

ACC

AC 186/TN.4

10000/148/2268

REG-10N

FEB. 1944

10000/148/2268

REGIONAL SITUATION REPORTS  
FEB. 1944

*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. |
| Gioia 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 (ARCOT)   | 13 Feb        |

2. Goods Train Traffic.  
Supply of Empty Wagons.

The supply of empty 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 DGER 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 timber 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In order to meet the requirements of priority traffics such as timber, wagons have been withdrawn from internal food distribution and loaded out of the province.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 catered 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. Reggio 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 DGER.

11 Feb  
11 Feb  
12 Feb  
13 Feb

Sibari  
Cosenza  
Metaponto  
Matera (ALGOT)

## 2. Goods Train Traffic. Supply of Empty Wagons.

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- (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 DMR 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 Timber 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 Crotona has fluctuated greatly and has not yet reached its peak tonnage owing to constant shortage of empties.

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A pool of wagons should be established and earmarked to cover traffic (a) whilst traffic (b) should be catered 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. Reggio and Mov. Crotona. It will be necessary for PLY 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.

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## 3. Passenger train traffic.

Passenger train services have recently been revised by DMR.

The present arrangements are working satisfactorily except that overcrowding on trains has reached a point where the safety of the trains and passengers is in danger. Civilians travel on all goods trucks, on the buffers of wagons, and on loco tenders. The prevention of this was taken up with ALGOT in November, but any action they have taken has been without result. This trouble can be cured but action must be energetic and thorough. The following steps are suggested.

- (a) ALGOT to publish notices stressing the need for restricted travel. These to be exhibited at all stations.
- (b) Only ticket holders to be permitted on platforms.
- (c) Ticket selling to be restricted to train capacity.
- (d) The Corps Carabinieri of each town to be made personally responsible for discipline of civilians at stations.

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-2-  
Passenger train traffic. (contd)

(c) A specially briefed Italian Military Train Guard of 1 Officer and 6 ORs 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 H.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 Instrn. is being issued covering details.

#### 5. British Timber Traffic.

This is at present being produced at the rate of approx. 15 wagons 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 of 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 14 wagons daily if the empties were made available. This is being discussed with DD7 to confirm ability to accept.

#### 6. Ship Discharge.

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

|         |           |
|---------|-----------|
| Crotona | 200 tons  |
| Reggio  | 400 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 AMCOT 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.

AMCOT 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 ~~ee~~ going dumb barge is being used in Reggio to take overside discharge of flour for Pizzo and Vibo Marina.

It would considerably assist the Calabria 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 / Trebisacce       | 100 " "                   |

### 5. British Timber Traffic.

This is at present being produced at the rate of approx. 15,000 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 at present being delayed through the following causes.

- (a) POL supply to it. Army unsatisfactory.
- (b) Shortage of RLY. Lubricants for Narrow Gauge line.
- (c) Shortage of money of 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 Crotone states that he could load a further 12 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 Crotone with AMCOT cargos. Average daily discharges have been -

|         |           |
|---------|-----------|
| Crotone | 200 tons  |
| Reggio  | 400 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

|         |           |
|---------|-----------|
| Crotone | 400 tons  |
| Reggio  | 500 tons. |

The local AMCOT 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.

AMCOT have been told that no further rail wagons can be allocated for ship clearance so that increased ship discharge must be cleared to local warehouses.

A 300-ton sea going dumb barge is being used in Reggio to the riverside 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.

|                            |                           |
|----------------------------|---------------------------|
| Crotone / Catanzaro Marina | up to 1000 tons per month |
| Crotone / Trebisacce       | 100 " " "                 |
| Reggio / Pizzo             | 400 " " "                 |
| Reggio / Gioja 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   |                         |
| Nicotro   |                         |

|                              |                          |
|------------------------------|--------------------------|
| Reggio / Sibari              | } Railway Telegraph Link |
| Reggio / Bari and Naples     |                          |
| Reggio / Messina and Catania |                          |

30 Refuelling and Repairing Party R.A.F. near Crotone have a W/T link to Taranto and Catania which has been used by Mov Crotone in emergency. 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 & Tn 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 Q/S Steinhilber 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 Q/S Jepp 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 Mov Taranto boundary be extended down to include Monte Ciardana. 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 Group 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 supply discharge and relieve pressure on the Railways.

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

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Reggio / Sicily  
 Regio / Paris and Naples  
 Regio / Messina and Catania  
 Regio / Messina and Catania  
 30 Refueling and Rearming Party R.A.F. near Crotone in emergency.  
 Taranto and Catania which are used by Nov Crotone in emergency.  
 Telephone line will shortly be operating from Crotone to Sibbari and the line  
 Crotone to Taranto is being repaired.

#### 8. Staff Situation.

The Nov & TN staff situation in Calabria is as follows.

At Reggio 3 Officers 14 ORs  
 At Crotone 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 Nov Calabria. If this is done it will make QIS Stainthorpe who has been O.C. of the Crotone detachment available for duty on detachment at Cosenza, Catanzaro or Sibbari as the need arises.

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

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

#### 9. Calabria Boundaries.

It is suggested that Nov Taranto boundary be extended down to include Monze Giordano. It would be unwise to put Sibbari under control of Nov Taranto for the following reasons.

(a) Sibbari will be required to regulate all empty wagons coming to Cosenza, Crotone and Reggio and should therefore be under control of Nov Reggio.  
 (b) Communications by road and phone are better from Crotone and Reggio than from Taranto.

(c) The Italian railway control over Sibbari is exercised from Reggio.  
 (d) Italian Tramp and supply moves in and from the Cosenza and Sibbari district are authorised and arranged through Catanzaro and Reggio.

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#### 10. Conclusions.

The present Movement organisation is working satisfactorily in Calabria. An instruction is necessary covering all points of operation by rail and shipping. Schroner 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 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.

Adv. Adm. Ech. A.F.H.Q.

Distribution: Flaubo  
 D G M R  
 Col. Fitch  
 Nov Reggio.

*C.A. R. May 1944*  
 D.A. G. (H)

Appendix 'A'. AVERAGE DAILY TRAFFIC BIDS IN CALABRIA.

| No.                          | Traffic.           | From.           | To.            | No of Wagons daily. | Remarks.                           |
|------------------------------|--------------------|-----------------|----------------|---------------------|------------------------------------|
| <b>BRITISH ARMY TRAFFIC.</b> |                    |                 |                |                     |                                    |
| 1                            | USA Timber         | Cosenza         | Naples         | 46                  |                                    |
| 2                            | British Timber     | Crotone         | Cancello       | 2                   |                                    |
| 3                            | "                  | Crotone         | Taranto        | 1                   |                                    |
| 4                            | "                  | Crotone         | Brindisi       | 2                   |                                    |
| 5                            | "                  | Crotone         | Bari           | 10                  | includes 60 tons ED for USA Poggia |
| 6                            | "                  | Crotone         | Marth          | 14                  |                                    |
| 7                            | "                  | Crotone         | Barletta       | 1                   |                                    |
| 8                            | Oranges & Fuelwood | Rossano         | Bari           | 6                   | (SAT 2 Dist.)                      |
| 9                            | Huttings           | Catanzaro Sala  | Bari           | 4                   |                                    |
| 10                           | "                  | Perolito        | Bari           | 1                   |                                    |
| 11                           | Fruit              | Reggio District | Brindisi       | 2                   | per week through L P O             |
| 12                           | Eggs               | "               | Bari           | 2                   |                                    |
| 13                           | Fruit              | Perolito        | Brindisi       | 2                   |                                    |
| 14                           | Boxwood            | Beverato        | Reggio         | 3                   | for Catania                        |
| 15                           | "                  | Crotone         | Reggio         | 3                   | "                                  |
| 16                           | Huttings           | Nicastro        | Bari           | 4                   |                                    |
| 40                           | Charcoal           | Villafiuma      | Taranto        | 1                   |                                    |
| 41                           | Fuelwood           | San Fili        | Taranto        | 2                   |                                    |
| 42                           | Fuel               | Reggio          | Taranto        | 2                   |                                    |
| <b>ITALIAN ARMY TRAFFIC.</b> |                    |                 |                |                     |                                    |
| 17                           | Seeds, Fodder etc  | Cutro           | Nicastro       | 1                   |                                    |
| 18                           | "                  | Crotone         | Nicastro       | 1                   |                                    |
| 19                           | "                  | Strangoli       | Nicastro       | 2                   | These bids are met by an           |
| 20                           | "                  | Isola           | Nicastro       | 2                   | average daily                      |
| 21                           | "                  | Cutro           | Catz. Sala     | 1                   | allocation of                      |
| 22                           | "                  | Crotone         | Catz. Sala     | 2                   | 3 wagons.                          |
| 23                           | "                  | Rossano         | Spez. Alb.     | 2                   |                                    |
| 24                           | "                  | Cutro           | Spez. Alb.     | 2                   |                                    |
| 25                           | "                  | Strangoli       | Spez. Alb.     | 1                   |                                    |
| 26                           | "                  | Isola           | Spez. Alb.     | 1                   |                                    |
| 27                           | Italian Rations    | Crotone         | Outstations    | 1                   |                                    |
| 28                           | It. empty drums    | Catz. Sala      | Taranto        | 1                   | during Feb. & Mar. only.           |
| 29                           | Army Stores        | Reggio District | Outstations    | 1                   |                                    |
| <b>ANGOT &amp; CIVIL.</b>    |                    |                 |                |                     |                                    |
| 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         | "               | "              | 2                   | " " "                              |
| 35                           | Olives             | Palai           | Archi          | 2                   | 2 day turnaround                   |
| 36                           | Fruit (civil)      | Reggio District | Bari/Brindisi  | 3                   |                                    |
| 37                           | Fertilizers        | Crotone         | Matera         | 2                   |                                    |
| 38                           | "                  | Crotone         | Calabria       | 4                   | 4 day turnaround                   |
| 39                           | Civil foodstuffs   | Crotone         | Bari, Brindisi | 3                   |                                    |

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|    |                       |                 |    |                          |
|----|-----------------------|-----------------|----|--------------------------|
| 7  | "                     | Crotone         | 1  |                          |
| 8  | Oranges & Fuelwood    | Rossano         | 6  | (SAT 2 Dist.)            |
| 9  | Hutting               | Catanzaro Sala  | 4  |                          |
| 10 | "                     | Terolito        | 1  |                          |
| 11 | Fruit                 | Reggio District | 2  | (per week through        |
| 12 | Eggs                  | "               | 2  | L P O                    |
| 13 | Fruit                 | Perullo         | 2  |                          |
| 14 | Boxwood               | Jovetto         | 2  |                          |
| 15 | "                     | Crotone         | 3  | for Catania              |
| 16 | Hutting               | Nicastro        | 3  | "                        |
| 40 | Charcoal              | Villafiana      | 4  |                          |
| 41 | Fuelwood              | San Fili        | 1  |                          |
| 42 | Fuel                  | Reggio          | 2  |                          |
| 17 | ITALIAN ARMY TRAFFIC. |                 |    |                          |
| 18 | Seeds, Fodder etc     | Cutro           | 1  |                          |
| 19 | "                     | Crofani         | 1  |                          |
| 20 | "                     | Srangoli        | 2  |                          |
| 21 | "                     | Isola           | 2  |                          |
| 22 | "                     | Cutro           | 2  |                          |
| 23 | "                     | Crofani         | 1  |                          |
| 24 | "                     | Rossano         | 2  |                          |
| 25 | "                     | Cutro           | 2  |                          |
| 26 | "                     | Srangoli        | 1  |                          |
| 27 | Italian Nations       | Isola           | 1  |                          |
| 28 | It. empty drums       | Crotone         | 1  |                          |
| 29 | Army Stores           | Cat. Sala       | 1  | during Feb. & Mar. only. |
| 30 | Foodstuffs            | Reggio District | 1  |                          |
| 31 | "                     | Outstations     | 10 | 4 day turnaround         |
| 32 | "                     | "               | 12 | "                        |
| 33 | Wood & Charcoal       | Reggio (ship)   | 6  | when no ship working     |
| 34 | Foodstuffs            | Reggio (store)  | 4  | 4 day turnaround         |
| 35 | Olives                | Outstations     | 2  | "                        |
| 36 | Fruit (civil)         | Palai           | 2  | 2 day turnaround         |
| 37 | Fertilizers           | Reggio District | 3  |                          |
| 38 | "                     | Crotone         | 2  |                          |
| 39 | Civil foodstuffs      | Crotone         | 4  | 4 day turnaround         |
|    |                       | Crotone         | 3  |                          |

