

ACC

AC/100/50

10000/148/1571

10000/148/1571

LIVORNO - ROME
AUG. 1944 - NOV. 1945

Treno 1072

7.20	Pisa	18.45
7.27/28	Quarantola	18.40/41
7.44/45	Tombolo	18.23/24
(tr. 1039)		(tr. 1030)
8.01/30	Livorno	17.30/18.05
8.42/43	Stagno	17.18/19
8.51/52	Guastallo	17.09/10
9.05/07	Celle Salvetti	16.54/56
9.17/18	Pauglia	16.44/45
9.31/32	Orciano	16.31/32
9.45/46	S. Ilvo	16.17/18
9.54/55	Castellina M.	16.09/10
10.08/09	Vada	15.55/55
10.22/27	Cecina	15.38/43
10.37/38	Bibbiena	15.27/28
10.44/45	Bolgheri	15.20/21
11.01/02	Castagneto C.	15.04/05
11.12/13	S. Vincenzo	14.53/54
11.26/31	Campiglia M.	14.35/40
11.42/43	Vignale R.	14.23/24
11.53/55	Follonica	14.10/12
12.04/05	Scarlinto	14.00/01
12.20/21	Gavorrano	13.45/46
12.32/33	Giuncarico	13.32/33
12.43/44	Montepescali	13.21/22
13.00/40	Grosseto	12.55/13.05
13.54/55	Rispeda	12.40/41
14.06/07	Alberese	12.29/30
14.18/19	Zalamone	12.14/15
14.37/39	Albidea	11.54/56
14.48/55	Orbetello	11.38/44
15.13/14	Casalbio	11.25/30

1758

Treno 1059

100/50

9.17/18	Fauggia	15.14/45
9.31/32	Oradiano	15.31/32
9.45/46	S. Ilario	15.17/18
9.54/55	Castellina M.	15.09/10
10.08/09	Vada	15.55/56
10.22/27	Oscina	15.38/43
10.37/38	Bibbana	15.27/28
10.44/45	Balignani	15.20/21
11.01/02	Castagneto G.	15.04/09
11.12/13	S. Vincenzo	14.53/54
11.26/31	Castellina M.	14.35/40
11.42/43	Vignale R.	14.23/24
11.53/55	Follonica	14.10/12
12.04/05	Corridone	14.00/01
12.20/21	Castellina	13.45/46
12.32/33	Giuncarico	13.32/33
12.43/44	Montepescali	13.21/22
13.00/40	Grosseto	12.55/13.09
13.54/55	Viareggio	12.40/42
14.06/07	Albergo	12.29/30
14.16/19	Talamone	12.14/15
14.37/39	Albina	11.54/56
14.45/55	Orbetello	11.38/44
15.13/14	Capalbio	11.21/22
15.24/25	Chierone	11.11/12
15.49/51	Montalto di C.	10.44/46
16.15/17	Tarquinia	10.12/20
16.48/58	Civitavecchia	9.27/47

1778

Sopra

17.11/15	S. Marinella	9.13/15
17.31/32	S. Severa	8.56/57
17.39/40	Turbara	8.48/49
17.49/50	Cerveteri Ladispoli	8.38/39
17.55/56	Palo Laziale	8.32/33
18.05/06	Torre in P.-Palidoro	8.21/22
18.15/16	Maccarese Fregene	8.07/12
18.31/36	Ponte Galeria	7.51/52
18.47/48	Angliana	7.39/40
18.57/59	Roma Trastevere	7.28/30
19.02/04	Roma Ostiense	7.24/25
---/19.10	Cavalloavia Km. 4+244 -	
19.12/13	Roma Tuscolana	7.17/18
19.25/----	Roma Termini	---/7.10

1727

RPM/lml

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (3R) MAIN, C. M. F.

Tel. 843209
Ref. 100/50/Tn4

23 August 1945

SUBJECT : Restoration of Line 50 Between Rosignano and Leghorn.

TO : Director, Transportation Sub-Commission.

1. Reference letter of 30 July - File: 233/33/60/Tn2, concerning the restoration of Line 50 between Rosignano and Leghorn.

