

2275

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

ACC

AC95/1/TN.4

10000/148/2164

RAIL TR
AUG.-NOV. 194

10000/148/2164

RAIL TRANSPORTATION - FREE

AUG. - NOV. 1944

SUBSTITUTING M.T.

1/aa 95/11/19

Labour Branch (Br),
Headquarters,
Rome Allied Area Command,
C.M.F.

Ref. ADM/3/617

Subject: Civilian Labour - Free Rail Travel

G-4 (Br),
Rome Allied Area Command.

26 September 1944.

M) 45 S.A. Workshops Coy.

1. The above unit located at Breda Works, situated on Route 6 - 15 kilos distant from Rome, is at present employing approximately 150 skilled civilian employees, the majority of whom are required to travel to and from Rome daily.
2. Due to restricted public transport services and whilst the number of employees has been comparatively small, the unit has utilised military transport to meet groups of workers at convenient collecting points and have conveyed them to and from the works.

3. It is now intended to increase the numbers of employees by two hundred (200) per week to a final maximum figure of fifteen hundred (1500) and a continuation of the present system will be impossible.

4. The vicinity of the works is served by an electric rail-tram service, operated by S.E.F.R. and it is now suggested that free travel facilities as approved in HQ AAI letter 2059/5/22 dated 28 July 1944 should be authorised and arranged and that the transport company be requested to operate a service at suitable hours to meet the anticipated passenger traffic.

5. Normal working hours at the works are from 0700 hours to 1715 hours daily and it is suggested that a suitable Rome terminus would be near Porta Maggiore.

6. In order that the present temporary road transport commitment may be reduced or discontinued, may the proposal be given immediate attention, please.

1/aa

At. Colonel,

1. The above unit located at Breda Works, situated on Route 6 - 15 kilos distant from Rome, is at present employing approximately 150 skilled civilian employees, the majority of whom are required to travel to and from Rome daily.

2. Due to restricted public transport services and whilst the number of employees has been comparatively small, the unit has utilised military transport to meet groups of workers at convenient collecting points and have conveyed them to and from the works.

3. It is now intended to increase the numbers of employees by two hundred (200) per week to a final maximum figure of fifteen hundred (1500) and a continuation of the present system will be impossible.

4. The vicinity of the works is served by an Electric rail-tram service, operated by S.E.F.R. and it is now suggested that free travel facilities as approved in HQ AAI letter 2059/5/22 dated 28 July 1944 should be authorised and arranged and that the transport company be requested to operate a service at suitable hours to meet the anticipated passenger traffic.

5. Normal working hours at the works are from 0700 hours to 1715 hours daily and it is suggested that a suitable Rome terminus would be near Porta Maggiore.

6. In order that the present temporary road transport commitment may be reduced or discontinued, may the proposal be given immediate attention, please.

1437

C.M.F.

WJB/TF

Lt. Colonel,
Assistant Director of Labour (Br),
H.Q. Rome Area.

COPIES : DADL (Civil) 2902 Civil Labour Unit.
Transportation Sub-Commission Region IV A.C.C.
No. 45 South African Workshops Coy (R.&H.) T.S.C. U.D.F.

95/1/18

G-4 New 3 Tn
Allied Force Headquarters
Tel No. Freedom 320

Nov. 3/47

SUBJECT: Free Travel for Civilian Employees.

To : Tn Sub-Committee,
Allied Commission,
POW.

Reference conversations Major Roswell - Capt Ping.

Herewith a paraphrase of a letter from (Q) Mait requesting that decision be given on the subject of free travel on privately owned vehicles for civilians employed by contractors who are working 100% for Allied Army depots etc.

1. "H.Q. A.A.I. under reference 2059/5/22 dated 28 July 44 authorized free rail travel for civilian labour directly employed by the Allied Armed Forces.

2. On 2 Sep 44, H.Q. A.A.I. proposed that the above instructions be amended to include civilian labour employed by civilian contractors working 100% for the Allied Armed Forces. Also H.Q. M.A.A.I. requested a ruling as to whether this authority could be extended to include tramways and the Funicolare railway at VOGHERO. On 27 Sep 44 in a minute to this branch it was stated by you that necessary action was being taken with regard to the foregoing.

3. A communication reference 786 Q dated 31 Oct 44 from 3 District (copy attached) has now been received requesting similar facilities for civilian employees at 557 B.C.D. This figure is considered by Ord (Dr) to be a fair estimate. May action also be taken on this request. A very considerable saving in W.D. transport would accrue from the use of the trolley bus service suggested.

4. In order that the necessary instructions may be issued please forward your reply as soon as possible."

The matter is one of urgency and I shall be glad to have your report as quickly as possible.

8 November 1944.

W.S.G. Roswell

W.S.G. ROSWELL, Major,
for Brigadier,
D.Q.M.G. (Nov 3/47) 14-6

Reference conversations Major Boswell - Capt Ping.

Herewith a paraphrase of a letter from (Q) main requesting that decision be given on the subject of free travel on privately owned vehicles for civilians employed by contractors who are working 100% for Allied Army Regts etc.

1. "H.Q. A.A.I. under reference 2059/5/22 dated 22 July 44 authorized free rail travel for civilian labour directly employed by the Allied Armed Forces.

2. On 2 Sep 44, H.Q. A.A.I. proposed that the above instructions be amended to include civilian labour employed by civilian contractors working 100% for the Allied Armed Forces. Also H.Q. M.A.A.F. requested a ruling as to whether this authority could be extended to include tramways and the Punicolare railway at VITERBO. On 27 Sep 44 in a minute to this branch it was stated by you that necessary action was being taken with regard to the foregoing.

3. A communication reference 766 Q dated 31 Oct 44 from 3 District (copy attached) has now been received requesting similar facilities for civilian employees at 557 B.C.D. This figure is considered by Ord (Br) to be a fair estimate. May action also be taken on this request. A very considerable saving in W.D. transport would accrue from the use of the trolley bus service suggested.

4. In order that the necessary instructions may be issued please forward your reply as soon as possible."

The matter is one of urgency and I shall be glad to have your report as quickly as possible.

8 November 1944.

W.S.O. Boswell
W.S.O. BOSWELL, Major,
for Brigadier,
D.Q.M.G. (Mov A. Tn),
1420

1/3

95/1116
M., Allied Armies in Italy.
Phone: MILAN 246.
Nov. 3/301.
7 Nov. 44.

Subject: Civilian Labour - Mail Transport

D.R.R.S.

Copies to: HQ. 1 District.
HQ. 61 Area.
Movements 1 District.
Mov. Ancona (from Nov 3/162/41 dated
31 Oct. refers)
D.D.Tn. Rlys. Ancona.

1. Ref. telephone conversation 7 Nov. (WITHOUSE - REMOIDS speaking).
2. In order that an economy may be made in the use of road transport in the ANCONA Area, it is confirmed that the following services are required for the movement of Civilian labour from and to the Military depots at which they are employed, and your approval for their inauguration is requested.

In view of the fact that these services are required to commence with effect 8 Nov. detailed train timings were investigated by Movements Ancona and the D.D.Tn. Rlys Ancona, and it has been confirmed by the D.D.Tn Rlys that the timings listed below are feasible and that the running of these trains will not in any way interfere with the already accepted capacities of the lines in question.

	OUT	ENTRAINING & DETRAINING STATIONS.	NOS. TO BE CALCULATED	RETURN
(a)	0530 0545 0559 0620 0641 0646 0700 0710 0715 0726	SAN GULIELMO CASTEL FANTIO MONTE CAROTTO JESI GEMARIVELLE CASTEL FANTIO FALCONARA " " PALOMBINA ANCONA	Approx 750 entraining and detrainig various stations on route.	1802 1748 1732 1711 1650 1645 1639 1616 1611 1600
(b)	0530 0556 0615 0632 0644 0647	MONDOLINO SENIGALLIA MARZOCCA MONTE MARCONO FALCONARA M FALCONARA.	Approx. 300 entraining and detrainig various stations on route, 1443	1733 1711 1652 1635 1622 1617

These services connect at FALCONARA with the train from and to SAN CARLOO.

3. It is presumed that 61 Area are making the necessary arrangements for the provision of the combined work permit and travel voucher which has to be issued to each Civilian travelling on these trains, and also will ensure that a consolidated return is passed

1. Ref. telephone conversation 7 Nov. (C)HOUSE - REMAINS SPANISH.

2. In order that an economy may be made in the use of land transport in the ANCOGA Area, it is confirmed that the following services are required for the movement of Civilian labour from and to the Military depots at which they are employed, and your approval for their inauguration is requested.

In view of the fact that these services are required to commence with effect 8 Nov. detailed train timings were investigated by Movements Ancone and the D.D.M. Rlys Ancone, and it has been confirmed by the D.D.M. Rlys that the timings listed below are feasible and that the running of these trains will not in any way interfere with the already accepted capacities of the lines in question.

		ENTRAINING & DETRAINING STATIONS		MOS. TO BE SAVED		RETURN	
(a)	OUT						
	0530	SAN QUINTAN		Approx. 750 entraining		1802	
	0545	CASTEL FLECHIO				1748	
	0559	MONTE CAMERO		and detrainning		1752	
	0620	JESI		various stations		1711	
	0641	CHINA VALLI		on route.		1650	
	0646	CASTEL FLECHIO				1845	
	0700	PALCONA				1630	
	0710	PALCIBINA				1816	
	0715	ANCONA				1611	
	0726					1600	
(b)							
	0530	MONDOLFO		Approx. 500 entraining		1733	
	0556	SENIGALLIA		and detrainning		1711	
	0615	MARZOCCHI		various stations		1652	
	0632	MONTE MARCANO		on route.		1635	
	0644	PALCONA				1622	
	0647					1617	

These services connect at PALCONA with the train from and to SAN CARLO.

3. It is presumed that 61 Area are making the necessary arrangements for the provision of the combined work permit and travel voucher which has to be issued to each Civilian travelling on these trains, and also will ensure that a consolidated return is passed through the normal channels to L.C.C. so that payment for travel may be made to the L.S.R. in accordance with HQ. L.C.C. L. Instruction issued under Ref. 2059/5/02 dated 28 July 44.

Perdellones

Bris.
D. O. M. G. (M)

TS.

Int. Dist.

Labour

Tn. Sub-Commission. A. C. C. /

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

CG/elc

File

95/1/15

28 October 1944

Del : 478701

Our Ref : AOC/TR/95/1

TO : Labour Branch (Br.)
HQ, Rome Allied Area Command
C.M.S.

SUBJECT : Civilian Labour - Free Rail Travel.

1. Reference your ADM/3/787 dated 26 Oct. '44, addressed to G - 4 (Br.) R.A.A.C.
2. Matter is receiving attention and you will be advised of result in due course.

D. S. Adams Capt
D. S. ADAMS
Colonel C.E.
Director Tr. Sub-Comm.

Copy to : Econ. Sect., HQ. AOC.
G - 4 (Br.), R.A.A.C.

164

95/1/14

Labour Branch (Dr),
Headquarters,
Home Allied Area Command,
C.M.F.

Subject: Civilian Labour - Pro Rail Travel.

Ref. ADM/3/ 157

Col. (Dr),
Home Allied Area Command.

26 Oct. 1944.

No. 45 SA Workshops Coy.

Reference this office letter ADM/3/617 dated 26 September 44 and your letter TSP/Lrt dated 29 September, 1944 addressed to HQ A.H.C. Region IV on the subject of an extension of rail service for civilian employees of the above unit, located at Proda Works on Route 6.

1. In view of the fact that employees are now requesting their hours of employment should be terminated before the usual hour to enable them to return home by the existing service, my Transportation Sub-Commission A.C.C. be requested to give an early decision on the proposal submitted for a special service.

C.M.F.

W. S. S. S. S.
Lt. Colonel,
Assistant Director of Labour (Dr),
H.Q. Home Area.

ADM/3/.

cc: 1st Transportation Sub-Commission, A.C.C., A.H.C. M.,
whose IV/95/1 refers.

MAIL (Civil) 2802 Civil Labour Unit.

No. 45 SA Workshops Coy (R & H) T.S.C., U.D.F.

143

ACR/af 95/1/13

HEADQUARTERS
ALLIED CONTROLS COMMISSION
Transportation Sub-Commission
APO 334

Tel. 47-704

ACC. IN/95/1

7 October 1944

TO : Economic Section
HQ ACC

SUBJECT : Free transport by rail for civilian workers.

1 - Reference is to letter ACC In 95/1/9 of 17 Sept.

2 - Attached hereto is a request from Military Sources for free conveyance by the ROMAN inter-urban tramway service on a free pass system, to replace military road transport.

3 - In addition to the demand for free conveyance, it will be noted that it is requested that services be provided to meet the workers needs.

4 - It is felt the growing proportions of this matter have now reached a stage where a police decision must be given.

5 - The military authorities are using the passes for urban tramway, inter urban tramway, and railway transit in Bari and Naples, and the request for an extension to Rome is a natural development.

6 - May policy guidance be given as soon as possible please.

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

Enclosure 1

(ADM/3/617 dated 26 Sept. 44)

1422

CO/td

95/1/12

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele : 478701

3 October 1944

ACC Tn/95/1/

SUBJECT : Civilian Labour - Free Rail Travel

TO : Labour Branch (Br)
Rome Area Allied Command
C.M.I.

1. Receipt of copy of your letter Ref. ADM/3/67
dated 26 September 1944 is acknowledged. *Reply will be
sent as soon as possible.*

as
B.S. ADAMS
Colonel, C.E.,
Director, Tn. S/C.

14.1

Labour Branch (Mr),
Headquarters,
Rome Allied Area Command,
C.M.F.

Ref. ADM/3/617

26 September 1944.

Subject: Civilian Labour - Proc Rail Travel.

G-4 (Er),
Rome Allied Area Command.

No. 45 S.A. Workshops Comd.

1. The above unit located at Breda Works, situated on Route 6 - 15 kilos distant from Rome, is at present employing approximately 150 skilled civilian employees, the majority of whom are required to travel to and from Rome daily.

2. Due to restricted public transport services and whilst the number of employees has been comparatively small, the unit has utilised military transport to meet groups of workers at convenient collecting points and have conveyed them to and from the works.

3. It is now intended to increase the numbers of employees by two hundred (200) per week to a final maximum figure of fifteen hundred (1500) and a continuation of the present system will be impossible.

4. The vicinity of the works is served by an Electric rail-tram service, operated by S.A.F.R. and it is now suggested that free travel facilities as approved in HQ AAI letter 2059/5/22 dated 20 July 1944 should be authorised and arranged and that the transport company be requested to operate a service at suitable hours to meet the anticipated passenger traffic.

5. Normal working hours at the works are from 0700 hours to 1715 hours daily and it is suggested that a suitable Rome terminus would be near Porta Maggiore.

6. In order that the present temporary road transport commitment may be red and or discontinued, may the proposal be given immediate attention, please.

C.M.F.

WCB/FF.

W. S. W. W.
Lt. Colonel,
Assistant Director of Labour (Er),
H.Q. Rome Area.

COPIES: PAUL (Civil) 2902 Civil Labour Unit.
Transportation Sub-Commission Region IV A.O.C.
No. 45 South African Workshops Coy (R. & N.) T.S.O. U.O.F.

AMT 1211/24
29 9-44

No. 45 S.A. Workshops Coy.

1. The above unit located at Breda Works, situated on route 6 - 15 kilos distant from Rome, is at present employing approximately 150 skilled civilian employees, the majority of whom are required to travel to and from Rome daily.
2. Due to restricted public transport services and whilst the number of employees has been comparatively small, the unit has utilised military transport to meet groups of workers at convenient collecting points and have conveyed them to and from the works.
3. It is now intended to increase the numbers of employees by two hundred (200) per week to a final maximum figure of fifteen hundred (1500) and a continuation of the present system will be impossible.
4. The vicinity of the works is served by an Electric rail-tram service, operated by S.M.F.R. and it is now suggested that free travel facilities as approved in HQ AAI letter 2059/5/22 dated 23 July 1944 should be authorized and arranged and that the transport company be requested to operate a service at suitable hours to meet the anticipated passenger traffic.
5. Normal working hours at the works are from 0700 hours to 1745 hours daily and it is suggested that a suitable Rome terminus would be near Porta Maggiore.
6. In order that the present temporary road transport commitment may be reduced or discontinued, may the proposal be given immediate attention, please.

C.M.F.

W.B./WT.

Lt. Colonel
Lt. Colonel,
Assistant Director of Labour (Br),
H.Q. Rome Area.

COPIES: DAIL (Civil) 2902 Civil Labour Unit.
Transportation Sub-Commission Region IV A.G.C.
No. 45 South African Workshops Coy (R. & H.) T.S.C. U.D.P.



1410

TNS/c 9812

Subject:- Free Railway Travel - Civilian Labour.

HQ ALLIED ARMY IN ITALY.

Tel:- FILPOT 207.

2059/5/02.

20 Sep 44.

AFHQ (3 Maint).

Further to this HQ 2073/1/3/02 dated 16 Sep., 44, on the subject of contract labour, and 2059/5/02 dated 28 July, 44, on the free travel scheme.

1. In view of the recent handover of territory, it is requested that you will negotiate with the Sub-Commission, ACC, the question of including in the free railway travel scheme labour employed by civilian contractors and working 100% on behalf of the Allied Forces in 2 and 3 Districts.
2. The Sub-Commission have already been informed that such an amendment to existing regulations is considered necessary by this HQ letter 2059/5/02 dated 2 Sep., 44, copy of which is attached.

[Signature]
General
Commander-in-Chief.

Copy to:- Q(Mov)

Tab

In Sub-Commission ACC)

} without enclosure.

1439

MEMORANDUM
ATTORNEY GENERAL
TRANSPORTATION SUB-COMMISSION
NO 396

Attch

12/25/54
17 pages, 14

62-22

SUBJECT: Free transport to rail for civilian workers.

1. Free transport, including rail.

1. It has been the practice of the military authorities to give free transportation to the civilian workers in their civilian employments. This is done on an individual basis for each worker, as well as for the family of each worker. In the civilian and military employments, a similar practice has been followed. The military authorities have been known to have given free transportation to the civilian workers.

2. The terms of this arrangement are substantially those set out in the letter of 7/15/54 of the Civilian Control Council, but in the letter from the Civilian Control Council, the Civilian Control Council has stated that it is not possible to make any further arrangements for the civilian workers. The Civilian Control Council has also stated that it is not possible to make any further arrangements for the civilian workers.

3. As far as the Civilian Control Council is concerned, the civilian workers are not to be given free transportation, and the Civilian Control Council has stated that it is not possible to make any further arrangements for the civilian workers.

4. In view of the position in the Department of Defense and the position of the Civilian Control Council, the Civilian Control Council has stated that it is not possible to make any further arrangements for the civilian workers. The Civilian Control Council has also stated that it is not possible to make any further arrangements for the civilian workers.

5. The Civilian Control Council has stated that it is not possible to make any further arrangements for the civilian workers. The Civilian Control Council has also stated that it is not possible to make any further arrangements for the civilian workers.

6. However, the Civilian Control Council has stated that it is not possible to make any further arrangements for the civilian workers. The Civilian Control Council has also stated that it is not possible to make any further arrangements for the civilian workers.

7. This, now proposed as a Civilian Control Council, is a Civilian Control Council, and it is not possible to make any further arrangements for the civilian workers. The Civilian Control Council has also stated that it is not possible to make any further arrangements for the civilian workers.

2. It has been the practice of the Military authorities to give free conveyance by road vehicle to their civilian employees when engaged in their normal employment for no further reason, and this has been applied to those employees who are engaged in the maintenance of the road network. The fact that the employees are engaged in a normal civilian occupation is not a consideration.

5. The manner in which the policy level, relative to the

Ed. D. & A. at Chicago.

J. A. Adams,
Colombia St. N. E. 10-5-54
Beverly St. N. E. 10-5-54

SUBJECT: Free Rail Travel for Civilian Employees of
Allied Forces.

TN SC 7762

To: 9
Copy to: G4
Labour
In Sub-Commission A.C.C. /

Hq. Allied Armies in Italy.
Phone: MILPOT 246
Nov 3/139
4 Sep 44

907/17

1. Reference your 2059/5/42 dated 2 Sep 44.
2. We are in agreement with the proposed amendment to the first para of this HQ letter 2059/5/42 dated 28 July 44.

W. D. Fellows

Brigadier,
DMS(H).

JDA/HR

1437

TRANS. S.C.

7937
927/16Subject: Free rail travel for civilians.

RE: ARMED ARMIES IN ITALY.

TO: MEMOR 209.

2059/5/52.

2 337/14.

6(1007)

Reference your MEMO 5/239 dated 31 AUG 52.

1. It is agreed that under the present scheme for free travel the facilities are restricted to those civilians who are direct employees of the Armed Forces.

2. Since, however, the original scheme was prepared (MIA) before decided that an attempt must be made to employ labour in rear areas through contractors. The object is to release military personnel employed on civil labour duties.

3. Thus in the future any civilians at present enjoying free travel facilities as "directly" employed labour will lose the facilities unless the terms of the scheme are amended. It is, therefore, proposed that the first paragraph of this MEMO dated 20 JULY 52, be amended to read as follows:-

"Approval has been given for the provision of free railway travel for civilian labour within:-

- (a) directly employed by the Allied Armed Forces
- (b) employed by civilian contractors, working 100% for the Allied Armed Forces.

In order that the present heavy road transport commitment may be reduced".

In addition to the application already received from Dockyard Superintendent, TARANTO, for the extension of facilities, an application has also been received in respect of workers employed in petroleum installations of MARSA and ARIP, who up till recently were directly employed by the Armed Forces, but who are now being paid by the Comitato Italiano Petroli.

4. Will you please say if you are in agreement with this proposed amendment.

[Signature]

1 1 0

HEADQUARTERS

2 Sept 44

2294

785021

Reference your letter 3/239 dated 31 Aug, 44.

1. It is agreed that under the present scheme for free travel the facilities are restricted to those civilians who are direct employees of the Armed Forces.
2. Since, however, the original scheme was prepared after having decided that an attempt must be made to employ labour in rear areas through contractors. The object is to release military personnel employed on civil labour duties.
3. Thus in the future any civilians at present enjoying free travel facilities as "directly" employed labour will lose the facilities unless the terms of the scheme are amended. It is, therefore, proposed that the first paragraph of this letter 3/239 dated 20 July, 44, be amended to read as follows:-

"Approval has been given for the provision of free railway travel for civilian labour of the following:-

- (a) directly employed by the Allied Armed Forces
- (b) employed by civilian contractors, working 100% for the Allied Armed Forces.

In order that the present heavy road transport commitment may be reduced:-

4. In addition to the application already received from Douglas Superintendent, TRENTO, for the extension of facilities, an application has also been received in respect of workers employed in petroleum installations of MAPA and ASEP, who up till recently were directly employed by the Armed Forces, but who are now being paid by the Comitato Italiano Petroli.

5. Will you please say if you are in agreement with this proposed amendment.



John Paul

1708

Original
D.O.M.S.

Copy to:- G-4
Labour
Transportation Sub Committee, AGO.

2295

SUBJECT:- Free Rail Travel for Civ Lab

95/1/8
3 District
Ext 19
786 Q
30 Aug 44

Q MI

Tn Sub Commission ACC
ST
Lab

Ref your 2059/5/Q2 of 28 Jul 44.

1. Civ lab employed at NAFTA and AGIP installations has previously been paid by the Armed Forces and provided with free travel vouchers, but is now employed and paid by CIP.
2. The point now arises as to whether such lab may continue to be provided with free rail travel vouchers. Number affected is approximately 400.
3. A British Military unit will remain in control of each installation.
4. Under the terms of para 1 of your above quoted letter, free travel facilities are limited to civ lab directly employed by the Allied Armed Forces.
5. A ruling is now requested as to whether the scheme may include civ lab employed by contractors who are themselves working 100% for the Allies. CIP would fall within this category.

JN/ocr

Alvan G. Smith
Maj Gen
Comd
(R.B. LEECH)

Subject:- Allied Forces-Free Rail Travel for Civ.Labour.

Tn Sub Commission A.C.C.
C.M.F.
Copy to :- HQ 57 Area
D/G.O.O.
L.C.O. (N)

HEADQUARTERS
557 B.O.D., CMF
CE/7/A
26 Aug. 44

Reference your Q 505/14 dated 4 Aug. 44.

1. The Attached letter from my Labour Control Officer (Naples Area of this B.O.D.) is forwarded for your information and comments.
2. It is realised that the suggested services may be beyond practical possibility, or that the times suggested can not be arranged.
3. If this is so, could alternative arrangements be suggested.

T.O.S.....1167.....B.

Capt.
For Col.C.O.O.
E.M.H.WILKES 1434

Subject: Civilian Transport.

10 i/c C.A.M. 557 B.O.D.
Copies to:-
DCO 557 BCD.
0 i/c Transport R.S.D.
OO 2SD.
OO RSD.

L.C.C. (N)
557 B.O.D. R.A.C.C.
C.A.M.
Reference LCM/2/A
Date 14th Aug. 1944

Reference your OM/7/A dated 10.8.44.

I have now investigated the possibilities of/using the free rail travel facilities offered in 3 District 786 dated 1.8.44.

The provision of free rail travel does not in itself help to reduce our road transport commitments in any way whatsoever.

The principal reason for this is the fact that trains are now so seriously overcrowded as to be quite un dependable. On any of the railways in or around the city it is a common sight to see trains full inside and with swarms of people clinging to the coaches, the engine, the buffers-any part that will give a foothold.

However, if we can have the following special laid on for our own workers, or say even for W.D. workers it will cut our transport commitments to a small fraction of what they are at present.

Actually however, I think a lorry to Vauxhall from 2SD would still be justified as it is expecting too much for clerks to spend so much time in travel.

Alternatively to having special train services, ~~transport~~ services covering these transport commitments would be suitable, and would probably prove much more satisfactory.

At any rate our requirements can be seen from the attached, and perhaps you will consider advising 3 District accordingly.

JB/LV
T.O.S.....D.

Lieut.,
L.C.C. (N)
557 B.O.D. RACC.
(J. Blaikie)

2298

I have now investigated the possibility of using the free rail travel facilities offered in 3 District 736 & dated 1.8.44.

The provision of free rail travel does not in itself help to reduce our road transport commitments in any way whatsoever.

The principal reason for this is the fact that trains are now so seriously overcrowded as to be quite undependable. On any of the railways in or around the city it is a common sight to see trains full inside and with swarms of people clinging to the coaches, the engine, the buffers-any part that will give a foothold.

However, if we can have the fol owing special laid on for our own workers, or say even for M.D. workers it will cut our transport commitments to a small fraction of what they are at present.

Actually however, I think a lorry to Vancouver from 2SD would still be justified as it is expecting too much for claims to spend so much time in travel.

Alternatively to having special train services, ~~TRAINWAY~~ services covering these transport commitments would be suitable, and would probably prove much more satisfactory.

At any rate our requirements can be seen from the attached, and perhaps you will consider advising 3 District accordingly.

JB/LV
T.C.S.....B.

Lieut.,
L.C.O. (N)
557 B.C.D. RACC.
(J. Blaikie)

1420

SPECIAL SERVICES REQUIRED.

17.40 Poggioreale (Linea Nola (500 Passengers)
17.45 to Staz. Vesuviana
17.35 Pietrarsa (State) for 2SD)
17.37 S.Giovanni (State) 150 Passengers)
17.50 to Central Stat.

18.00 Central Sta.
stations
to

18.10 Cumana Sta.
(400 Passengers)

change

18.15 Montesanto Sta.

18.20 Vomero
(Passengers)
80

17.55 Vesuviana (Napoli)
to

18.15 San Giorgio (80 Passengers)

18.30 Torre del Greco (190 passengers
Resina from San.Giorgio)

18.00 Central Sta.
to (170 passengers)

18.20 Casoria

SERVICES IN REVERSE. (INWARD). (MORNINGS)

06.15 Casoria
to

06.35 Central Sta.

Torre Del Greco 06.55
Resina 07.00

06.25 San Giorgio

06.35 Vesuviana (Napoli)

06.10 Vomero

06.15 Montesanto

change

06.25 Cumana Sta.

to

06.35 Central Sta.
change to

06.45 Vesuviana (Napoli)

06.50 Central (State Line)

1424

(400 Passengers)

change

18.15 Montesanto Sta.

18.20 Vomero
(Passengers)
8017.55 Vesuviana (Napoli)
to18.15 San Giorgio (80 Passengers)
to18.30 Torre del Greco (180 passengers
Resina from San.Giorgio)

18.00 Central Sta.

18.20 Casoria
to (170 passengers)S E R V I C E S I N R E V E R S E . (I N W A R D) . (M O R N I N G S)06.15 Casoria
to

06.35 Central Sta.

Torre Del Greco 06.55
Resina 07.00

06.25 San Giorgio

06.35 Vesuviana (Napoli)

06.10 Vomero

06.15 Montesanto
change06.25 Cumana Sta.
to06.35 Central Sta.
change to

1422

06.45 Vesuviana (Napoli)

06.50 Poggioreale

06.50 Central (State Line)

07.05 San Giovanni

07.10 Pietrarsa.

SUBJECT - Allied Forces - Free Rail Travel for Civ Labour

Q 57 Area (50)
 64 Sub Area (50)
 64 Garrison (20)

Tn Sub Commission AGO
 List A

3 District
 Ext 19
 786 Q
 1 Aug 44

1. Approval has been given under authy of All letter 2059/5/Q2 of 28 Jul 44 for the provision of free railway travel for civilian labour directly employed by the Allied Armed Forces, in order that the present heavy road transport commitment may be reduced.

2. The scheme will operate ref 7 Aug 44

3. Employing Units will provide a combined work permit and travel voucher to each civilian directly employed by them. Vouchers will be prepared in accordance with Appendix 'A' to this letter, and full information must be given for every employee.

4. The permit will be valid for four weeks, and will be stamped for each week by the employing Unit. At the end of each period of four weeks the permit will be surrendered and a new one issued.

5. Each employing Unit will render a return weekly to Area/Sub Area/Grn concerned, giving numbers of civilians conveyed on each rly. Where a journey involves travel on more than one rly, travel on each system must be recorded separately, but only one voucher will be issued to the civilian.

6. (a) Consolidated returns in respect of private rlys will be submitted weekly by Area/Sub Area/Grn to the AGO Divisional Superintendent.

(b) Returns in respect of the Italian State Rly will be submitted by Area/Sub Area/Grn to ISR Cago Compartimento, NAPLES.

(c) All returns will be accepted as correct unless proved otherwise.

7. Details of suitable passenger services for civilian labour operated in this District by the Italian State Rly are given at Appendix 'B'. All these services are daily (incl Sundays).

8. Frequent electric services are operated by other rlys between:-

(a) NAPLES - POGGIOREALE - NOLA - BAIANO.

(b) NAPLES - TORRE ANNUNZIATA - SCARFATI - POGGIOMARINO.

(c) NAPLES - S. ANASTASIA - S. GIUSEPPE - SARNIO.

1201

1. Approval has been given under authy of AMI letter 2059/5/92 of 28 Jul 44 for the provision of free railway travel for civilian labour directly employed by the Allied Armed Forces, in order that the present heavy road transport commitment may be reduced.
2. The scheme will operate wef 7 Aug 44.
3. Employing Units will provide a combined work permit and travel voucher to each civilian directly employed by them. Vouchers will be prepared in accordance with Appendix 'A' to this letter, and full information must be given for every employee.
4. The permit will be valid for four weeks, and will be stamped for each week by the employing Unit. At the end of each period of four weeks the permit will be surrendered and a new one issued.
5. Each employing Unit will render a return weekly to Area/Sub Area/Grn concerned, giving numbers of civilians conveyed on each rly. Where a journey involves travel on more than one rly, travel on each system must be recorded separately, but only one voucher will be issued to the civilian.
6. (a) Consolidated returns in respect of private rlys will be submitted weekly by Area/Sub Area/Grn to the AGC Divisional Superintendent.
(b) Returns in respect of the Italian State Rly will be submitted by Area/Sub Area/Grn to ISR Cargo Compartimento, NAPLES.
(c) All returns will be accepted as correct unless proved otherwise.
7. Details of suitable passenger services for civilian labour operated in this District by the Italian State Rly are given at Appendix 'B'. All these services are daily (incl Sundays).
8. Frequent electric services are operated by other rlys between:-
 - (a) NAPLES - POGGIOREALE - NOIA - BAIANO.
 - (b) NAPLES - TORRE ANNUNZIATA - SCAPATI - POGGIOMARINO. 141
 - (c) NAPLES - S. ANASTASIA - S. GIUSEPPE - SARNO.
 - (d) NAPLES - BAGNOLI - POZZUOLI - TORRE GAVENA.
9. Requests for allocation or addition to existing civilian passenger services will be made to the Sub District AGC (not the NAPLES 53853).

JN/stc

K. H. May

for Col
DA & QMG
(J. NUTTALL)

APPENDIX "A" TO 786 Q OF 1 AUG 44

NOT TRANSMITTABLE
(NON TRASFERIBILE)

WORK PERMIT

(PERMESSO DI LAVORO)

TO BE RETAINED BY EMPLOYEE AT ALL TIMES
(DEVE ESSERE SEMPRE PORTATO DAL LAVORATORE)

PERMITTED SUBJECT

(INTERESSIO DI VIAGGIO)

PAID AND/OR NO TRANSPORT FAVORITY
AUTHORIZED FOR PERIODS BEYOND
LIMITED

NAME

(NOME E COGNOME).....

(PEROVIA E TRASPORTO STRADALI
PAGAMENTO: DALLA DATA VEDERE SOTTO
AUTORIZZAZIONE PERIODICA)

ADDRESS
(ABITAZIONE).....

GRADE.....
(QUALIFICA)..... (PAGA).....

IDENTITY CARD NO (NO CARTE D'IDENTITA').....

REGISTRATION NO (NO DI RINVIAMENTO).....

NEXT OF KIN (PARENTE PIU PROSSIMO).....

THUMB PRINT

(IMPRONTA DEL POLICE)

NOT TRANSMITTABLE

(NON TRASFERIBILE)

FACTORY AT WHICH EMPLOYED.....

UNIT STATE INDEX
ENDING

③ Delete which ever are inapplicable

APPENDIX "B" to 736 Q
of 1 Aug 44

READ DOWN	READ UP
1715	NAPLES S. 0800
1723	S. GIOVANNI 0747
1733	PIETRARSA 0742
1739	POMIOLI 0737
1747	TORRE DEL GRECO 0729
1806	TORRE A. GERSA 0710
1816	TORRE A. CENTRAL 0704
1823	POMIOLI 0654
1829	SANTANI 0648
1839	AVANTI 0638
1847	PAGANI 0630
1854	ROTERA I.P. 0625
1900	NOGERA 0620
1910	NOGERA SUP. 0616
1937	SAVA 0606
1946	VALENTI 0545
2000	SALERNO 0520
0645	1757
0657	1718
0735	1733
0747	1742
0803	1645
Stop	
0640	1752
0706	1728
1715	Stop
1728	0806
1739	0754
1804	0740
1816	0717
1240	0700
1250	1220
1255	1212
1305	1207
1325	1200
0730	1140
0740	1740
0745	1732
0755	1727
0815	1720
	1700
0420	2120
0432	2141
0440	2106
0447	2058
0456	2046
0504	2035
0513	2025
0525	2013
0531	1956
0536	1950
0540	1945
0545	1940
0552	1931
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1739	PONTI	0737	
1739	FORTE DEL GRECO	0729	
1747	TORE A. GEMMA	0710	
1806	TORE A. CENTRAL	0704	
1816	POMER	0654	
1823	SCHIAVI	0648	
1829	ASCHI	0638	
1832	PALMI	0630	
1847	POCERA INT.	0625	
1854	POCERA	0620	1757
1900	NOGHERA SUP.	0616	1718
1910	NOGHERA SUP.	0606	1733
1937	NOGHERA SUP.	0545	1742
1946	NOGHERA SUP.	0520	1645
2000	NOGHERA SUP.		
0645	Stop		1752
0657			1728
0735			
0747			
0803			
0815			
0840			
0706			
1715	SALerno	Stop	
1728	PORTO CERREALE	0803	
1739	PORTO CERREALE	0754	
1804	PORTO CERREALE	0740	
1816	PORTO CERREALE	0717	
1840	PORTO CERREALE	0700	
1846	PORTO CERREALE		
1840	PORTO CERREALE	0630	1220
1850	PORTO CERREALE	0622	1212
1855	PORTO CERREALE	0617	1207
1905	PORTO CERREALE	0610	1200
1925	PORTO CERREALE	0550	1140
1925	PORTO CERREALE		1740
1925	PORTO CERREALE		1732
1925	PORTO CERREALE		1727
1925	PORTO CERREALE		1720
1925	PORTO CERREALE		1700
0420	AVELLINO	2120	
0432	S. MONTANO DI BERLINO	2111	
0440	SILVANO	2106	
0447	SOLOFRA	2058	
0456	MONTORO SUP.	2046	
0504	BOLOGNA	2035	
0513	MONTORO SUP.	2023	
0525	S. SEVERINO ROTA	2013	
0534	VALLE S. SEVERINO	1956	
0536	VALLE S. SEVERINO	1950	
0540	VALLE S. SEVERINO	1945	
0545	VALLE S. SEVERINO	1940	
0552	VALLE S. SEVERINO	1931	
0556	VALLE S. SEVERINO	1927	
0559	VALLE S. SEVERINO	1920	
0530	SALERNO	0754	1951
0539	VALLE S. SEVERINO	0743	1943
0552	VALLE S. SEVERINO	0730	1930
0600	VALLE S. SEVERINO	0722	1922
0605	VALLE S. SEVERINO	0715	1915

NAPLES PIAZZA CALABRITTO - PIAZZA CAVOUR - MONTECATINI - PIAZZA
ANTERO - MONTICELLI - PIAZZA LORRAINE - CALPI FLEGGIA - DIOROLI

Every 20 minutes between NAPLES PG and CALPI FLEGGIA.

Every hour between NAPLES PG and DIOROLI.

2307

110