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|    |                  |                           |    |                      |
|----|------------------|---------------------------|----|----------------------|
| 30 | Foodstuffs       | Outstations               | 10 | 4 day turnaround     |
| 31 | "                | "                         | 12 | "                    |
| 32 | "                | "                         | 6  | when no ship working |
| 33 | Wood & Charcoal  | Reggio                    | 4  | 4 day turnaround     |
| 34 | Foodstuffs       | "                         | 2  | "                    |
| 35 | Olives           | Archi                     | 2  | 2 day turnaround     |
| 36 | Fruit (civil)    | Reggio District           | 3  |                      |
| 37 | Fertilizers      | Baria Brindisi            | 2  |                      |
| 38 | "                | Matera                    | 4  | 4 day turnaround     |
| 39 | Civil foodstuffs | Calabria                  | 4  | 4 day turnaround     |
|    |                  | Baria, Brindisi & Taranto | 3  |                      |

## SUMMARY.

1. Army Traffic. (i) requiring empties from North  
(ii) using Calabria pool wagons
2. Italian Army traffic.  
(i) requiring empties from North  
(ii) using Calabria pool wagons
3. AMGOT & Civil. (i) requiring empties from North  
(ii) using Calabria pool wagons

Wagons required for Calabria Pool

|               |     |
|---------------|-----|
| Italian Army  | 24  |
| AMGOT & Civil | 132 |
|               | 176 |

Wagons required from North daily.. 106.

0523

SECRET

INT TN  
PRIORITY

90/2

211822A

H-1942

CABLE

3145

RECEIVED AT PENINSULAR BASE SECTION  
SIGNAL MESSAGE CENTER

12 FEBRUARY 1944

SECRET

PRIORITY

CG PMS FOR PANGO ALPH BROADCAST

NOTE

SEAMS FOR MILETTI

121635A

211822A

S-7/01

RHO-54

*Coal shortage*

SITREP REGION 1. February Day 8 to Day 14. Political, No change.  
 Food, causing anxiety. - Special Remarks: Supply adequate distribution impos-  
 sible owing to lack of coal. Supply, bad. -Special Remarks: Rail traffic  
suspended in west of island. Crime, no change. Health, satisfactory.  
 Personnel, no change. Refugees, no change. Price tendencies, no change  
 General comments, nothing.

PMS DIST:

ACTION + H. AGO  
 (Info) - 203  
 - 00

AND DIST:

(Action) C & Br (2)  
 (Info) Econ Sec (3)

*Capit Hay**Ind 2/10/44**For info**my*

6121

14 FEB 1944

SECRET  
13968M. HAY  
Capt. RA  
Officer Economic Sect

COPY

131411A

H-2078

TWX

3204

## CONFIDENTIAL OPERATIONAL PRIORITY TELEGRAM

RECEIVED AT  
FBS SIGNAL MESSAGE CENTER

13 FEBRUARY 1944

CONFIDENTIAL

OPERATIONAL PRIORITY

CC FBS FOR FARGO FOR MAGNANLARE

NONE

ACC REFIDEN 2

131210A

131411A

RE/206

NONE

*Attention drawn to  
this at To Sub. Com  
Hunting 17 Feb 44.*

SITREP. February day 8 to day 14. Political, satisfactory. - Special Remarks: No reaction yet to turnover. Food, causing anxiety. - Special Remarks: Olive Oil famine Potenza. Amassing difficulties Calabria shortage rail transport makes impossible increase bread ration Catanzaro, Cosenza, Potenza. Difficult to maintain even 100 grams. Supply, satisfactory. - Special Remarks: Reggio Pol monthly supply not received from Cip. Crime, good. - Except food demonstration Tolve Potenza Province and stripping disabled staff car outside Potenza town. Health, good. Personnel, causing anxiety. - Still without directive as to Puglian Province now added to Region. Refugees, satisfactory. - Special Remarks: Soap, food, blankets urgently needed for 3200 Potenza. Price tendencies, no change. General comments: Civilian trains arriving Potenza overcrowded causing anxiety health standpoint.

## FBS DISTR:

INFO : HQ ACC  
G-2  
CG  
SECY

## ACC DISTR:

(INFO) C A BR  
" EOCN SEC (2)  
" ADM SEC  
" POL SEC  
" P H SUB COM

0 5 2 5