2. It is requested that further consideration be given and the authority to proceed with the reconstruction of this section of Line 50 for the reasons set forth below:

- a. The line now in service between Vada and Leghorn via Collesalvetti is constructed with light rail which is very old and has been under heavy traffic for the past several months.
- b. Between Collesalvetti and Leghorn the distance is 18 kilometers without a passing siding and there is no place where a passing siding can be constructed without involving considerable dirt work and bridging.
- c. On the present operated line between Vada and Collesalvetti there are three short sidings which restrict the amount of traffic through this territory.
- d. The operating conditions mentioned in a, b, and c, restrict the number of trains and the speed of trains which can operate over the line between Vada and Collesalvetti and Leghorn.
- e. Restoration of the masonry bridges on the Rosignano-Leghorn line will require a minimum of 6 to 8 months, due to the heavy demolition by the enemy of bridges through this territory, therefore, the work should be started immediately before bad weather sets in, further delaying the reconstruction work.
- f. The movement of traffic into and out of the Leghorn Port will be governed by the efficiency of the railway in handling traffic into and out of Leghorn, therefore, it is considered necessary that the reconstruction work be undertaken to facilitate the working of Leghorn Port.

authority to proceed with the reconstruction of this section of Line 50 for the reasons set forth below:

- a. The line now in service between Vada and Leghorn via Collesalveti is constructed with light rail which is very old and has been under heavy traffic for the past several months.
- b. Between Collesalveti and Leghorn the distance is 18 kilometers without a passing siding and there is no place where a passing siding can be constructed without involving considerable dirt work and bridging.
- c. On the present operated line between Vada and Collesalveti there are three short sidings which restrict the amount of traffic through this territory.
- d. The operating conditions mentioned in a, b, and c, restrict the number of trains and the speed of trains which can operate over the line between Vada and Collesalveti and Leghorn.
- e. Restoration of the masonry bridges on the Rosignano-Leghorn line will require a minimum of 6 to 8 months, due to the heavy demolition by the enemy of bridges through this territory, therefore, the work should be started immediately before bad weather sets in, further delaying the reconstruction work.
- f. The movement of traffic into and out of the Leghorn Port will be governed by the efficiency of the railway in handling traffic into and out of Leghorn, therefore, it is considered necessary that the reconstruction work be undertaken to facilitate the working of Leghorn Port.

- 2 -

- g. The distance between Rome and Leghorn will be reduced by 20 kilometers with the reconstruction of this track and would affect more direct and speedier service to Leghorn.
 - h. With the opening of Line 50 between Rignano and Leghorn direct connection would be afforded to Leghorn Central Station and Leghorn workshops. This would facilitate all movements within the Leghorn area.
3. Plans have been submitted by the Italian State Railways for the reconstruction of this line, the amount involved is estimated to cost 130,000,000 lire.
4. It is recommended that this work be carried out and that financial approval be authorized.

R. P. MOSS
Chief, Rail Division

Ministry of Transport
I.S.R Works and Construction Service

Rome 10 August 1945

N.L.C.9/25/45076

SUBJECT
Proposal of restoration
of the section ROSIGNANO-LEGHORN
on Rome-Pisa line.

To The Sup. - Commission A.C.
(Rail Division)

orig.

1. Your Commission has ^{not} approved the proposal of the restoration of the service between ROSIGNANO-LEGHORN section of the ROME-PISA line.

2. This Service beg kindly to re-examine the proposal, as in subject, for the following motives.

3. The old line VADA-COLLESALVERTI-PISA constructed with antiquated judgements and equipped with light and wasted rails, it is no more available to support the present traffic, and less will be in the future.

4. The M.R.S. (Major Staff) has ~~recently~~ recently recommended to improve circulation conditions, and reduce slackening, but it is not possible to cause of the frequent fractures verified over the rails.

5. Restoration works of the destroyed masonry works on ROSIGNANO-LEGHORN will take (minimum 5 to 6 months) and that is due to the mines ambush distributed all along the line. Consequently should be impossible to face to the greatest traffic necessity of the next year, if works of ROSIGNANO-LEGHORN section will be non started before the winter.

6. The Prefecture of LEGHORN has put in evidence that the possibility of retaking said town activity and his harbour very bad damaged by war events, are deeply subordinate to the main railway-line re-operation, which has before the war connected directly South centers with the harbour.

The Chief Works Service

Signed LOCIGNO

743



MINISTERO DEI TRASPORTI
~~MINISTERO DEI TRASPORTI~~

FERROVIE DELLO STATO
 DIREZIONE GENERALE

Roma, li 16 AGO 1945 1945 - 5 - A

N. L.C. 9/25/45076

Al R

del

SERVIZIO LAVORI E COSTRUZIONI

Alla COMMISSIONE ALLEATA
 Sotto Commissione Trasporti
 (FERROVIE)

OGGETTO

Proposta ripristino tratto

ROSIGNANO-LIVORNO della

linea ROMA-PISA

S E D E

ALLEGATI N.

- 1)- Cod. Commissione ha espresso parere sfavorevole in merito alla proposta per il ripristino del tratto della linea ROMA-PISA compreso fra le stazioni di ROSIGNANO-LIVORNO.
- 2)- Questo Servizio rivolge cortese *e subordinata* preghiera di riesaminare la proposta in oggetto per i motivi esposti in seguito.
- 3)- La vecchia linea VADA-COLESALVETTI-PISA costruita con criteri antiquati e soprattutto armata con rotaie leggere e molto logore, non é in grado di sopportare a lungo il traffico attuale e tanto meno il maggior traffico avvenire.
- 4)- Il Servizio Militare Ferroviario (Magg. STULL) ha anzi raccomandato recentemente di migliorare le condizioni di circolazione e ridurre i rallentamenti, cosa non possibile per quanto riguarda le frequenti rotture di rotaie che si verificano.
- 5) - I lavori per il ripristino delle opere d'arte distrutte nel tratto ROSIGNANO-LIVORNO impegneranno notevole tempo, (minimo mesi 6+8) in considerazione anche dell'intralcio e ritardo derivante dalla insidia delle mine di cui la linea é infestata.
 Conseguentemente non si potrà far fronte alle maggiori necessità del traffico nel prossimo anno, se non verrà dato inizio ai lavori di ripristino della ROSIGNANO-LIVORNO prima dell'inverno.
- 6)- La Prefettura di Livorno ha messo in evidenza che le possibilità di ripresa di attività di quel capoluogo e del suo porto, duramente colpiti dagli eventi bellici, sono strettamente subordinate alla riattivazione della linea ferroviaria principale che congiungeva direttamente i centri del Sud con quel porto.

IL CAPO DEL SERVIZIO LAVORI

A.M.

g.

Voligno

AHS/ef

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

Tel : 843239

Ref : AC/Tn/36a/C.E.

2nd August 1945

SUBJECT : Rosignano-Livorno.

TO : Eng. Lo Cigno
Chief of Works Service.

1. Reference your letter of 6th July 1945.
2. Herewith copy of letter received from the Planning Division.
3. Please submit this request later.

For the Director:

A.H. STREET, Lt. Col.

1773

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

FPR/em

Ref. 233/33/60/Tn.2

30 July 1945

SUBJECT: Rosignano - Livorno.

TO : Rail Division (Tn.4).
(Attn. Lt. Col. A. H. Street).

1. Your AC/Tn/36/42 C.E. of 11 July 1945.
2. It is considered that as a connection Via Cecina and Pisa already exists the above project carries no priority and therefore proposal to repair should not be entertained at the present time.
3. Primary attention must be given to the completion of line 50 (specifically that stretch Viareggio - Genova) so as to complete through track South-North on west coast. Financial authority has been granted for the Section Viareggio La Spezia but so far no estimate of expenditure has been submitted for the La Spezia - Genoa section altho' I understand reconstruction is well in hand.


CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

AHS/em

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

Tel 843239 36/42
Ref : AG/Tn/9746 C.E.

11 July 1945

SUBJECT : Rosignano-Livorno.
TO : The Planning Division.

1. A request has been received from the I.S.R. for the rehabilitation of this section of railway.
2. Please advise if this work should be carried out giving financial approval and Priority.
3. There is at present a connexion between Cecina and Fiasa by Line 227.
4. Estimated cost £ 130.000.000.
5. Time of completion providing materials are obtainable 6 months.

A.H. STREET, Major.

1771

C O P I A

Roma, 6 luglio 1945

Servizio Lavori e Costruzioni

Oggetto:

Proposta ripristino tratto
Rosignano Livorno della
linea Roma Pisa.

ALLA COMMISSIONE ALLEATA

SOTTO COMMISSIONE TRASPORTI (Ferrovie)

Stanza n° 52 - Piano 3°

S E D E

1) Si è studiato il ripristino della linea diretta tra Rosignano e Livorno.

2) E' anzitutto necessario bonificare le varie gallerie e alcuni tratti di linea dalle mine. Per ciò si sta affidando il lavoro a Ditta specializzata sotto il controllo del Ministero della Guerra.

3) La ricostruzione dei vari ponti, manufatti e gallerie è prevista con le modalità indicate nel prospetto e nei disegni allegati.

4) Si prevede una spesa totale di L. 130.000.000 circa ed il seguente fabbisogno di materiali contingentati:

Cemento	C.li	11300
Ferro in tondo e travi	Kg.	20000
Benzina	litri	325000
Olio	"	6500

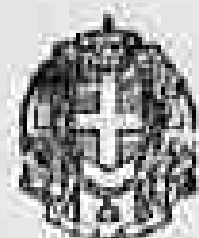
5) L'esecuzione dei lavori è prevista in due lotti e verrà affidata a Ditte di fiducia mediante gara a licitazione privata.

6) Il tempo occorrente all'esecuzione dei lavori è previsto in ~~1730~~ ¹⁷³⁰ mesi 6.

7) Si chiede che dopo l'esame del presente studio:

- A) venga autorizzata l'esecuzione dei lavori;
- B) venga autorizzata a suo tempo l'apertura dell'esercizio nel tratto di linea in oggetto;
- C) sia ordinato lo sblocco dei materiali contingentati.

IL CAPO DEL SERVIZIO LAVORI



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO LAVORI E C.

Roma, 11 1-6 LUG 1945

134 - A.

N L. C. 9/25/24555 bis

Al N. _____ del _____

ALLA COMMISSIONE ALLEATA

SOTTO COMMISSIONE TRASPORTI

OGGETTO
Proposta ripristino

(Ferrovie)

tratto Rosignano Livorno
della linea Roma Pisa

Stanza N° 52 - Piano III°

ALLEGATI N. _____

S E D E

- 1) Si è studiato il ripristino della linea diretta tra Rosignano e Livorno.
- 2) E' anzitutto necessario bonificare le varie gallerie e alcuni tratti di linea dalle mine. Per cio si sta affidando il lavoro a Ditta specializzata sotto il controllo del Ministero della Guerra.
- 3) La ricostruzione dei vari ponti, manufatti e gallerie è prevista con le modalità indicate nel prospetto e nei disegni allegati.
- 4) Si prevede una spesa totale di L. 130.000.000 circa ed il seguente fabbisogno: di materiali contingentati:

Cemento.	Q/11	11300=
Ferro in tondó e travi.	Kg.	20000=
Benzina	l.t	325000=
Olio.	l/tri	6500=
- 5) L'esecuzione dei lavori è prevista in due lotti e verrà affidata a Ditte di fiducia mediante gara a licitazione privata.
- 6) ^(tempo) Il ^{tempo} occorrente all'esecuzione dei lavori è previsto in mesi 6

1749

7) Si chiede che dopo l'esame del presente studio:

- A) venga autorizzata l'esecuzione dei lavori
- B) venga autorizzata a suo tempo l'apertura dell'esercizio nel tratto di linea in oggetto
- C) Sia ordinato lo sblocco dei materiali contingentati.

8 Mi reservo di inviare la perizia della spesa in corso di copia. —

IL CAPO SERVIZIO LAVORI

Di

Lo Regio

RPH/lnl

100/50

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (BR) MAIN, U. M. F.

Tel. 843209
Ref. AG/100/50/TDA

14 November 1945

SUBJECT : Reconstruction of Line 50 -
Rosignano - Leghorn.

TO : Director, Military Railway Service
Attention: Major E. E. London, Supt. Tn.

1. Reference is your letter 9 November 1945 concerning the reconstruction of Line 50 between Rosignano and Leghorn Central Station.

2. Financial approval for the reconstruction of this section of the railway was given to the Italian State Railways 5 October 1945. The matter will be handled with the Italian State Railways to push the reconstruction of this portion of the line.

3. It must be remembered that there is a critical shortage of railway and other construction materials in Italy at the moment and certain priorities have been laid down by the Italian State Railways in their Reconstruction Program.

R. P. MOSE
Chief, Rail Division

Copy to: Major Buckley, Chief Engineer, Rail Division

1748

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

A. P. O. 512
9 November 1945

SUBJECT: Reconstruction of Line 50.

TO: AC Transp. Sub-Commission,
Rail Division,

ATTENTION: Mr. Moss

1. Reconstruction up to a recent date had not commenced on Line 50 between Rosignano and Leghorn Central Station. With the opening of the line Pisa - La Spezia - Genoa at a not too distant date, the section of line above referred to will become an important link in providing through service. Furthermore, it would facilitate the movement of other traffic which is now routed via Colle Salvetti over Lines 227 and 228, both of which are laid with light steel and are not adapted for a heavy volume of traffic.

2. If not already under way, it is recommended that reconstruction work on the line Rosignano to Leghorn be started as soon as possible.

FOR THE DIRECTOR:

S. E. London
S. E. LONDON
Major, TC
Supt. Transportation

Copies furnished:

D. D. M. R. S.
AD Tn (Ops)

100/50

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (BR) MAIN, C. M. F.

13 November 1945

Tel. 843209
Ref. AC/100/50/T24

SUBJECT : Reconstruction of Line 50-
Rosignano - Leghorn.

TO : Major Buckley,
Chief, Engineer, Rail Division.

1. Please handle this matter with the Chief of the Works Section,
Ing. Losigno, as it is important that this line be opened to traffic as
quickly as possible.

R. P. MOSS
Chief, Rail Division

Attachment

1746

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

REFERENCES:
Riferimento:

APPLICATION:

Richiesta n° N.211/3680/103-C

I.S.R.

FF.SS Di rez. Gen. Serv. Nov.

A.C.

C.A. Sottocommissione Trasporti
Divisione Ferroviaria SEDE

Date: 12/9/1945

Data:

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta effettuazione treni viaggiatori da parte delle FF.SS.

Attivazione 1 coppia di treni accelerati tra Roma e Pisa per servizio locale.

COMPARTIMENTO: Roma - Firenze

FROM:

Da: Roma

TO:

a: Pisa

LINE NUMBER:

Numero della linea:

PRIORITY NUMBER:

Numero di precedenza:

FREQUENCY

Frequenza giornaliera

COAL CONSUMPTION (WEEKLY)

Consumo carbone (Settimanale) 85 tonn.

EQUIPMENT NEEDED:

Materiale occorrente:

LOCO, COAL, OR ELECTRIC vapore

COACHING STOCK

Materiale viaggiatori 7 carrozze e 1 bagagliaio

LITTORINE

WHO WILL PROVIDE COACHING STOCK?

Chi fornirà il materiale viaggiatori? Le F.S.

FROM WHERE?

Agreed.
S. L. M.
with approval of
W. A.

1725

100/50

9

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta effettuazione treni viaggiatori da parte dello FF.SS.

Attivazione 1 coppia di treni accelerati tra Roma e Pisa per servizio locale.

COMPARTIMENTO: Roma - FirenzeFROM:

Da: Roma

TO:

a: Pisa

LINE NUMBER:

Numero della linea:

PRIORITY NUMBER:

Numero di precedenza:

FREQUENCY

Frequenza giornaliera

EQUIPMENT NEEDED:

Materiale occorrente:

COAL CONSUMPTION (WEEKLY)

Consumo carbone (Settimanale) 85 tonn.

1745

LOCO, COAL, OR ELECTRIC VAPORCOACHING STOCK

Materiali viaggiatori 7 carrozze e 1 bagagliaio

LITTORINEWHO WILL PROVIDE COACHING STOCK?

Chi fornirà il materiale viaggiatori? Le F.S.

FROM WHERE?

Da dove? Compartimenti del Nord

STATIONS - KILOMETERS AND TRAIN NUMBERS

Orari - