

ACC

AC136/TN4

10000/148/2229

PAIL TRAIN

FEB-NOV. 1944

0244

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

10000/148/2229

RAIL TRANSPORT UNDER AC CONDITIONS
FEB-NOV. 1944 CALABRIA PROVINCE

0243

CONFIDENTIAL

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

TO: HQ AC FOR ADAMS ATTN CCL VIXING

SIGNAL MESSAGE CENTER No: 7/C8

FROM: PLAIR REGGIO

CLASSIFICATION:

REFERENCE No:

PRECEDENCE: IMMEDIATE

DATE AND TIME OF ORIGIN: NOV 07 18 15A OFFICE OF ORIGIN:

CONFIDENTIAL.

Signal has been received from MOVHIT asking to what extent port tonnages have been met. As this sub commission have no personnel at loading points the railway has been asked to provide the information and MOVHIT has been advised of the action. Other requests have been made on matters of purely MOV and TN nature. What are your instructions. Are we to act as MOV and TN representatives.



ACTION

CONFIDENTIAL

4391

TO: HQ AC FOR ADAMS ATTN COL VINING
 SIGNAL MESSAGE CENTER No: 7/08
 FROM: BLAIR REGGIO
 CLASSIFICATION: IMMEDIATE
 PRECEDENCE: IMMEDIATE
 REFERENCE No:
 DATE AND TIME OF ORIGIN: NOV 07 18 15A OFFICE OF ORIGIN:

CONFIDENTIAL.

Signal has been received from MCVWIT asking to what extent port tonnages have been met. As this sub commission have no personnel at loading points the railway has been asked to provide the information and MCVWIT has been advised of the action. Other requests have been made on matters of purely MOV and TN nature. What are your instructions. Are we to act as MOV and TN representatives.



*AC 7/08
 From - TN 30 (2)
 From - After
 From Sec
 From
 From*

ACTION

CONFIDENTIAL

4331

DATE and Time of RECEIPT NOV 08 08 30A

Distribution:

136/40

MOV REGGIO CALABRIA

AC FROM ADAMS
6244

PRIORITY
TTTT SC

9 NOV 44

CONFIDENTIAL PD

PARA ONE PD YOUR SIGNAL NOV ZERO SIX ONE SIX THREE FIVE ABLE PD
PARZEN TO MOV REGGIO CALABRIA FOR BLAIR FROM AC FROM ADAMS SIGNED STONE

PARZEN

PARA TWO PD UNDERSTAND LOCOMOTIVE WAS SENT REGGIO CALABRIA DIVISION
BY MIKE ROGER SUGAR THREE DAYS AGO PD PLEASE SIGNAL IF THERE IS
STILL DIFFICULTY PD

NICHOLAS PIOMBINO
ORG. U.S.A.
Asst. Adjutant

4330

A LIED CONTROL COMMISSION
INCOMING MESSAGE

C/165

TO: DDMRI, HQ AC FOR ADMIS ROME

SIGNAL MESSAGE CENTER No: 61/6

FROM: PLATH REGGIO

CLASSIFICATION: IN CLEAR

REFERENCE No:

PRECEDENCE: IMMEDIATE

DATE AND TIME OF ORIGIN: NOV 061635A OFFICE OF ORIGIN:

Due to 3 Sub Stations on Section SAPRI BATTIPAGLIA being under repairs there is shortage of electric power and trains cannot clear military loads. The sub stations will be repaired in two weeks. Require a steam loco on this section in meantime. None available in CALABRIA. May one be borrowed from SALERNO. 80 loads waiting to be lifted. Please arrange.

Dist

Action - Tn SC (2)
Info - A/CC
Econ Sec
File



ACTION

4329

DATE and Time of RECEIPT NOV 061913A

Distribution:

TRANSPORTATION SUB-COMMISSION
ALLIED CONTROL COMMISSION
 PROVINCE OF REGGIO IN CALABRIA

136/38

SUBJECT: COMMUNICATIONS.

REF: REG 2/4/4
 REGGIO CAL.
 28 OCT 44

TO: H.Q. A.C.C.
 TN SUB=COMM
 A.P.O. 394

1. Acknowledging your letter 20 Oct 44 File ACC/TN/136 re Signal Communications when MOV & TN move.
2. Arrangements have been made for the continued use of the facilities as at present as the through telephone line and Signal Section will remain to pass traffic to your H.Q. and to M.R.I.
3. Please arrange for pom signal to come in clear instead of cypher to speed up getting loading tables to Railway.

Restricted

AF.H.Q.

W. F. Blair.
 W.F. BLAIR, MAJOR
 DIV. SUPT. TN SUB=COMM

4328

Subject:- Movement Control in Calabria

HQ Movement

West Italy

CMF

Q(M)R/16

8 Oct

To:- G4 Mov & Tn., AFHQ

Copy to:- Tn Sub Commission, HQ ACC Rome. (3)
Div Supt. Tn Sub Comm ACC Reggio di Cal
Mov Reggio

Herewith for information copy of memorandum of a meeting held at Mov Reggio on 3 Oct.

2. Recommendations for withdrawal of Movement Control staff from Sicily and Calabria will be forwarded under separate reference

E. Conzatti
+ LQMG(M)

Movement Control West Italy

4327

CONFIDENTIAL

HQ Movements
Wes. Italy
CMF

MEMORANDUM OF MEETING AT HQ MOVEMENTS
REGGIO DI CALABRIA ON 3 OCT 44

Q(M)R/16
8 Oct 1944

Present

Maj Ayers, DAGMG(M) Movwit
Maj Richardson, ACC Tn Sub Comm, HQ Rome
Maj Blair, Div Supt ACC Tn Sub Comm, Calabria
Capt Sir P. Wombwell St, S/C Q(M), Mov Reggio
Capt Irvine-Lynch, ACC Tn Sub Comm, Calabria

1. The meeting was held with a view to putting into full operation the provisions of ACC Tn Memo No 3 of 27 Apr 44, and also to make preliminary arrangements for the possible withdrawal of Movement Control staff from Calabria in the near future.
2. Supervision of the operation by ISR of the railways in Calabria should rest with ACC Transportation Sub Comm for Calabria, of which Maj Blair is Div Supt. and operation of the Reggio-Messina Ferry by ISR should be supervised by ACC Tn Sicily in conjunction with ACC Tn Calabria. Considerable responsibilities in connection with railway and ferry operation are at present undertaken by Mov Reggio: Capt Wombwell will arrange to hand over to Maj Blair by 21 Oct 44.
3.
 - (a) Military traffic for movement by rail within Calabria will be authorised by Mov Reggio and rail service arranged by Mov through Div Supt ACC Tn. If necessary a weekly programme will be prepared by Mov.
 - (b) Rail Movement of military traffic into, out of, or through Calabria, as authorised by AMHQ POM will similarly be arranged by Mov through Div Supt ACC.
 - (c) ACC and Civil traffic for movement by rail into, out of, or through Calabria is advised to Div Supt by HQ ACC Tn Sub Comm for arrangement by the former.
 - (d) ACC and Civil traffic for rail movement within Calabria will be authorised and arranged by Div Supt ACC.
Present system of indents for civil traffic to Mov Reggio will shortly be withdrawn, and Div Supt will arrange to issue a weekly loading programme.
ACC HQ will arrange distribution of official wagon labels.
4. Whilst Mov Reggio remain in Calabria, HQ staffs and communication facilities will be pooled, the two HQs being in adjacent offices in the same Ry HQ building.
5. When Movement Control staff are withdrawn, ACC Div Supt will take over all or such of the present civilian staff as he may require; and adequate civil and railway communication facilities will remain available for ACC use.

4323

1. The meeting was held with a view to putting into full operation the provisions of ACC Tn Memo No 3 of 27 Apr 44, and also to make preliminary arrangements for the possible withdrawal of Movement Control staff from Calabria in the near future.
2. Supervision of the operation by ISR of the railways in Calabria should rest with ACC Transportation Sub Comm for Calabria, of which Maj Blair is Div Supt. The operation of the Reggio-Messina Ferry by ISR should be supervised by ACC Tn Sicily in conjunction with ACC Tn Calabria. Considerable responsibilities in connection with railway and ferry operation are at present undertaken by Mov Reggio: Capt Wombwell will arrange to hand over to Maj Blair by 21 Oct 44.
3.
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 - (b) Rail Movement of military traffic into, out of, or through Calabria, as authorised by AMHQ POM will similarly be arranged by Mov through Div Supt ACC.
 - (c) ACC and Civil traffic for movement by rail into, out of, or through Calabria is advised to Div Supt by HQ ACC Tn Sub Comm for arrangement by the former.
 - (d) ACC and Civil traffic for rail movement within Calabria will be authorised and arranged by Div Supt ACC. Present system of indents for civil traffic to Mov Reggio will shortly be withdrawn, and Div Supt will arrange to issue a weekly loading programme. ACC HQ will arrange distribution of official wagon labels.
4. Whilst Mov Reggio remain in Calabria, HQ staffs and communication facilities will be pooled, the two PWs being in adjacent offices in the same Ry HQ building.
5. When Movement Control staff are withdrawn, ACC Div Supt will take over all or such of the present civilian staff as he may require; and adequate civil and railway communication facilities will remain available for ACC use.
6. Maj Blair will consider what civilian staffs and signal facilities he will require to retain at out stations, e.g. Crotone, Cosenza, etc.
7. When Movements staff are withdrawn from Sicily, a Mov Liaison Officer will be left at HQ 70 Sub Area. Military movement of personnel and stores in Sicily and Calabria will then be negligible.

Cont'd.....

4328

- Sheet 2 -

7. A.C.C. will arrange for ACC Military Police through Questura to deal with issue of permits for Messina ferry, and issue will be limited to 500 per ferry with two ferry trips per day.
8. One passenger train of 10 coaches and brake van for civilians is run up the West Coast route from Reggio to Salerno. No additional trains will be run without the assent of ACC HQ. Apart from the scheduled passenger train services, movement of civilian refugees by rail will be in organised parties specifically authorised and arranged by HQ ACC through AFHQ.
9. A.C.C. Supply and Coal ships discharging at Calabrian Ports will be the responsibility of A.C.C. Supply Officer, in conjunction with Maj Blair.
10. It was provisionally agreed that subject to assent of AFHQ, there appeared to be no reason why Movement Control staff should not be withdrawn after 31 Oct., by which date it is anticipated that movement of military stores and personnel to and from Sicily will virtually have ceased; there being no appreciable movement commitment in Calabria apart from this through traffic.

