la rielezione. Poichè è la prima volta in un secolo e mezzo che un Presidente sia stato eletto per il terzo e addirittura per il quarto quadriennio, ma questo rientra in un altro ordine di idee. E le ragioni sono intuitive e corrispondono allo stesso principio per cui (ci si passi il paragone) è stato confermato in Inghilterra, altro Paese radicato alle sue tradizioni elettoralistiche, il governo di coalizione di Churchill.

Il programma politico sociale di Roosevelt ha percorso tre distinte fasi da quando nel '33 sconfisse Hoover.

Le ra[illegible] allora

[illegible] espressione ha ripetuto il col. Stevens l'altro ieri sera); del nuovo corso della sua politica economica e sociale interna notoriamente definito con la formula del New Deal; dell'attitudine della sua politica estera con particolare riguardo ai principi della «sicurezza collettiva».

Ha scelto secondo il suo buon senso.

Per noi europei l'elezione di Roosevelt ha un significato che diventa particolare nel caso nostro. Nel '36 circa tre milioni di cittadini americani di origine italiana diedero

(continua in 2. pagina)

[illegible] linea del Brennero. Hanno colpiti un ponte sull' Isarco e uno sull' Adige e lievemente danneggiato un altro ponte, sempre della linea del Brennero, a Mezzo Corona. Altri attacchi sono stati portati nella Valle del Po, nel-

[illegible] mezzi sono st[illegible] danneggiati e in[illegible]

Bombardamen[illegible] bombe di medi[illegible] stati eseguiti su[illegible] strade e ponti. [illegible] senza sosta m[illegible] dizioni atmosf[illegible] apparecchi da [illegible] santi scortati d[illegible] stri caccia hann[illegible] nimenti per p[illegible] nnia di quintal[illegible] liane e patriot[illegible] balcanica. Centin[illegible] la divisione [illegible] stati dagli st[illegible] trasportati in [illegible]

Missioni di a[illegible] tivo sono stati [illegible] drovolanti ed [illegible] salvataggio di [illegible] inglesi.

Importanti decisioni del Consiglio dei Ministri

Abbiamo appreso altri particolari sulla Riunione del Consiglio dei Ministri di martedì mattina al Viminale, e di cui abbiamo dato notizia nel numero precedente.

Erano presenti tutti i Ministri eccettuato il Conte Sforza, Segretario, il Sottosegretario alla Presidenza del Consiglio.

Il Governo presa visione delle dichiarazioni risultanti dal resoconto della udienza concessa dal Luogotenente del Regno ad un giornalista, riafferma che i partiti politici di cui il governo è l'emanazione, sono l'espressione della volontà e dell'aspirazione del popolo italiano in lotta per la sua libertà e riconferma l'impegno solenne di decidere il problema istituzionale attraverso il voto dell'assemblea costituente così come è stato stabilito in una legge dello Stato.

Quindi il Consiglio, ascoltata la relazione Piacentini e approvato lo schema di decreto per la liquidazione degli Enti sindacali, ha approvato, su proposta del Presidente del Consiglio e Ministro degli Affari Esteri la nomina del ministro plenipotenziario Giovanni Peralco a direttore generale del personale per gli affari esteri.

Trattamento per militari

E' stato approvato uno schema di decreto per l'estensione ai marittimi mercantili del trattamento economico a favore delle famiglie di militari e militarizzati, deceduti o dichiarati dispersi per causa di guerra e considerati presenti alle bandiere come previsto dal R. D. 15 3 1943. Il provvedimento si applica ai marittimi scomparsi in mare o deceduti, dal 2 settembre 1939 fino ad un anno dopo la cessazione delle ostilità.

Nell'Aeronautica

[illegible] stati approvati altri due de[illegible] mento tempora[illegible] S. M. [illegible] di sottocapo di S. M. al Colonnello Aldo Remondino.

Abolizione giuramento accademico

Con altro decreto è stata abrogata la disposizione art. 3 R. D. 21 settembre 1933 relativa all'obbligo del giuramento accademico per presidenti e membri di accademia, di istituti, associazioni di scienze, lettere ed arti.

L'obbligo a tale giuramento costituiva una coartazione morale e intellettuale inammissibile in regime libero.

Un altro decreto dispone la soppressione dell' Istituto dello studio su scrittori politici italiani che nascendeva finalità di propaganda politica in contrasto con i restaurati principi di libertà culturale.

Per i vincitori di concorso

Un altro decreto consente la nomina in luogo dal 1 ottobre 1943 dei vincitori di concorso per cattedre di istituti d'istruzione media, classica, scientifica magistrale e tecnica banditi con decreto ministeriale 1' 8 novembre 1941. I vincitori dei predetti concorsi, a causa degli eventi di guerra non ebbero partecipazione della nomina o furono provvisoriamente assunti dai provveditori agli studi. Lo stesso provvedimento dà al Ministero della P. I. la possibilità di nominare fino a 6 mesi dalla cessazione delle ostilità i vincitori compresi nelle graduatorie suppletive.

Istruzione e Comunicazioni

E' nominato poi direttore generale dell' Istruzione gen., il dott. Giuseppe Sangiorgio ispettore gen. della p. istruzione.

Il Consiglio ha poi approvato un altro decreto che regola la situazione degli aiutanti applicati delle FF. SS. assunti con R. D. 2 9-1919 e un altro concernente il passaggio del servizio automobilistico delle amministrazioni centrali al [illegible] delle Comunicazioni.

[illegible] del [illegible] lo aut[illegible]

mezzi dal ministero della guerra passa in economia all' ispettorato gen. della motorizzazione civile e trasporti in concessione.

Relazione sui LL. PP.

Il Consiglio ha infine ascoltato un'ampia relazione del Ministro dei LL. PP. sull'attività svolta dal suo ministero dopo la liberazione del territorio naz. ed ha approvato uno schema di decreto luogotenenziale per il ricovero dei senza tetto. Questo problema non può essere risolto con la ricostruzione dei fab-

(continua in 2. pag.)

Nella Legaz[illegible]

Allo scopo d[illegible] le famiglie ital[illegible] si rende noto [illegible] militare della [illegible] italiana in Bul[illegible] berato dal gov[illegible] trovasi insiem[illegible] famiglie a Sof[illegible]

LA FORZA DEL SENT[illegible]

Il lungo e triste martirologio italiano, che schiuse novelli albori di civiltà, di libertà e di progresso a tutto il mondo, il passato ricco di gloriose vicende e di potentissime tradizioni — anche nella più oscura notte del Medio Evo — non si possono trasformare, rinnegare o annullare e sviarne la storia, anche se erronei effetti hanno deviato la coscienza nazionale per cause ben note. Dopo la guerra europea coi suoi tristi derivati, si voleva evitare il bolscevismo anarcoide e rivoluzionario ed invece si è caduti nel male opposto con una involuzione reazionaria attraverso l' inganno, la frode, la violenza, per l'istinto malvagio e brutale di dominazione, di sopraffazioni, di esaltazioni sciocche e servili. Il rimedio fu peggiore del male, perchè il popolo italiano sostanzialmente buono, desideroso di ordine e di pace, dopo il tremendo flagello della guerra, avrebbe saputo trovare in sè medesimo la forza morale per ogni sua conquista attraverso il buon senso, il diritto, il sentimento nazionale, guarendo completamente dal triste male delle faziosità, come si lontanava il tragico fenomeno della guerra e i profondi dolori e le ingiustizie e le inversioni [illegible] derivate.

liano — e per [illegible] la parte sana mi[illegible] e non la scelle[illegible] mutar di casacc[illegible] vento — il suo [illegible] denza e di liber[illegible] aspirazioni trad[illegible] nità della Patri[illegible] etico-nazionale [illegible] cittadini, non s[illegible] seguire come u[illegible] un qualsiasi sta[illegible] tirannide. Come[illegible] lo strano fenom[illegible] passivamente d[illegible] E' facile rispo[illegible] sono state gar[illegible] damentali dello[illegible] cato tradizional[illegible] lenza fraudolen[illegible] stituzione, anc[illegible] sacro dovere [illegible] tegrità dei citt[illegible] gnità della Na[illegible]

Non mai ci [illegible] specie noialtri r[illegible] guitati vigliacc[illegible] ed oppressi ne[illegible] Patria, che è [illegible] di ogni italian[illegible] era nelle mani [illegible] terno e di ra[illegible] armata, corro[illegible]

1208

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

...ha ripetuto il col. Stee-
...ferì sera); del nuovo
...sua politica economica
...terna notoriamente de-
...formula del New Deal;
...ne della sua politica
...particolare riguardo ai
...a «sicurezza collettiva».

Ha scelto secondo il suo buon senso.

Per noi europei l'elezione di Roosevelt ha un significato che diventa particolare nel caso nostro. Nel '36 circa tre milioni di cittadini americani di origine italiana diedero

(continua in 2. pagina)

...la linea del Brennero. Siamo colpiti un ponte sull'Isarco e uno sull'Adige e lievemente danneggiato un altro ponte, sempre della linea del Brennero, a Mezzo Corona. Altri attacchi sono stati portati nella Valle del Po, nel-

...rtanti decisioni del Consiglio dei Ministri

...appreso altri particolari
...one del Consiglio dei
... martedì mattina al Vi-
...di cui abbiamo dato no-
...umero precedente.
...resenti tutti i Ministri
... Il Conte Sforza, Segre-
...ttosegretario alla Presi
... Consiglio.

...no presa visione delle di-
... risultanti dal resoconto
...za concessa dal Luogo-
...el Regno ad un giorna-
...erma che i partiti politici
...governo è l'emanazione,
...ressione della volontà e
...zione del popolo italiano
...er la sua libertà e ricon-
...pegno solenne di deci-
...oblema istituzionale attra-
...oto dell'assemblea costi-
...i come è stato stabilito
...gge dello Stato.

...l Consiglio, ascoltata la
... Placentini e approvato lo
... decreto per la liquida-
...ll Enti sindacali, ha ap-
...su proposta del Presi-
... Consiglio e Ministro de-
... Esteri la nomina del mi-
...enipotenziario Giovanni
... direttore generale del
... per gli affari esteri.

...mento per militari

... approvato uno schema
... per l'estensione ai marit-
...ntili del trattamento eco-
... favore delle famiglie di
... militarizzati, deceduti o
... dispersi per causa di
... considerati presenti alle
...come previsto dal R. D.
... Il provvedimento si ap-
...rittimi scomparsi in mare
...i, dal 2 settembre 1939
... anno dopo la cessazione
...ità.

...ell'Aeronautica

...ati approvati altri due de-
...imento tempora-
... S. M.

... di sottocapo di S. M. al Colonnello Aldo Remondino.

Abolizione giuramento accademico

Con altro decreto è stata abrogata la disposizione art. 3 R. D. 21 settembre 1933 relativa all'obbligo del giuramento accademico per presidenti e membri di accademia, di istituti, associazioni di scienze, lettere ed arti.

L'obbligo a tale giuramento costituiva una coartazione morale e intellettuale inammissibile in regime libero.

Un altro decreto dispone la soppressione dell'Istituto dello studio su scrittori politici italiani che nascendeva finalità di propaganda politica in contrasto con i restaurati principi di libertà culturale.

Per i vincitori di concorso

Un altro decreto consente la nomina in luogo dal 1 ottobre 1943 dei vincitori di concorso per cattedre di istituti d'istruzione media, classica, scientifica magistrale e tecnica banditi con decreto ministeriale l'8 novembre 1941. I vincitori dei predetti concorsi, a causa degli eventi di guerra non ebbero partecipazione della nomina o furono provvisoriamente assunti dai provveditori agli studi. Lo stesso provvedimento dà al Ministero della P. I. la possibilità di nominare fino a 6 mesi dalla cessazione delle ostilità i vincitori compresi nelle graduatorie suppletive.

Istruzione e Comunicazioni

E' nominato poi direttore generale dell'Istruzione gen., il dott. Giuseppe Sangiorgio ispettore gen. della p. istruzione.

Il Consiglio ha poi approvato un altro decreto che regola la situazione degli aiutanti applicati delle FF. SS. assunti con R. D. 20-1919 e un altro concernente il passaggio del servizio automobilistico delle amministrazioni centrali al ... delle Comunicazioni.

... del ... dio auto-

mezzi dal ministero della guerra passa in economia all'ispettorato gen. della motorizzazione civile e trasporti in concessione.

Relazione sui LL. PP.

Il Consiglio ha infine ascoltato un'ampia relazione del Ministro dei LL. PP. sull'attività svolta dal suo ministero dopo la liberazione del territorio naz. ed ha approvato uno schema di decreto luogotenenziale per il ricovero dei senza tetto. Questo problema non può essere risolto con la ricostruzione dei fab-

(continua in 2. pag.)

LA FORZA DEL SENTIMENTO

Il lungo e triste martirologio italiano, che schiuse novelli albori di civiltà, di libertà e di progresso a tutto il mondo, il passato ricco di gloriose vicende e di potentissime tradizioni — anche nella più oscura notte del Medio Evo — non si possono trasformare, rinnegare o annullare e sviarne la storia, anche se erronei effetti hanno deviato la coscienza nazionale per cause ben note. Dopo la guerra europea coi suoi tristi derivati, si voleva evitare il bolscevismo anarcoide e rivoluzionario ed invece si è caduti nel male opposto con una involuzione reazionaria attraverso l'inganno, la frode, la violenza, per l'istinto malvagio e brutale di dominazione, di sopraffazioni, di esaltazioni sciocche e servili. Il rimedio fu peggiore del male, perchè il popolo italiano sostanzialmente buono, desideroso di ordine e di pace, dopo il tremendo flagello della guerra, avrebbe saputo trovare in sè medesimo la forza morale per ogni sua conquista attraverso il buon senso, il diritto, il sentimento nazionale, guarendo completamente dal triste male delle faziosità, come si lontanava il tragico fenomeno della guerra e i profondi dolori e le ingiustizie e le inversioni da ... derivate

liano — e per popolo intendiamo la parte sana migliore della nazione e non la scellerata plebe pronta a mutar di casacca ad ogni mutar di vento — il suo spirito d'indipendenza e di libertà nelle più sacre aspirazioni tradizionali, quali l'unità della Patria e una coscienza etico-nazionale per la concordia dei cittadini, non si prestarono mai a seguire come uno stupido gregge un qualsiasi stato di conquista e di tirannide. Come si spiega, allora, lo strano fenomeno che ha subito passivamente dal '922 al 25 luglio?!? E' facile rispondere: perchè non sono state garentite le leggi fondamentali dello Stato cui è attaccato tradizionalmente e per la violenza fraudolenta di ogni libera istituzione, anche da chi aveva il sacro dovere di tutelare, oltre l'integrità dei cittadini, l'onore e la dignità della Nazione intera.

Non mai ci saremmo sognati — specie noialtri reduci — essere perseguitati vigliaccamente, tiranneggiati ed oppressi nel sacro nome della Patria, che è in cima al pensiero di ogni italiano, quando la Patria era nelle mani lorde di sangue fraterno e di rapine di una fazione armata, corrotta e ... no-

...mezzi sono stati incendiati o danneggiati e immobilizzati.

Bombardamenti a tuffo con bombe di medio calibro sono stati eseguiti su baraccamenti, strade e ponti. Notte e giorno senza sosta malgrado le condizioni atmosferiche avverse apparecchi da trasporto pesanti scortati di giorno dai nostri caccia hanno recato rifornimenti per parecchie centinaia di quintali a truppe Italiane e patrioti operanti nella balcania. Centinaia di feriti della divisione Garibaldi sono stati dagli stessi apparecchi trasportati in Italia.

Missioni di soccorso preventivo sono stati compiuti da i drovolanti ed è stato operato salvataggio di due naufraghi inglesi.

Nella Legazione di Sofia

Allo scopo di tranquillizzare le famiglie italiane interessate si rende noto che il personale militare della Regia Legazione italiana in Bulgaria è stato liberato dal governo bulgaro e trovasi insieme con le proprie famiglie a Sofia.

...della Commissione Alleata informa che le ditte italiane sono state autorizzate a riprendere la loro corrispondenza e lo scambio delle informazioni con ditte degli Stati Uniti d'America e dell'Inghilterra per la ripresa degli affari commerciali. Le persone e le ditte dell'Italia liberata possono fare richieste di maggiore informazione circa i loro depositi anteguerra esistenti nelle banche degli Stati Uniti e dell'Inghilterra e negli altri istituti finanziari.

E' inoltre permesso di fare richiesta di documenti e certificati di nascita, morte, matrimonio, testamenti e altri documenti. Per le richieste di procura e ordini di pagamento per procura sarà sempre necessaria l'osservanza di controlli esistenti negli Stati Uniti e in Inghilterra. Altre informazioni circa la ripresa delle comunicazioni via Cables e via Radio con l'Italia liberata saranno date fra alcuni giorni.

Il Partito Comunista A STALIN

Il Comitato Centrale del Partito Comunista Italiano ha inviato a Stalin il seguente telegramma:

« A nome della classe operaia e del popolo italiano lottante per la sua libertà inviamo al glorioso esercito rosso e ai popoli dell'Unione Sovietica il nostro saluto e il caloroso augurio. A voi personalmente compagno Stalin esprimiamo l'ammirazione e la riconoscenza e l'affetto del popolo italiano per la vostra grandiosa opera e per la liberazione dell'umanità dall'incubo nazifascista. La parte migliore del popolo italiano ha sempre condannato la aggressione fascista contro i popoli sovietici e cancelleranno questa vergogna distruggendo nel nostro paese ogni residuo della tirannide fascista. Riconoscenti al paese che ha reso possibile la nostra liberazione lotteremo sempre per più stretti legami di fraternità e di collaborazione tra l'Italia e l'Unione Sovietica per la costruzione della pace e della libertà e per la realizzazione delle aspirazioni delle masse lavoratrici. Togliatti »

Epurazione

Su richiesta dell'Alto Commissario per l'epurazione sono stati sospesi: Il 1. Presidente di Corte d'Appello Sette Francesco, il Consigliere di Corte di Appello Palopoli Nicola e ... Giuseppe, Pezzuolo ... casa penale

1269

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

BEST COPY POSSIBLE

ACP/nf

91/1

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel. 478701

16 November 1944

Our ref. AC/TN/91

TO : Regional Commissioner
South Region

SUBJECT : Movement of traffic.

1 Owing to the considerable difficulty in ensuring that railcars are placed at the necessary points to ensure the fulfillment of authorized rail movement, it has been decided to make temporary use of officers at present assigned to Regions which have not taken over their territory to assist in the satisfactory acquisition of freight cars.

2 To this end, Capt. C.P. SAVIGNON (30042) RaOC (B) is being sent to Bari to report to Major Jeffrey, and Lt. STRAND 01048609 C&C (A) is being sent to Naples to join Major Bowers.

3 Both of these officers will be sent to points in the field where difficulties exist, and it will be appreciated that their services will be useless without transport. Your assistance in that direction is therefore requested.

4. The officers are subject to recall on 24 hrs. notice from the Regional Headquarters Piemonte Region.

496

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

12 10
Declassified E.O. 12356 Section 3.3/NND No. 785021

TO : Regional Commissioner
South Region

SUBJECT : Movement of traffic.

1 Owing to the considerable difficulty in ensuring that railcars are placed at the necessary points to ensure the fulfillment of authorized rail movement, it has been decided to make temporary use of officers at present assigned to Regions which have not taken over their territory to assist in the satisfactory acquisition of freight cars.

2 To this end, Capt. C.P. SAVIGNON (30042) R&OC (B) is being sent to Bari to report to Major Jeffrey, and Lt. STRAND 01048609 CAC (A) is being sent to Naples to join Major Bowers.

3 Both of these officers will be sent to points in the field where difficulties exist, and it will be appreciated that their services will be useless without transport. Your assistance in that direction is therefore requested.

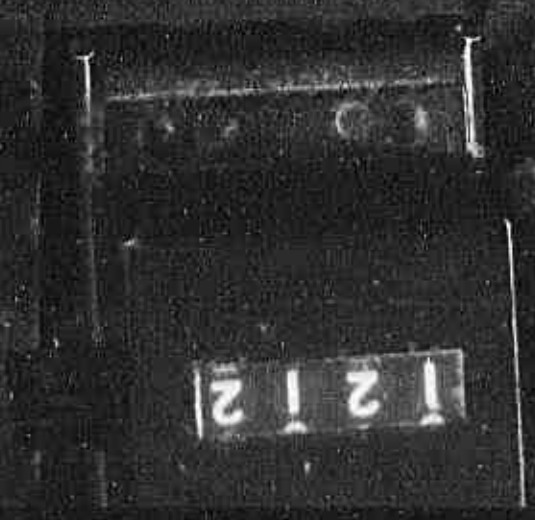
4. The officers are subject to recall on 24 hrs. notice from the Regional Headquarters Piemonte Region.

490

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

Copy to: Major Jeffrey Bari
Major Bowers Naples
Regional Commissioner Piemonte Region
Admin. Officer, T.S.C.

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


1 2 1 2