4325

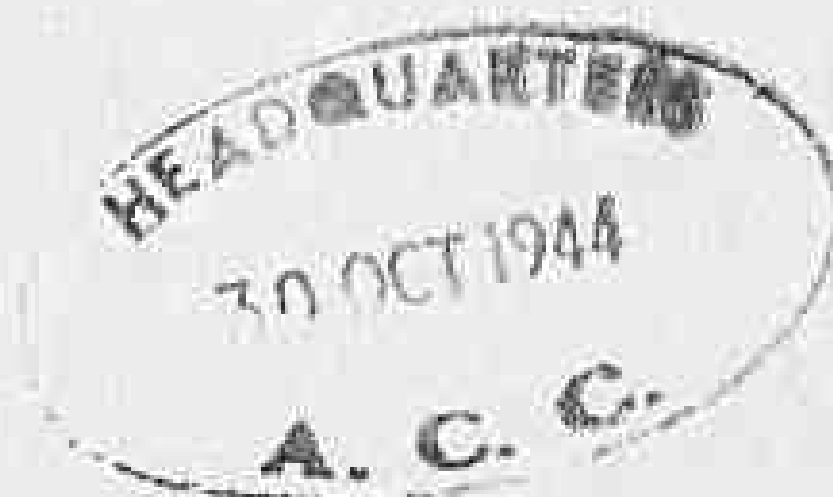
CONFIDENTIAL
 ALLIED CONTROL COMMISSION
 INCOMING MESSAGE

TO: MOV WEST ITALY, MOV ROME, MOV MIA, 56 SUB AREA, TPT S/COMMISSION,
NAPLES, TPT S/COMMISSION ROME ++ SIGNAL MESSAGE CENTER No: N
 FROM: MOV REGGIO CLASSIFICATION: _____
 REFERENCE No: MOV 0406 PRECEDENCE: IMMEDIATE
 DATE AND TIME OF ORIGIN: Oct 29 1235A OFFICE OF ORIGIN: _____

++: DARI, RAILHEAD S/AREA FOLIGNO, MOV VAIRANO.

CONFIDENTIAL.

Ref MOVWIT Signal MOV/1082 of 27 Oct 44. MOV REGGIO and all
 rept all CALABRIAN RTOS and ESOS will close down wef 2359 hrs 31
 October 1944. This will include ESI MESSINA. Authority AGMG(M)
 MOVWIT. English speaking Italians will watch movement control
 interests at all junction points and main stations until further
 notice. All informed.



ACTION

Dist
 Act: *TN S/c* (2) ✓
 inf: *Alco*
KCM Sec.
Preray S/c
File

4324

CONFIDENTIAL

DATE and Time of RECEIPT October 30 0900

Distribution:

Special Train

TRANSPORTATION SUB COMMISSION

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

136/35

SUBJECT: SPECIAL TRAIN SERVICE.

REF: REG I/I/7

TO:

23 AUG 44

H.Q. A.C.C.

TH SUB=COMM

A.F.O. 394

1. A request has again been presented by the Capo Movimento, I.S.R. Reggio to operate a special service with first class accommodation, using one diesel rail car for the purpose, between Reggio and Bari and between Reggio and Salerno. One return trip to each place per week.
2. The road transport Officer Region VII has also asked for this service to accommodate Government Officials who now travel by road, and thus save petrol.
3. It is expected that some army officers would take advantage of this service but the number would be small leaving plenty of room for first class paying passengers. In fact the Railway hope to realize 24000 lire per trip.
4. It is stated that a similar service is operated on the Naples and Bari Divisions and as this area is more isolated with very poor passenger accommodation it is felt that this is a request worthy of favorable consideration.
5. Will you please authorize.

(1) This has been proposed but turned down 4323 having military courier trapped and if the answer is yes, it was anticipated it would be a problem for the station. W. F. BLAIR, MAJOR
Perlight Summary Schedule DIV SUPT IN SUB=CCAM

0256

TT SUP=COMM

A.F.O. 294

1. A request has again been presented by the Capo Movimento, I.S.R. Reggio to operate a special service with first class accommodation, using one diesel rail car for the purpose, between Reggio and Bari and between Reggio and Salerno. One return trip to each place per week.
2. The road transport Officer Region VII has also asked for this service to accommodate Government Officials who now travel by road, and thus save petrol.
3. It is expected that some army officers would take advantage of this service but the number would be small leaving plenty of room for first class paying passengers. In fact the Railway has to realize 24000 lire per trip.
4. It is stated that a similar service is operated on the Naples and Bari Divisions and as this area is more isolated with very poor passenger accommodation it is felt that this is a request worthy of favorable consideration.
5. Will you please authorize.

(1) This has been proposed but turned down 4323 heavy military traffic and it then drew up the existing One was inaugurated it would be a great benefit to the country
W. F. BLAIR, MAJOR
Night running schedule DIV SUP IN SUB=COMM

4 The Naples Bari Diesel was only one ~~train~~ ^{train} for the period when the head of the Italian Govt. was visited at Salerno and has now been cancelled.
The is a possibility that the proposition may be entertained in a few weeks & with that in view the proposition will be submitted for consideration at the next T.N. Council meeting.

136/114-32
6788 (2)

REC-2

Transportation (British).

H. Q. A. A. I.

SECRET.

Tn.A.1/49.

11th August '44.

SUBJECT - Organisation - Railway Operating.

1. Reference is made to this office letter Tn.A.1/49 dated 11th May 1944.

Cwing to additional Railway Operating commitments having already arisen and further commitments being likely to arise further North in the near future, it will be necessary to curtail the MRS supervision now being exercised by us in the EARL Compartments to the barest minimum and to leave the operation to the I.S.R. under general supervision of D.G.M.R.S. AFHQ.

2. As the greater part of the traffic in the compartment is of a military nature and is likely to remain so, the direction of such traffic will remain in the hands of Movements who will put their demands direct on I.S.R. instead of, as at present, through our staff.

3. It will however be necessary for the D.G.M.R. to retain control under the following heads :-

- (a) Operating.
- (b) Locomotive and Wagon repair and maintenance.
- (c) Maintenance of track.
- (d) Stores provision.

The necessary measure of control will be exercised as follows :-

(a) Operating.

A small staff will be retained to enable statistics to continue to be submitted to this office as at present.

(b) Locomotive and Wagon repair and maintenance.

It will be desirable to hand over as early as possible to I.S.R. the responsibility for locomotive and wagon repair and maintenance.

4322

SUBJECT -- Organisation - Railway Operating.

1. Reference is made to this office letter Tn.A.1/49 dated 11th May 1944.

Cwing to additional Railway Operating commitments having already arisen and further commitments being likely to arise further North in the near future, it will be necessary to curtail the I.R.S. supervision now being exercised by us in the BARI Compartiments to the barest minimum and to leave the operation to the I.S.R. under general supervision of D.C.-M.R.S. AFHQ.

2. As the greater part of the traffic in the compartimento is of a military nature and is likely to remain so, the direction of such traffic will remain in the hands of Movements who will put their demands direct on I.S.R. instead of, as at present, through our staff.

3. It will however be necessary for the D.C.M.R. to retain control under the following heads :-

- (a) Operating.
- (b) Locomotive and Wagon repair and maintenance.
- (c) Maintenance of track.
- (d) Stores provision.

The necessary measure of control will be exercised as follows :-

(a) Operating.

A small staff will be retained to enable statistics to continue to be submitted to this office as at present.

(b) Locomotive and Wagon repair and maintenance.

It will be desirable to hand over as early as possible to I.S.R. the responsibility for Locomotive and Wagon repair and maintenance under general plan of Asst G.M. Equipt, M.R.S. It is also however essential that the present standards of production and programming are maintained and to ensure this, a small staff will be retained in the FOGGIA shops until such times as it is apparent that the I.S.R. are able to produce results to the scale and standard required.

(c) Maintenance of Permanent Way.

Major Heath will continue to supervise maintenance of permanent way, both main line and in Depots; he will also be responsible for supervising the reconstruction of bridges which are

4322

SHEET 2.

shortly to be undertaken by the I.S.R. and for submitting schemes for new work in depots which may be required by Movements. For the above he will be responsible direct to A.D.Tn.4 and not to D.D.Tn(Railways) as formerly. Indents for any stores required by I.S.R. for the above, beyond their own resources, will be submitted to A.D.Tn.4. See para (d) below re stores.

(d) Stores Provision.

Owing to shortage of Stores staff it will be essential for A.C.C. to exercise a large measure of control both as regards screening of requirements submitted by I.S.R. and also as regards provision.

A.C.C. have therefore agreed to set up as soon as possible a suitable staff at BART whose responsibilities will be to co-ordinate and screen demands from I.S.R. and arrange procurement; this applies to all stores excepting those mentioned in para (c) above. It is realised that it will take A.C.C. some time to get this machinery working and in the meantime A.D.Tn.2 must arrange to give A.C.C. all the assistance he can; furthermore until A.C.C. have arranged for provisioning on their own account will be essential for A.D.Tn.2 to keep in close touch with the situation since TN will be the only source of supply for certain items for some considerable time to come. yes.

A separate directive will be issued on the subject shortly.

4. A.C.C.

Until such times as military traffic becomes of such a volume as to warrant handing over complete control to A.C.C., as contemplated by General Order No 60 A.F.H.Q. dated 22nd October 1943, Administrative Instruction No 15 dated 11th December 1943 and Administrative Memorandum No 76 dated 9th November 1943, the latter's responsibilities will be limited to :-

- (a) Submission of demands for movement of A.C.C. traffic (goods or personnel) to Movements for acceptance in accordance with priorities and available capacity as at present.
- (b) The screening of stores demands submitted by I.S.R. as indicated in para 3 above.

4321

beyond their own resources, will be submitted to A.D.Tr.4. See para (d) below re stores.

(d) Stores Provision.

Owing to shortage of Stores staff it will be essential for A.C.C. to exercise a large measure of control both as regards screening of requirements submitted by I.S.R. and also as regards provision.

A.C.C. have therefore agreed to set up as soon as possible a suitable staff at EARI whose responsibilities will be to co-ordinate and screen demands from I.S.R. and arrange procurement; this applies to all stores excepting those mentioned in para (c) above. It is realised that it will take A.C.C. some time to get this machinery working and in the meantime A.D.Tr.4 must arrange to give A.C.C. all the assistance he can; furthermore until A.C.C. have arranged for provisioning on their own account will be essential for A.D.Tr.4 to keep in close touch with the situation since TN will be the only source of supply for certain items for some considerable time to come. yes.

A separate directive will be issued on the subject shortly.

4. A.C.C.

Until such times as military traffic becomes of such a volume as to warrant handing over complete control to A.C.C., as contemplated by General Order No 60 A.F.H.Q. dated 22nd October 1943, Administrative Instruction No 15 dated 11th December 1943 and Administrative Memorandum No 76 dated 9th November 1943, the latter's responsibilities will be limited to:-

- (a) Submission of demands for movement of A.C.C. traffic (goods or personnel) to Movements for acceptance in accordance with priorities and available capacity as at present.
- (b) The screening of stores demands submitted by I.S.R. as 4321 indicated in para 3 above.

5. With reference to the Appendix attached to the above quoted letter, D.D.Tr (Railways) will take over responsibility for the operation of the line ORTE - FOLIGNO - FALCONARA, FOLIGNO - BASTIA and ANCONA - BOLOGNA.

The sections ORTE - FOLIGNO and FOLIGNO - BASTIA are already in operation and he will be prepared to take over the remaining portions as and when they become available.

The section FALCONARA - BOLOGNA will be opened initially as a single line section but he must be prepared eventually to

X. I said I could not send Major Baister and he would not be available to any other work

Sheet 3

operate this section as double line.

The present estimated data for commencing operation of the section FOLIGNO - FALCONARA and ANCONA - FALCONARA is September 7th. No data can at present be given for the next FALCONARA - BOLOGNA.

It will be necessary to feed in locomotive and stock required for the operation of the section FOLIGNO - FALCONARA and ANCONA - BOLOGNA.

Agreed D.C.M.R.S.

DISTRIBUTION :-

DQMG (Nov). AAI

D.C.E.R.

A.C.C.

DDTn (Railways) HQ, IER.

DDTn (Docks) HQ, 2 District.

No. 1. Railway Operating Group. R.E.

2 Railway Operating Group. R.E.

6 Railway Operating Group. R.E.

163 Railway Workshops Coy. R.E.

INTERNAL DISTRIBUTION :-

D.Tn.

D.D.Tn.

(R.D. TACHONI)

Brigadier.

Director of Transportation.

4320

6.
4.
2.
10.
4.
1.
1.
1.
1.

1.
1.

operate this section as double line.

The present estimated date for commencing operation of the section FOLIGNO - FALCONARA and ANCONA - FALCONARA is September 7th. No date can at present be given for the start FALCONARA - BOLOGNA.

It will be necessary to feed in locomotive and stock required for the operation of the section FOLIGNO - FALCONARA and ANCONA - BOLOGNA.

11/11/41 - 7/11/41
3/11/41

Agreed D.C.L.R.S.

(R.D. NICHOLSON)

Brigadier.

Director of Transportation.

DISTRIBUTION :-

DqMC (Mov). AAI

D.C.L.R.

A.C.C.

DDTn (Railways) HQ, ISR.

DDTn (Docks) HQ, 2 District.

No. 1. Railway Operating Group. R.E.

2 Railway Operating Group. R.E.

6 Railway Operating Group. R.E.

163 Railway Workshops Coy. R.E.

6.
4.
2.
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1.

4320

INTERNAL DISTRIBUTION :-

D.Tn.

D.D.Tn.

All Sections

1.
1.
6.

INFORMATION :-

D.C.L.R.S., A.F.H.Q.

D.D.Tn A.T.H.Q.

Mov, West Italy.

Mov, East Italy.

A.D.Tn Rear 8 Army.

1.
1.
1.
4.
1.

ADJUTANT GENERAL
MOVING INSTRUCTION No. 1
MOVING INSTRUCTION No. 1

Movements
Nov 1/5
Nov 1/5

24 Feb 44

Boundaries.

1. The boundaries of the Movements are controlled by Nov Regio which is issued in detail in a separate order, but for the purpose of this instruction the boundaries shall be taken as a line drawn

Monte Carlo exclusive
Legnano exclusive
Marina di Marone exclusive

Responsibility

2. The responsibility for all Movements within the limits of the Regio shall be with Nov Regio. They will in turn be responsible direct to Nov Regio. The A.F.M. to which they will refer all matters of policy. Nov Regio will delegate local authority to Nov Comando as necessary.

Rail Traffic.

3. Military Moves

Moves arising from No 1 District will be restricted to 600 all ranks daily. Such moves will be ordered by signal to

Nov Regio
Nov Trento and
Nov West of West Italy
reported to Nov Trento

seven days before it is desired to effect the move.

On receipt of this signal Nov Regio in conjunction with Railway Ops will agree a proposed timing and date for the move and signal details to all concerned. Nov Regio at the same time will place a firm limit on the time for the necessary stock.

Similar arrangements will operate for moves originating in the road controlled by Nov East and Nov West Italy proceeding to Reggio.

Operational or exceptional moves calling for more than one train daily from or to Reggio will only be authorised by A.C. Nov Regio. A.C. will be in agreement with O.C.I.M.

Signature of all personnel details and special train will be attached

1948

0263

136/12

1. The boundaries of the Movement Area controlled by Nov Regio will be issued in detail in a separate order, but for the purpose of this instruction such boundaries will be taken as a line drawn

Montecitorio exclusive
Esquilino exclusive
Martina as Market exclusive

Responsibility

2. The responsibility for all Movement Control within Calabria will rest with Nov Regio. They will be responsible direct to Nov Regio. Each P.M.O. to whom they will refer all matters of Regio. Nov Regio will delegate local authority to Nov Regio as necessary.

Roll Traffic

A. Military Movement

Movements arising from No 1 District will be restricted to 600 all coming daily. Such Movements will be offered by signal to

Nov Regio
Nov Toronto Unit
Nov Regio or West Italy
repeated to Nov Milano

seven days before it is desired to effect the move.

On receipt of this signal Nov Regio in conjunction with Railway Ops will agree a proposed time, and date for the move and signal details to all concerned. Nov Regio at the same time will place a firm indent on Rly Ops for the necessary stock.

Similar arrangements will operate for moves originating in the area controlled by Nov Regio West Italy proceeding to Regio.

Operational or exceptional moves calling for more than one train daily from on to Regio will only be authorised by D.C. Nov Regio. Such moves will be agreed with D.C.M.P.

Departure of all personnel details and special orders will be arranged by Nov Regio by immediate signal to

Nov receiving area
Nov receiving Sub Area
repeated to Nov Milano.

4319

MILITARY MOVEMENT AND RAIL STATION TRAFFIC

4. Authorised stores traffic to go out of the province will be advised to Nov Regio by weekly to Nov Milano. Nov Regio will submit through Ops to Sibari a daily wagon indent to cover such stores traffic for destinations outside the province. Sibari Ops Sibari will ensure that caption are all patched currently to meet these demands. Nov Regio and Nov Torino will allot through Railway Ops empty necessary to move all authorised traffic within Calabria. Those wagons will be found from the Calabria Pool which is being set up for that purpose. Nov Regio and Nov Torino will keep records of wagons allotted from the Pool.

...../Chart 2

All instructions are copies of which, two copies will be placed on file

RA. HENON.

Italian Army Traffic.

5. Italian Army Traffic will be authorized in so far as it is authorized with the provisions of Nov. 1941 instruction No. 8 and Vol. 10 instruction No. 27.

Empty for moves within Calabria will be fixed from one Calabrian port whilst for moves outside the province empty will be arranged from the North.

Shipping Traffic.

6. Nov Reggio and Nov Crotone will be responsible for the steady discharge and loading of ships in their ports.

7. Daily shipping signals will be sent as follows :-

(a) Daily Situation report at 1800 hrs

to Plinio - 24. Ops.

Plinio - Immediate

(b) Daily Shipping report at 1800 hrs

to Plinio - 24. Ops.

24. Ops.

Nov Turin - Immediate

for I.O.

Full details of information required are given in Working Instruction No. 20.

8. It is proposed to send schooners to Calabria, to ensure authorized army and coast guard traffic. These will work under local orders of Nov Reggio and Nov Crotone.

Nov will ensure that orders are given to masters of the vessels to cover both outward and return voyages. Returning orders will be obtained from K.K.O. Reggio. Victualing and pay will be arranged by Nov Reggio who will be supplied with written authority by D.S.T.O. Italy to cover ration tickets etc.

Army traffic to pass by schooner must be arranged through Nov Reggio or Nov Crotone.

Reports.

9. Nov Reggio will submit to Nov Adv. 24. Ops. Dec. 24. H.Q. a weekly progress report covering operations from Saturday to Saturday. This report will include :

1. Summary of ship discharges.
2. Summary of traffic handled.
3. Summary of rail traffic loaded out of province.
4. Summary of Calabrian port traffic showing main flows.
5. Summary of Road Traffic.
6. Any points of interest.

This report will cover the operations of Nov Crotone and any other outstations of which there are Nov detachments.

Handwritten signature

6. Mov Regio and Mov Crestone will be responsible for the study discharges and loading of ships in their ports.

7. Daily shipping signals will be sent as follows :-

(a) Daily Situation Report at 1800 hrs

To Regio - In Ops.

From - In Ops.

(b) Daily Ship In Report at 1800 hrs

To Regio - In Ops.

From - In Ops.

Mov Regio - Immediate

For L.O.

Full details of information required are given in Working Instructions No. 20.

8. It is proposed to send messages to Regio, to carry out the study discharges and MOVOT Coastal Traffic. These will work under local orders of Mov Regio and Mov Crestone.

Mov will ensure that orders are given to masters of the vessels to cover with outward and return voyages. Routing orders will be obtained from M.M.O. Regio. Virtualizing and pay will be arranged by Mov Regio and will be supplied in written authority by D.S.M.O. Italy to cover station signals etc.

Any traffic to pass by ad hoc must be arranged through Mov Regio or Mov Crestone.

Reports.

9. Mov Regio will submit to Mov Adv. M.M. Tech. A.M.O. a weekly progress report covering operations from Saturday to Saturday. This report will include :

1. Summary of ship discharges.
2. Summary of traffic handled.
3. Summary of rail traffic loaded out of province.
4. Summary of Calabrian coal traffic showing main flows.
5. Summary of Road Traffic.
6. Any points of interest.

This report will cover the operations of Mov Crestone and any other outstations to which there are Mov detachments.

B. J. M. M. M.
 Director
 (Government)

Distribution

Nov Best Italy (5)

Nov West Italy (5)

Nov Bari (4)

Nov Brindisi (4)

Nov Taranto (4)

Nov Taranto (4)

Nov Barietta (2)

Nov Reggio (5)

Nov R.A. Sub Area (2)

Nov Foglia (2)

Nov Naples (4)

Nov Salerno (2)

Nov Torre Annunziata (2)

Nov Castellammare (2)

Nov Near Eighth Army (2)

Nov 1 District (5)

H.Q. 1 District (3)

H.Q. 2 District (5)

H.Q. 3 District

52 Area

57 Area

86 Area

6 F.S.A.

151 Sub Area

94 Sub Area

71 Sub Area

6 R.C.G. (3)

192 Fly. Opt. Coy. (5)

M.M.I. for Nov L.O.

B.M.A. L.O. Ottomano

P.D.S. (4)

Atlantic Base Depot Group (4)

M.M.I. - P.S.C.

D.G.M.R. (4)

C.C. Internal Transportation Sub Commission (6)

H.Q. C.C. Region 2 (4)

Int. Tptn. Sub Comm. Ref. Reggio.

Maj. Blair o/o Fly Ops Crotono.

C.C. Shipping Sub Commission (2)

International Distribution

D. L. G. (M)

D/C.O.C.

D.D.T.H.

Nov 1

Nov 2

Nov 3

Nov 4

Nov 5

C(SD)

C.C. (NW)

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

Our reference : ACC Tn/136/7

Date : 22 Mar 44.

Letter dated 16 Mar 44

TO : Major W.F. Blair,
Int.Tn.Sub-Comm. representative,
C/o Movements,
CROTON.

SUBJECT : Rail Transport - Reggio (Calabria Division). Hiring of
Interpreters for liaison work with I.S.R.

1. Reference your question as to above in *Letter dated 16 Mar 44*,
as well as reference thereto in our letter ACC Tn/136/6 of even
date.
2. Following is present arrangement for hiring of interpreters:-
 - (a) All hiring done through Provincial Officers of ACC - for
example, at Reggio, using forms and procedure laid down by ACC.
 - (b) Your application should be made to Provincial C.A.O.,
and since you advise you have located a young woman with necessary
qualifications, it is believed no difficulty need be experienced
in completing hiring.
 - (c) HQ ACC advise payment of interpreters is at rate of
70 lire per day for first seven (7) days employed, after which rate
may be increased, if experienced and suitable, to not exceeding
120 lire per day, by arrangement with Provincial C.A.O.
3. It is requested you advise when employment has been
accomplished.

S.A. Fitch

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

Internal Transportation Sub-Commission, ACC.,
 C/o Mov & In.,
 HQ AAI (Adm. Echelon),
 C.M.F.

Our reference : ACC Tn/136/6

Date : 22 Mar 44.

TO

Major W.F. Blair,
 Int. In. Sub-Comm. representative,
 C/o Movements,
 CROTONE.

SUBJECT : Rail Transport - Reggio (Calabria Division).

1. Your useful report dated 28 Feb 44 arrived 30 Mar 44, and your letter dated 14 Mar 44 arrived yesterday.
2. Movements, HQ AAI (Adm Echelon) inform us that their representative Capt. Gombwell (Mov. Reggio) has instituted a system of indents for the loading of all traffic (civil or military) in Calabria, under which efficient control of all movement is exercised with a very small establishment. The system is worked in conjunction with Col. Arico, the chief of the Italian Military Delegation to the railways, and the Italian management.
3. It is suggested that the organisation set up by Capt. Gombwell can be taken over rapidly by one of our officers with the help of Italian checkers and the continued co-operation of Col. Arico and his Italian military organisation.
4. You will proceed to Reggio, contact Capt. DeMaret, work with Capt. Gombwell and make yourself thoroughly familiar with the organisation with a view to taking over quickly.
5. You will make all necessary contacts with ACC or Provincial representatives.
6. You may, if you deem it desirable, arrange for Capt. DeMaret to proceed to Crotone or elsewhere according to circumstances. He will be under your command.

6347

- 2 -

7. It is understood that the DEMB only has two representatives left in Calabria, namely Capt. Herrick at Cosenza and Capt. Raci at Metaponto. Contact with them will be advantageous if you can manage it.

8. In considering the taking over of the existing Movement organisation it will be regarded as the first step towards the whole of the Calabrian railway division being returned to civilian operation under the supervision of this Sub-Commission as provided for in AFH Administrative Memorandum No. 76, dated 2 Nov 43. You must, therefore, bear in mind

(a) that there is no establishment of Es/ORs available in ACC to replace Movements staffs when the latter depart.

(b) the necessity to have complete understanding with the Compartimento officials of the I.R. as to what they are required to do.

9. Regarding the privately owned railways, the administration office of which is at Catanzaro, in order to simplify our control and supervision, arrangements can be made for the private railway administration to provide a liaison official in the office of the Capo Compartimento at Reggio. This will be arranged through the Undersecretary of State for Railways by this headquarters as soon as you consider it necessary.

10. Please acknowledge receipt of this letter by signal and say when you are proceeding to Reggio.

11. You will render a Progress Report one week after your arrival at Reggio, to be followed as quickly as possible by a detailed report of the organisation and the date when you consider that you could take over from Movements.

12. A separate letter is enclosed regarding the question of your interpreter.



S.A. FITCH,
Colonel,

Director, Internal Transportation Sub-Commission, ACC.

Copy to: Movements, HQ AAI (Adm Echelon) (2)
Capt. De Maret, C/o Mov; Reggio.
S.C., Region 2 (Rail Tapt Sect), BARI.

Crotona

14 Mar 44

hnd. 21/8

Col. S. A. Fitch

Director Int. In. Sub-Comm.
A C C

Sir:—

Confirming previous signals routed two ways to ensure getting through "Railway Operating Company is withdrawing from Calabria. My attachment to that unit stopped this date. Please advise care Movements Crotona where I am to go or to whom to report."

Respectfully suggest, Sir, that a reply be routed via wireless to Reggio Calabria to MOV as we have telephone connection with that point.

Mailed you report last month
of rail conditions between
Taranto and Reggio. Was
unable to report on rest
of lines in Calabria as
my duties with 192 R.O.C. R.E.
did not permit me to go
over ~~them~~ them.

If I do not hear from
you within a reasonable
time I shall proceed to
Reggio and await your orders
there. If I am to be
establish myself at Reggio
would like to enlist the
services of the interpreter
who was used by 192 R.O.C. R.E.
as she is well trained in
railroad phraseology and has
conducted many interviews with
Capo Manno and other I.S.R.
officials.

Respectfully
W. L. Blair
Major.

Report on portion of Calabrian Division

Italian State Railway

Made by Major W. F. Blair

26 Feb 44

— " —

1. Name of Railway. Italian State Ry.
2. Section covered. Taranto to Reggio Calabria.
3. Gauge. Standard 4' 8 1/2"
4. Number tracks. Single track.
5. Operation. Steam.
6. Axle Load. ?
7. Train Service.

Reggio - Palmi Two civil pass. trains daily each direction.

Catanzaro Marina - Reggio One civil pick up pt train M-W-F return T-Th-S

Catanzaro Marina - Sibari One military pt daily each way.

Catanzaro Marina - Metaponto One civil pick up pt. T-Th-S return M-W-F.

Sibari - Taranto Two military goods pt trains daily.

Reggio - Taranto One civil mixed train T-Th-S arriving Taranto W-F-Su return T-Th-S.

4315

8. Operation.

Main line trains are all manned by I.S.R. personnel. Switching service manned by I.S.R. with the exception of one shunting engine at each of following: Reggio, Catanzaro Marina and Taranto.

(2.) which are manned by British Ry Operating Group personnel. Control and station personnel are all I&R personnel with 6 Ry Op Gp personnel placed at key points to supervise. Same applies to the three loco sheds at Taranto, Catanzaro Marina and Reggio where R.O. & officers assisted by a staff of ORs ensure that power is ready for use.

9 Locos Loco distribution on the Calabria Division is:-

	Total	In Service	Light Repair	Heavy Repair
Taranto	100	55	34	11
Catanzaro Marina	61	12	19	30
Reggio Calabria	214	14	-	10
Grassano	2	2 (Banking)		
Crotone	3	3 (2 Banking, 1 Shunting)		
Livorno	2	2 (Banking)		

Locos shown for heavy repairs are those which are wrecks and are being cannibalized and no attempt is being made to put them in service by British Army personnel and very little effort is made by I&R personnel due to scarcity of materials. Those shown for light repairs will eventually be placed in service when material is received. There is a great shortage of boiler tubes, super-heater elements, white metal, oxygen and lubricating and cylinder oils. The locos in use are an excellent type but many are badly in need of general overhauling.

10. Loco Shops. The three are located at Taranto, Catanzaro Marina and Reggio. They are well equipped so far as machinery is.

(3)

concerned and apparently well staffed with R.R. tradesmen. The staffs at Taranto and Catanzaro Marina are supplemented by R.O.C. tradesmen.

11. Wagon Shops. Wagon shops are located at Taranto and Reggio Calabria but both have been severely bombed or demolished.

12. Carriages and Wagons. Wagons which are in service are in good condition. Passenger carriages which were stored at outside points have been stripped of upholstery by thieves. An enormous number of wagons are burned out iron frames and heaps of scrap.

Why not use? One or two Diesel rail cars are in existence and in good working order.
 suggest concentration { some others stored at outside points are a shambles - mostly caused by thieves. There seems to be a scarcity of wagon repairmen at outside points and that box defects must be hauled in to main centres for repairs. This should right itself when repair materials 4314, again plentifully distributed. Ninety percent of rubber air hose has been stripped from wagons by thieves and is used for repairing shoes. All freight trains are broken by hand necessitating increased train crews.

(H)

13 Station Yard Capacity - In the majority of yards great destruction was wrought by bombing or land demolition. This has been almost entirely repaired with the result that there is lots of yard room to handle more than the present flow of traffic. Storage warehouses are still a shambles but covered vans are used effectively for the small amount of less-than-carload freight moving. Small capacity cranes are in good condition.

14 Communications Controller's telephone is the only existing line in operation in this area. Trains are advanced by consent or permission given by control who has graph of permanently established paths. Messages must be relayed over controller's telephone line and is usually unrecognizable at destination. Mail service is most unreliable and very slow if it does get through.

There were existing civilian lines to Paranto from Reggio but are now inoperative and no attempt is being made to revive them.

15 Traffic Pre-war traffic consisted in the movement of the local products such as oranges, olive oil, figs, charcoal, lumber, fertilizer and chemicals. No figures are available here. Coastwise shipping

(5)

has been a strong competitor but again no figures are available at this point. Ports are Taranto, Crotone, Reggio.

16 Permanent Way.

Heavy rail, 90 lb, flat bottom. Hardwood treated ties. Main line roadbed in good condition. Plenty of ballast supplied from sea shore near by. Several bridges were damaged by bombing or demolition but are repaired in this area and permit trains to pass at normal speed with one exception which is just south of Catanzaro Marina where reduced speed is still advisable. Yards have been repaired to release all locos and wagons which could be made servicable. There is one very steep grade just south of Crotone which necessitates banking engine at Crotone. Same circumstance prevails at Grassano and Gioia.

4313

17 Marshalling Yards.

An excellent marshalling yard which is in perfect condition exists at Bellavista, a suburb of Taranto. Estimated capacity 500 wagons. A smaller one at Metaponto of 200 wagon capacity. Another was at Catanzaro Marina but has not been repaired beyond that necessary to release servicable locos and wagons. Sibari has small yard of about 200 wagon capacity. Only other is a Villa San Giovanni just north of Reggio but this is badly battered and not operative.

(6)

18 Feeders.*More detail necessary.*

Am enclosing separate report of the Calabro Lucane Railways which are narrow gauge and which runs off into the hills and feeds the main line with lumber, oranges, charcoal, olive oil etc.

Crotone
28 Feb 44

W. F. Blair, Mayor

SICILY RAILWAYS. - CATANZARO GROUP.

6

TRANSPORT PROGRAMME.

COSENZA LINES.

REAL LENGTH

VIRTUAL LENGTH

GAUGE

RAIL SERVICE

143,100 Km.
609,700 Km.
0,95 M.

A) Catanzaro City-Catanzaro Marina Line

Steam mixed daily 1 Up-1 Down (complete trip)
Steam goods tri-weekly 1 Up-1 Down (Cat. City-Cat.M.)
Diesel-cars passenger daily 3 Up-1 Down (complete trip)

B) Cosenza-Catanzaro City Line

Steam passenger daily 1 Up-1 Down (complete trip)
Steam goods daily 1 Up-1 Down (" ")
Steam passenger daily (Sundays excepted) 1 Up-1 Down (Cosenza-Rogliano)
Diesel-cars passenger daily 4 Up-4 Down (complete trip)

C) Cosenza-Camigliatello B. Line

Steam passenger daily 1 Up-1 Down (Cosenza-S. Pietro)
Steam passenger daily (Sundays excepted) 1 Up-1 Down (Cosenza-Spezzano G.)
Steam goods daily 1 Up-1 Down (complete trip)
Steam goods daily 1 Up-1 Down (S. Pietro in G.-Camigliatello B.)

Diesel-cars passenger daily

Diesel-cars passenger daily

2 Up-2 Down

2 Up-2 Down

(complete trip)

(S. Pietro in G.-Camigliatello)

MAXIMUM COMPOSITION OF TRAINS

A) Catanzaro City-Catanzaro Marina Line

Mixed:- 1 loco.-3 coaches-1 luggage-33 tons of goods wagens = 70 tons

Goods:- 1 loco.-1 luggage-53 tons of goods = 70 tons.

Diesel-cars:- 1 Diesel-car.

B) Cosenza-Catanzaro City Line

Steam passenger:- 1 loco.-1 luggage-5 coaches (Rogliano-Cosenza:-

1 luggage-10 coaches)

Steam goods:- 1 loco-1 luggage-72 tons of goods = 80 tons

Diesel cars:- 1 Diesel-car.

C) Cosenza-Camigliatello B. Line

Steam passenger, S. Pietro in G.-Cosenza:- 1 loco-1 luggage-10 coaches

Steam goods:- 1 loco-1 luggage-72 tons of goods = 80 tons. (S. Pietro

in G.-Cosenza:- 1 luggage-300 tons of goods)

4342

A) Catanzaro City-Catanzaro Marina Line
 Steam mixed daily 1 Up-1 Down (complete trip)
 Steam goods tri-weekly 1 Up-1 Down (Cat. City-Cat.M.)
 Diesel-cars passenger daily 3 Up-3 Down (complete trip)

B) Cosenza-Catanzaro City Line
 Steam passenger daily 1 Up-1 Down (complete trip)
 Steam goods daily 1 Up-1 Down ("")
 Steam passenger daily (Sundays excepted) 1 Up-1 Down (Cosenza-Rogliano)
 Diesel-cars passenger daily 4 Up-4 Down (complete trip)

C) Cosenza-Camigliatello B. Line
 Steam passenger daily 1 Up-1 Down (Cosenza-S. Pietro)
 Steam passenger daily (Sundays excepted) 1 Up-1 Down (Cosenza-Spezzano G.)
 Steam goods daily 1 Up-1 Down (complete trip)
 Steam goods daily 1 Up-1 Down (S. Pietro in G.-Camigliatello B.)
 Diesel-cars passenger daily 2 Up-2 Down (complete trip)
 Diesel-cars passenger daily 2 Up-2 Down (S. Pietro in G.-Camigliatello)

MAXIMUM COMPOSITION OF TRAINS

A) Catanzaro City-Catanzaro Marina Line
 Mixed:- 1 loco.-3 coaches-1 luggage-35 tons of goods wagons = 70 tons
 Goods:- 1 loco.-1 luggage-55 tons of goods = 70 tons.
 Diesel-cars:- 1 Diesel-car.

B) Cosenza-Catanzaro City Line
 Steam passenger:- 1 loco.-1 luggage-5 coaches (Rogliano-Cosenza:-
 1 luggage-10 coaches)
 Steam goods:- 1 loco-1 luggage-72 tons of goods = 80 tons **4312**
 Diesel cars:- 1 Diesel-car.

C) Cosenza-Camigliatello B. Line
 Steam passenger, S. Pietro in G.-Cosenza:- 1 loco-1 luggage-10 coaches
 Steam goods:- 1 loco-1 luggage-72 tons of goods = 80 tons. (S. Pietro
 in G.-Cosenza:- 1 luggage-500 tons of goods)
 Diesel cars:- 1 Diesel-car.

ROLLING STOCK IN USE

15 Locomotives
 32 Coaches
 7 Luggage-vans
 240 Wagons
 9 Diesel-cars

MONTHLY CONSUMPTION OF FUEL ETC.

Coal 750 tons
 Loco. oil 1200 kilos
 Vehicle oil 450 kilos
 Oil for Diesels 600 kilos
 Total oil 2250 kilos
 Diesel oil 18,000 kilos

AVERAGE NO. OF PASSENGERS DAILY

10,000.

QUANTITY AND NATURE OF GOODS.

Timber for Allied Armed Forces - Feedstuffs - Fodder - Charcoal - Firewood - Building materials - Fertilizers - Monopoly goods etc. for an average monthly total of 10,000 tons

TRADE SERVICE

241,000 Kms.
241,000 kms.
0.95 metres

TRADE SERVICE

A) Gioia Tauro - Cinnusfrondi steam mixed daily YUP-Adena
B) Gioia T. - Cinnusfrondi S.P. steam mixed daily YUP-Adena

ANALYSIS OF COMPOSITION OF TRAFFIC

A) Gioia T. - Cinnusfrondi
Steam mixed:- 1 local luggage-7 coaches-200 tons of goods
B) Cinnusfrondi - Gioia T. - Cinnusfrondi S.P.
Steam mixed:- 1 local luggage-5 coaches-30 tons of goods

ROLLING STOCK IN USE

Locomotive 5
Luggage vans 2
Coaches 14
Wagons 66

MONTHLY CONSUMPTION OF FUEL ETC.

Coal 160 tons
Loco oil 230 kgs
Vehicle oil 100 kgs
Total oil 400 kgs

AVERAGE HZ OF PASSENGERS DAILY

3,000

QUANTITY AND NATURE OF GOODS

Feedstuffs - Firewood - Charcoal - Building materials - Fertilizers - Monopoly goods - Fodder - Olive by-products - Oranges etc. for an average monthly total of 1,500 tons

STATION V. 6 PEROTIA POLICARPO LINE

REAL LENGTH 40.700 Km.
VIRTUAL LENGTH 117.300 Km.
GAUGE 0.95 metres

TRAIN SERVICES

Steam mixed daily 1Up-1Down
 Steam goods daily 1Up-1Down
 Diesel passengers daily 2Up-2Down

MAXIMUM COMPOSITION OF TRAINS

Steam mixed:- 1 loco-1 luggage- coaches- 52 tons of goods = 92 tons.
 Steam goods:- 1 loco-105 tons of goods
 Diesels:- 1 Diesel-car.

ROLLING STOCK IN USE

Locomotives 4
 Luggage-vans 2
 Coaches 5
 Wagons 94
 Diesel-cars 3

MONTHLY CONSUMPTION OF FUEL ETC

Coal 90 tons
 Loco. oil 180 Kilos
 Vehicle oil 150 Kilos
 Oil for Diesels 100 Kilos
 Total oil 430 Kilos
 Diesel oil 2,500 Kilos.

AVERAGE NO OF PASSENGERS DAILY

1,000

QUANTITY AND NATURE OF GOODS

Timber for Allied Armed Forces-Needstuffs-Charcoal-Firewood-Building mat
 -Fertilizers-Podder for a monthly total of 4,000 tons

STATION V. 6 PEROTIA POLICARPO LINE

REAL LENGTH 24.900 Km.
VIRTUAL LENGTH 141.400 Km.
GAUGE 0.95 Metres.

TRAIN SERVICES

Steam mixed daily 1Up-2Down
 Steam goods weekly 1Up-1Down

MAXIMUM COMPOSITION OF TRAINS

Steam mixed:- 1 loco-1 luggage-3 coaches-15 tons of goods = 55 tons

4311

Up-Down
2UP-Down
Steam goods daily
Diesel passengers daily

MAXIMUM COMPOSITION OF TRAINS

Steam mixed:- 1 loco-1 luggage-coaches- 52 ton of goods = 92 tons.
Steam goods:- 1 loco-105 tons of goods
Levels:- 1 diesel-car.

ROLLING STOCK IN USE

Locomotives 4
Luggage-vans 2
Coaches 3
Wagons 94
Diesel-cars 3

MONTHLY CONSUMPTION OF FUEL ETC

Coal 90 tons
Loco. oil 180 Kiles
Vehicle oil 150 Kiles
oil for Diesels 100 Kiles
Total oil 430 Kiles
Diesel oil 2,500 Kiles.

AVERAGE NO OF PASSENGERS DAILY 1,000

QUANTITY AND NATURE OF GOODS

Timber for Allied Armed Forces-Feedstuffs-Charcoal-Firewood-Building mat
-Fertilizers-Pedder for a monthly total of 4,000 tons

SEVERATO - CHILAKAVALLI C. LINE

REAL LENGTH
VIRTUAL LENGTH
GAUGE

24.900 Km.
141.400 Km.
0.95 Metres.

TRAIN SERVICES

Steam mixed daily
Steam goods weekly

4311

MAXIMUM COMPOSITION OF TRAINS

Steam mixed:- 1 loco-1 luggage-3 coaches-15 tons of goods = 55 tons
Steam goods:- 1 loco-55 tons of goods

ROLLING STOCK IN USE

Locomotives 3
Luggage-vans 2
Coaches 6
Wagons 26

MONTHLY CONSUMPTION OF FUEL ETC.

Coal 65 tons
Loco oil 130 Kgs.
Vehicle oil 30 Kgs.
Total oil 160 Kgs.

AVRAGE NO OF PASSENGERS DAILY 1,000

QUANTITY AND NATURE OF GOODS

Feedstuffs -Building materials - Fertilizers - Quartz - Charcoal -
Firewood for an average monthly total of 1,000 tons.

VIBO VALLETTA 44-KILO 0 LINE

ROAD LENGTH
VIRTUAL LENGTH
GAUGE

27.87 KM.
100.00 KM.
0.95 metres.

TRAIN SERVICES

Steam passengers daily
Steam passengers daily
Steam goods weekly
Diesel-car passengers

Up-1 car (complete trip)
Up-1 down (Vibe car.-Vibe 0.)
Up-1 down (complete trip)
Up-1 down (complete trip)

TRAIN COMPOSITION OF TRAINS

Steam passengers:- 1 loco-1 luggage-coach.
Steam goods:- 1 loco-35 tons of goods.
Diesel cars:- 1 diesel-car.

ROLLING STOCK IN USE

4 Locomotives
2 Luggage-vans
9 Coaches
40 Wagons
3 Diesel-cars

MONTHLY CONSUMPTION OF FUEL ETC.

Coal 60 tons
Locomotive oil 200 kilos
Vehicle oil 50 kilos
Oil for Diesels 100 kilos
Total oil 350 kilos
Diesel oil 2000 kilos

AVERAGE NO. OF PASSENGERS DAILY

1,200

QUANTITY AND NATURE OF GOODS

Foodstuffs-Charcoal-fireswood-Building materials-Fertilisers-Potter etc.
for an average total of 800 tons monthly.

MAR. 01 GIOIOSA 6-KILO 0 LINE

ROAD LENGTH
VIRTUAL LENGTH
GAUGE

14.500 KM.
62.900 KM.
0.95 metres.

TRAIN SERVICES

Diesel passengers daily
Steam goods weekly

Up-1 down
Up-1 down
Up-1 down
Up-1 down

1 Diesel-car
1 Diesel-car
1 loco-60 tons g.

ROLLING STOCK IN USE

Locomotives 1

MONTHLY CONSUMPTION OF FUEL ETC.

Coal

Steam passengers daily
Steam passengers daily
Steam goods weekly
Diesel-car passengers

4Up-1 down (complete trip)
1Up-1 down (Vice War.-Vide G.)
1Up-1 down (complete trip)
3Up-3Down (complete trip)

MAXIMUM COMPOSITION OF TRAINS

Steam passengers- 1 loco-1 baggage-5 coaches.
Steam goods:- 1 loco-85 tons of goods.
Diesel cars:- 1 Diesel-car.

ROLLING STOCK IN USE

4 Locomotives
2 Baggage-vans
9 Coaches
40 Wagons
3 Diesel-cars

MONTHLY CONSUMPTION OF FUEL ETC.

Coal 60 tons
Locomotive oil 200 kilos
Vehicle oil 50 kilos
Oil for Diesels 100 kilos
Total oil 350 kilos
Diesel oil 2000 kilos

AVERAGE NO. OF PASSENGERS DAILY

2,500

QUANTITY AND NATURE OF GOODS

Foodstuffs-Charcoal-Firewood-Building materials-Fertilizers-Fodder etc.
for an average total of 800 tons monthly.

BAR. EL GIOIOSA - BARTOLA LINE

REAL LENGTH
VIRTUAL LENGTH
GAUGE

14,500 KM.
62,900 KM.
0.95 metres.

TRAIN SERVICES

Diesel passengers daily 4Up-2Down Diesel cars:- 1 Diesel-car
Steam goods weekly 1Up-1Down Steam goods:- 1 loco.-60 tons G.

MAXIMUM COMPOSITION OF TRAINS

ROLLING STOCK IN USE

Locomotives 1
Diesel-cars 2
Wagons 5

MONTHLY CONSUMPTION OF FUEL ETC.

Coal 2 tons
Loco. oil 0.500 kilos
Vehicle oil 4.500 kilos
Oil for Diesels 50.00 kilos
Total oil 55.00 kilos

AVERAGE NO. OF PASSENGERS DAILY

800

QUANTITY AND NATURE OF GOODS

Foodstuffs and miscellaneous goods for a monthly total of 200 tons

COPY

Moveme. 9,
 HQ. A.A.I. (Adm. Ech).

 16 March 44.

Note on a visit to Calabria 13/14 March 44.

1. Staff Organisation.

I discussed with Capt. Wombwell the proposal to put Messina under him and Mov Reggio, including Messina and Calabria, as a sub-area under Mov One District. He agreed that this was administratively sound but was a little nervous of interference in his work in Calabria. However, in view of the presence of Major Baldwin at One District he was finally satisfied that there would be no undue interference from that quarter and that the administrative change would make for smoother working. He considered that one Officer and six Other Ranks should be sufficient to run Messina, which agreed with my own estimate. He asked that Mov Messina should be transferred to him with two Officers and ten O.Rs., and he should be allowed to dispose of the balance of one and four as reinforcements to Calabria.

2. Functions.

Mov Reggio's main function, apart from looking after the Reggio end of the ferry, is to ensure that wagons are supplied at various points in Calabria for the loading by civil merchants of stores purchased on account of the Allied Armies. The main demands are oranges, timber and sleepers. Having assured provision of wagons for military traffic, the next function is to see that authorised and essential civil traffic moves, and that inessential civil traffic does not move, so that the pool of wagons in Calabria can be kept to a minimum. To fulfil the first requirement it is necessary to have complete control over the second. In other words, if necessary military traffic is to move, steps must be taken to see that unnecessary civil traffic does not. The only other function in respect of Movement Control is the moves of Italian military personnel and stores.

I was very much impressed by the complete grip Capt. Wombwell appeared to have over the working of the railway in Calabria. He has instituted a detailed system of indents for the loading of all traffic civil or military, and by constant checking up has ensured that very little traffic is loaded which is not specifically authorised by him. He has small Other Rank detachments at Sibari, Catanzaro and Lochri and an Officer at Crotona, and has managed to establish reasonable communications with each point through the assistance of Italian military signals. He has established the most cordial and effective relationship with Col. Arico, who is the chief of the Italian Military Delegation to the Railways and who, with his subordinates, is giving the most complete co-operation.

I consider that the staff now at Calabria plus the reinforcements mentioned above to be expected from Messina, are well employed in controlling this very large area, and no reduction can be expected from this quarter until a definite policy of withdrawal is adopted.

3. Future Policy.

4310

I discussed with Capt. Wombwell the proposal to put Messina, him and Mov Reggio, including Messina and Calabria, as a sub-area under Mov One District. He agreed that this was administratively sound but was a little nervous of interference in his work in Calabria. However, in view of the presence of Major Baldwin at One District he was finally satisfied that there would be no undue interference from that quarter and that the administrative change would make for smoother working. He considered that one Officer and six Other Ranks should be sufficient to run Messina, which agreed with my own estimate. He asked that Mov Messina should be transferred to him with two Officers and ten O.Rs., and he should be allowed to dispose of the balance of one and four as reinforcements to Calabria.

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I consider that the staff now at Calabria plus the reinforcements mentioned above to be expected from Messina, are well employed in controlling this very large area, and no reduction can be expected from this quarter until a definite policy of withdrawal is adopted.

3. Future Policy.

I stressed to Capt. Wombwell the importance of building up his organisation in such a way that it can be withdrawn rapidly and without dislocation of existing services. He has already begun to take action along these lines by employing an increasing number of civilian checkers at out stations. His organisation is in fact now doing just what I take it Col. Fitch's organisation is set up to do, and I think it very important to induce Col. Fitch to post someone suitable down there to understudy Wombwell and eventually take the whole of Calabria over.

3. Future Policy (Con'td).

The present A.C.C. (Tn) Officer is not considered suitable by Capt. Wombwell and I suggest that a change be made there, although I did not see the Officer myself. Capt. Wombwell would particularly like Major Richardson who is now working I believe with Col. Fitch and with whom he worked in France or Capt. Palermo, who is employed by A.C.C. (not Internal Transportation) at Reggio. Either of these Officers in his opinion could take over the job rapidly with the help of the Italian checkers and the continued co-operation of Col. Arico and his military organisation.

It seems to me that, with the exception of the ferry, A.C.C. (Tn) and the Italian Military Delegation could almost at once begin to take this over and allow us to withdraw our own staff, but I made no specific arrangements along these lines until the matter had been considered here. This will be the first instance of Movements handing over completely a part of Italy to A.C.C., and it is a favourable field for experiment in view of the completeness of the existing British military control and the co-operative attitude of the Italian Military Delegation. I consider that the policy should be laid down at once, in conjunction with Col. Fitch and the Allied Military Mission, setting out the stages of hand-over and the duties of A.C.C. and Italian Military. I think that the Italian Military Delegation should be asked to look after the interests of British military traffic, which should be given absolute priority, and that A.C.C. (Tn) should control all civil loading in accordance with the demands of the local A.C.C. Supply Officer. I believe that these two organisations, working together, could be as effective as Movements is now, and would provide a good model for future hand-overs as and when they arise.

(signed) Lt Col Donaldson.

EXHIBIT 1WORKING INSTRUCTION No. 21MOVEMENT CONTROL IN C.E. AREA

Movements
 2.5.5.
 Nov 1/9
 24 Nov 44

Boundary 3.

1. The boundaries of the Movements are controlled by Nov Reg. to will be issued in detail in a separate order, but for the purpose of this instruction these boundaries will be taken as a line drawn

Montegione exclusive
 Legnago exclusive
 Marina di Mantova exclusive

Responsibility

2. The responsibility for all Movement Control within Calabria will rest with Nov Reggio. They will in turn be responsible direct to Nov Reg. Am. Gen. F.H.Q. to whom they will refer all matters of policy. Nov Reg. to will delegate local authority to Nov Crotone as necessary.

Rail Traffic.3. Military Moves.

Moves involving from No 1 District will be restricted to 600 all services daily. Such moves will be ordered by signal to

Nov Reggio
 Nov Taranto and
 Nov West of West Italy
 requested to Nov Milano

moves have before it is desired to affect the move.

On receipt of this signal Nov Reggio in conjunction with Railway Ops will agree a proposed timing and date for the move and signal details to all concerned. Nov Reggio at the same time will place a firm indent on Rly Ops for the necessary stock.

Similar arrangements will operate for moves originating in the areas controlled by Nov East and Nov West Italy, proceeding to Reggio.

Operational or exceptional moves calling for more than 500 tons daily from or to Reggio will only be authorized by H.Q. Nov Reg. Am. Gen. F.H.Q. agreement with D.G.M.H.

Departures of all personnel details and special trains will be advised by Nov Reggio by immediate signal to

1. The location of the movements, not controlled by Mov Reg, is to be issued in detail in a separate order, but for the purpose of this instruction there boundaries will be taken as a line drawn

Montegorio exclusive
Laguarda exclusive
Marina de Maricao exclusive

Responsibility

2. The responsibility for all movement Central within Columbia will rest with Mov Regio. They will in turn be responsible direct to Mov Reg. Wm. San J. P. Q. to whom they will render all matters of policy. Mov Regio will delegate local authority to Mov Orstone as necessary.

Rail Traffic

3. Military Moves:

Moves under Army No 1 Directive will be restricted to 600 all units daily. Such moves will be authorized subject to

Mov Regio
Mov Orstone and
Mov West or West Italy
reported to Mov Orstone

seven days before it is required to effect the move.

On receipt of this signal Mov Regio in conjunction with Railway Ops will agree a proposed timing and date for the move and signal details to all concerned. Mov Regio at the same time will place a firm indent on Rly Ops for the necessary stock.

Similar arrangements will operate for moves originating in the area controlled by Mov Reg and Mov West Italy, proceeding to Regio.

Operational or exceptional moves calling for more than one train daily from or to Regio will only be authorized by H.Q. Mov Reg. Wm. San J. P. Q. agreement with B.C.M.A.

Departure of all personnel details and special trains will be advised by Mov Regio by immediate signal to

Mov receiving area
Mov receiving Sub Area
reported to Mov Orstone.

4308

Railway, Army and Civil stores traffic.

4. Authorized stores traffic to go out of the province will be advised to Mov Reg by weekly by Mov Orstone. Mov Regio will submit through Orstone to Orstone a daily wagon indent to cover such authorized traffic for destinations outside the province. Railway Ops Orstone will ensure that empty cars are dispatched currently to meet these demands. Mov Regio and Mov Orstone will liaise through Railway Ops empty necessary to move all authorized material within Columbia. Wagon will be found from the Orstone pool which is being set up for their purpose. Mov Regio and Mov Orstone will keep records of wagon allocation from the pool.

.... /Sheet 2

1. $\frac{1}{2} \frac{d^2 \phi}{dt^2} + \frac{1}{2} \frac{d^2 \psi}{dt^2} = 0$ (1)

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5. Italian Law Treaty will be authorized to be entered into the provisions of the Admin Instruction No. 8 and Admin Instruction No. 27.

Devices for moving within a lake will be found from the Chierling Pool whilst for over outside the province copies will be arranged from the North.

Showering Double.

6. New Regio and New Crestone will be responsible for the speedy discharge and loading of ships in this port.
7. Daily shipping signals will be sent as follows :-

- (e) Daily Nitration Zones at 1800 hrs

TO FLAMBO - 27.003.

not have the opposite

- (b) Daily Shipping Report at 1000 hrs

Price: £14.95

noted. Regarded

New Tablets / Immediato

100% I.O.

Full details of information required are given in Working Instruction No. 20.

- It is proposed to sell specimens to Cuba, to carry authorized army and major coastal traffic. These will work under local orders of key agents and for Cubans.

Gov. will ensure that emigrants are given the materials to cover their outward and return voyages. Nothing extra will be obtained from I.M.O. Radio, Victrolas and pay will be arranged by Gov. Reggio who will be supplied with authority by U.S.T.O. Italy to cover ration tickets etc.

any traffic to pass by someone must be arranged through the agency or
 low cost.

Supplies.

- Nov Memoirs will submit to Nov 1957. 15. 1958. A. H. Q. a weekly progress report covering operations from Saturday to Saturday. This report will include:

1. Summary of ship discharges.
2. Summary of traffic handled.
3. Summary of rail traffic loaded out of province.
4. Summary of Canadian post traffic showing main flows.
5. Summary of Road traffic.
6. Any points of interest.

insufficient will cover the operations of New Cretone and any other outcrops it will have any New delegations.

Worms

7. Daily shiping signals will be sent as follows :-

- (a) Daily Situation Report at 1800 hrs
to Flakco - M. Ops.
Proclamation - Immediate
- (b) Daily shiping report at 1800 hrs
to Flakco - M. Ops.
Proclamation - Immediate
Nav T. Units - Immediate
for I.O.

Full details of information required are given in Working Instructions No. 23.

8. It is proposed to send someone to Catania, to co-ordinate authorized entry and major Channel traffic. These will work under local orders of Nav Reggione and Nav Grotone.

Nav will ensure that orders are given to masters of the vessels to cover with outward and return voyages. Routing orders will be obtained from M.M.O. Reggio. Victualling and pay will be arranged by Nav Reggione who will be supplied with written authority by D.S.M.O. Italy to cover ration orders etc.

Any traffic to pass by Schuster must be arranged through Nav Reggione or Nav Grotone.

Reporting.

9. Nav Reggione will submit to Nav Adv. M.M. M.M. M.M. a weekly progress report covering operations from Saturday to Saturday. This report will include :

1. Summary of ship discharges.
2. Ship new traffic handled.
3. Summary of rail traffic loaded and of provisions.
4. Summary of Collaboration and traffic showing main flows.
5. Summary of Rail traffic.
6. Any points of interest.

This report will cover the operations of Nav Grotone and any other installations at which there are Nav detachments.

P. J. Thompson
Director
(Movements)

Internal Distribution

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D.C. (2)

D.C. (2)

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Nov. Parve. Mountains (2)
 Nov. Castellanos (2)
 Nov. Near Eighth May (2)
 Nov. 1 District (5)
 H.C. 1 District (3)
 H.C. 2 District (3)
 H.C. 3 District
 52. r.c.
 57. r.c.
 86. r.c.
 6 B.S. ...
 151 Sub. r.c.
 54 Sub. r.c.
 71 Sub. r.c.
 6 R.C.C. (3)
 192 Fly. Opt. Coy. (3)
 M.M.I. ... Nov. Nov L.C.
 P.M.M. L.C. Chabancero
 F.S.S. (4)
 Scientific Base Depot Group
 H. ... F. ... S.S.
 R.C.C. (4)
 C.C. Internal Transport
 R.C. C.C. Region 2 (4)
 Int. Totn. Sub. Out. Rpt.
 Maj. Blair o/c Fly Ops Cr.
 C.C. Shipping Sub. Comd.

Report on Railway Situation and Movement Control in Calabria.

1. General. The following report is based on a tour of inspection in Calabria undertaken between 2 Feb and 13 Feb/44. The following places were visited:

Reggio Calabria	5 Feb/ 6 Feb.
Gioja Tauro	7 Feb
Catanzaro	8 Feb
Crotone	8 Feb
Catanzaro Marina	9 Feb
Nicastro	9 Feb
Cosenza	10 Feb
Rossano	10 Feb
Sibari	11 Feb
Cosenza	11 Feb
Metaponto	12 Feb
Matera (Agora)	13 Feb

2. Goods Train Traffic.
Supply of Empty Wagons.

The supply of empties in Calabria has been unsatisfactory for some time owing to:

- (a) the evacuation Northward of the bulk of the wagons hitherto available for loading in Calabria
- (b) traffic is almost entirely Northbound, thus few empties are 'made' in the province.

This position has been eased recently by the DGA policy of sending empty wagons Southward for specific traffic. Though the effects of this have been good, the arrangement is not altogether satisfactory as the allocation of such empties as are available has been rather unbalanced. The Timor traffic provides an example. A regular supply of empties has been forthcoming for the U.S. Traffic at Cosenza but the supply of wagons for the British Traffic at Crotone has fluctuated greatly and has not yet reached its peak tonnage owing to constant shortage of empties.

In order to meet the requirements of priority traffics such as timber, wagons have been withdrawn from internal food distribution and loaded out of the province. This has led to heavy demands for empties to clear food ships. Such peak demands are both unnecessary and difficult to meet.

The following scheme is suggested to overcome the present difficulties. To divide traffic in Calabria under two headings.

(a) That which circulates within the province.

(b) That which is loaded in the province for destinations outside.

A pool of wagons should be established and earmarked to cover traffic (a) whilst traffic (b) should be entered for by empties sent into the province from the North. The supply of empties from the North should be regulated at Sibari and the operation of Calabria Pool wagons should be arranged through Mov. Ag. Sic and Mov Crotone. It will be necessary for Rly Ops to be carefully briefed and kept up to date regarding relative traffic priorities.

Particulars are given in Appendix 'A' of present traffic flows, and the summary shows the suggested make up of the Calabria Pool.

3. Passenger train traffic.

Passenger train services have recently been revised by DGR.

2. Goods Train Traffic
Supply of Empty Wagon

owing to :
(a) the evacuation Northward of the bulk of the wagons hitherto available for loading in Calcutta
(b) traffic is almost entirely Northbound, thus few wagons are 'made' in the province.

In order to meet the requirements of priority traffic such as timber, wagons have been withdrawn from internal food distribution and loaded out of the province. This has led to heavy demands for empties to clear food ships. Both Vancouver and Seattle are difficult to meet.

(a) That which circulates within the province.

kept up to date regarding relative traffic priorities. Particulars are given in Appendix 'A' of present traffic flows, and the summary shows the suggested make up of the California Pool.

Two of our services have recently been revised by D&W.

(a) All ticket holders to be permitted on airplanes to be exempted at 14 hours.

(b) Only ticket holders to be permitted on platforms.
 (c) Ticket holders to be restricted to train consols.

c) Ticket selling to be restricted to train capacity.

d) The Geco Carabiniere of each town to be made personally responsible for discipline of civilians at stations.

-2-

Passenger train traffic. (contd)

(c) A specially briefed Italian Military Train Guard of 1 Officer and 6 GMRs to travel on each passenger and goods train, with orders to throw off all unauthorized passengers.

Much of the passenger traffic at present passing is moving in box vans and N.S. Opens. If coaching stock could be found for this purpose the release of goods wagons would be considerable.

4. Military Moves.

Moves of personnel have in the past been taking place at short notice from Reggio to the North. Reserve rolling stock is not held to deal with such moves and it is recommended that 7 days notice of all troop moves should be given to Mov. Reggio to enable rolling stock to be arranged. This was arranged with Mov. Reggio, and a Working Insein. is being issued covering details.

5. British Timber Traffic.

This is at present being produced at the rate of approx. 100,000 tons per day. The timber is brought down to the stations by Narrow Gauge Railway and Italian Army Transport. The deliveries to the standard Gauge line are at present being delayed through the following causes.

- (a) POL supply to Lt. Army unsatisfactory.
- (b) Shortage of Rly. Lubricants for Narrow Gauge line.
- (c) Shortage of money for Narrow Gauge line owing to their accounts not being paid promptly.

There is also a shortage of wagons for this traffic on the standard gauge, and the Forestry Officer at Crotona states that he could load a further 100 wagons daily if the empties were made available. This is being discussed with DDW to confirm ability to accept.

6. Ship Discharge.

Liberty ships are now regularly discharging in Reggio and Crotona with AMGOT cargoes. Average daily discharges have been -

Crotona	200 tons
Reggio	400 tons.
Crotona	400 tons
Reggio	500 tons.

This is absurdly low for ships working 4 or 5 hatches and movements at the two ports were instructed to increase the discharge rates to

Crotona	400 tons
Reggio	500 tons.

The local AMGOT officers state their difficulties to be, shortage of labour and transport, and in the case of Reggio, storage accommodation. Heavy stocks are being held in Reggio, and it should be seriously considered whether further shipping for Reggio should be discharged elsewhere if lack of warehousing is going to slow up discharge.

AMGOT have been told that no further rail wagons can be allotted for ship clearance so that increased ship discharge must be cleared to local warehouse.

A 300-ton sea going dumb barge is being used in Reggio to take overboard discharge of flour for Pizzo and Vibo Marina.

It would considerably assist the Calabrian transport position if part or all of the following traffic could be cleared by schooner or ship.

Crotona / Catanzaro Marina	up to 1000 tons per month
Crotona / Trapani	100 " " "
Reggio / Pizzo	400 " " "

Reggio to the North. Reserve rolling stock is now held at Reggio and it is recommended that 7 days notice of all troop moves should be given to the North. Reggio to enable rolling stock to be arranged. This was arranged with the North, Reggio, and a Working Master. is being issued covering details.

5. British Timber Traffic.

This is at present being produced at the rate of 100,000 tons per day. The timber is brought down to the stations by the Reggio and it is in the Reggio. The deliveries to the standard gauge line are at present being delayed through the following causes.

- (a) ROL supply to it. Army unsatisfactory.
- (b) Shortage of Rly. materials for the Reggio Gauge line.
- (c) Shortage of money of Reggio Gauge line owing to their accounts not being paid promptly.

There is also a shortage of wagons for this traffic on the standard gauge, and the Forestry Officer at Crotone states that he could load a further 100 wagons daily if the empties were made available. This is being discussed with the North to confirm ability to accept.

6. Ship Discharge.

Liberty ships are now regularly discharging in Reggio and Crotone with AMOT cargoes. Average daily discharges have been -

Crotone	200 tons
Reggio	400 tons
This is absurdly low for ships working 4 or 5 batches and movements at the two ports were instructed to increase the discharge rates to	
Crotone	400 tons
Reggio	500 tons

The local AMOT officers state their difficulties to be, shortage of labor and transport, and in the case of Reggio, storage accommodation. Heavy stocks are being held in Reggio, and it should be seriously considered whether further shipping for Reggio should be discharged elsewhere if lack of warehousing is going to slow up discharge.

AMOT have been told that no further roll wagons can be allotted for ship clearance so that increased ship discharge must be cleared to local warehouse.

A 300-ton ~~see~~ going dumb barge is being used in Reggio to the outside discharge of flour for Pizzo and Vibo Marina.

It would considerably assist the Calabrian transport situation if part or all of the following traffic could be cleared by schooner or ship.

Crotone / Catanzaro Marina	up to 1000 tons per month
Crotone / Trebisacce	100 " " "
Reggio / Pizzo	400 " " "
Reggio / Gioia Tauro	20 tons per day
Reggio / Leri	20 " " "

All these are comparatively short coastal trips which should give an economic turnaround for even small schooners.

The possibility of developing this schooner traffic is being investigated. It is recommended that a Sea Transport Officer be sent to Crotone. Masters have caused unnecessary difficulty in berthing their ships and in some instances refused to allow night work. There are no Naval personnel at Crotone. Crotone is also in need of docks handling gear for discharge of sacked grain and flour.

7. Communications.

Communications in Calabria have been greatly improved recently with the repair of some of the civil telephone circuits.

The following communications now exist in the province.

Reggio	}} Civil Telephone Link.
Crotone	
Catanzaro	
Cosenza	
Nicastro	

Reggio / Sibari	Railway Telegraph Link
Reggio / Duri and Marone	W/T Link
Reggio / Rossano and Catanzaro	Telephone Link.

30 Reinforcing and Reorganizing Party R.A.F. near Crotone have a W/T link to Taranto and Catanzaro which has been used by Mov Crotone and Cosenza. A telephone line will shortly be operating from Crotone to Sibari and the line Crotone to Taranto is being repaired.

8. Staff Situation.

The Mov 4 Th staff situation in Calabria is as follows.

At Reggio	3 Officers	14 ORs
At Crotone		4 ORs

1 Officer 2 ORs on loan from 1 Dist.

The need of Crotone is such that it is recommended that the Officer (Lieut. Bishop) and 2 ORs be posted to the strength of Mov Calabria. If this is done it will make Q13 Stalithorpe who has been O.C. of the Crotone detachment available for duty on detachment at Cosenza, Catanzaro or Sibari as the need arises.

The Reggio detachment requires a senior NCO to replace Q13 Jupp who has been evacuated through hospital to the U.K. This NCO should be a good disciplinarian capable of supervising the billet and discipline generally.

In order to assist the administrative position it is recommended that Mov Calabria be placed under Mov 1 District for that purpose.

9. Calabria Boundaries.

It is suggested that the Taranto boundary be extended down to include Monte Giordano. It would be unwise to put Sibari under control of Mov Taranto for the following reasons.

(a) Sibari will be required to regulate all empty wagons coming to Cosenza, Crotone and Reggio and should therefore be under control of Mov Reggio.

(b) Communications by road and phone are better from Crotone and Reggio than from Taranto.

(c) The Italian railway control over Sibari is exercised from Reggio.

(d) Italian troop and supply moves in and from the Cosenza and Sibari district are authorized and arranged through Catanzaro and Reggio.

10. Conclusions.

The present Movement organization is working satisfactorily in Calabria. An instruction is necessary covering all points of operation by rail and shipping. Seaborne traffic should be developed to speed up ship discharge and relieve pressure on the Railways.

A scheme should be set up for pool of wagons to cater for internal Calabrian requirements.

A firm policy must be laid down for supplying empties to Calabria to move

Radio / Sierra Railway Holograph Link
Radio / Bari and Naples W/T Link
Radio / Messina and Catania Holographic Link
30 Redoubt and Resolute, 2 rty N.W.P. near Chuk has a W/T link to
Toronto and Catania which has been used by Navy Ordnance as emergency.
Telephone line will shortly be operating from Orleans to Sierra and the line
Orestone to Toronto is being repaired.

8. Staff situation.

...the following is a list of the ...

IN STAFF SITUATION AT CAMP	14	ONE
AT CAMP	5	OFFICERS
AT CAMP	4	ONE
AT CAMP	4	ONE

At Crestone 2 ORs on loan from 1 Dist.
1 Officer 2 ORs on loan from 1 Dist.
The need of Crestone is such that it is recommended that the Officer (Lieut. Bishop) and 2 ORs be posted to the strength of Nov. 1916. If this is done it will make QMS Steinhilber who has been O.C. of the Crestone Detachment available as a replacement at the need arises.

The Regio detachment requires a senior NCO to replace QUS Japs who has been evacuated through hospital to the U.S. This NCO should be a good disciplinarian and a teaming comradely.

In order to assist the administrative position, it is recommended that Adv. capable of supervising the bullet and discipline generally.

9. *Colubra domitius*.

It is suggested that New Toronto boundary be extended down to include Monte Glordano. It would be unwise to put Gibart under control of New Toronto for the following reasons.

for the following reasons.

(a) Sibbani will be required to regulate all empty wagons coming to Cosenza, Grotone and Reggio and should therefore be under control of Hwy Reg. 10.

(b) Communications by road and plane are better from Grotone and Reggio than from Toronto.

(c) The Italian railway control over Gibert is exercised from the Gibert

(d) Italian troops and supply moves in and from the Geronza and Gibert

(e) Italian troops and supply moves in and from the Geronza and Gibert

10. Conclusions.

10. Conclusions:

The present Movement organization is working satisfactorily in Catalonia.
The present instruction is necessary covering all points of operation by rail and shipping.
An instruction is necessary covering all points of operation by road discharge and relieve

Pressure on the Railways

recipients.

requirements.

A firm policy must be laid down for supplying empties to Calabria to move timber and other traffic to the North. Rly Ops. particularly at Sibbari must be kept up to date with latest traffic priorities for efficient regulation of these empty wagons.

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Adv. Adv. Ech. A. P. H. Q.

Distribution: Flaubo.
D G H R
Col. Pitch
May Remo.

D. A. V. G. (2011)

16

Appendix A. AVERAGE DAILY TRAFFIC BIDS IN CALABRIA
No. Traffic. From. To. No. of Wagon Daily. Remarks.

BRITISH ARMY TRAFFIC.

1	USA Timber	Cesena	Naples	46	
2	British Timber	Crotone	Cancello	2	
3	"	Crotone	Taranto	1	
4	"	Crotone	Brindisi	2	
5	"	Crotone	Bari	10	includes 60 tons PD for USA Foggia
6	"	Crotone	North	14	
7	"	Crotone	Barletta	1	
8	Oranges & Fuelwood	Rossano	Bari	6	(SAT 2 Dist.)
9	Hutting	Catanzaro Sala	Bari	4	
10	"	Ferulito	Brindisi	1	
11	Fruit	Reggio District	Bari	2	per week through L P O
12	Eggs	"	Brindisi	2	
13	Fruit	Ferulito	Reggio	2	
14	Boxwood	Crotone	Reggio	3	for Catania
15	"	Nicastro	Bari	3	"
16	Hutting	Villafina	Taranto	4	
40	Charcoal	San Fili	Taranto	1	
41	Fuelwood	Reggio	Taranto	2	
42	Fuel			2	

ITALIAN ARMY TRAFFIC.

17	Seeds, Fodder etc	Cutro	Nicastro	1	
18	"	Crotone	Nicastro	1	
19	"	Strongoli	Nicastro	2	
20	"	Isola	Nicastro	2	
21	"	Cutro	Catanzaro Sala	1	
22	"	Crotone	Catanzaro Sala	2	
23	"	Mossano	Speziano Alb.	2	
24	"	Cutro	Speziano Alb.	2	
25	"	Strongoli	Speziano Alb.	1	
26	"	Isola	Speziano Alb.	1	
27	Italian Rations	Crotone	Outstations	1	
28	It. empty drums	Catanzaro Sala	Taranto	1	during Feb. & Mar. only.

ARMY STORES

AMGOT & CIVIL.

29	Army Stores	Reggio District	Outstations	1	
30	Foodstuffs	Crotone	Outstations	10	4 day turnaround
31	"	Reggio (ship)	"	12	"
32	"	Reggio (store)	"	6	when no ship working
33	Wood & Charcoal	Outstations	Reggio	4	4 day turnaround
34	Foodstuffs	Palini	Archi	2	"
35	Olives	Reggio District	Bari/Brindisi	2	2 day turnaround
36	Fruit (civil)	Crotone	Matera	3	
37	Fertilizers	Crotone	Calabria	2	
38	"	Crotone	Bari, Brindisi	4	4 day turnaround
39	Civil foodstuffs	Crotone	& Taranto	3	

SUMMARY.		Appendix "A"	per day
1. <u>Army Traffic.</u>	(i) requiring empties from North	1	7
	(ii) using Calabria pool wagons		6
2. <u>Italian Army traffic.</u>	(i) requiring empties from North	1	"
	(ii) using Calabria pool wagons	5	"
3. <u>AUGOT & Civil.</u>	(i) requiring empties from North	8	"
	(ii) using Calabria pool wagons	34	"

Wagons required from North daily.. 106.

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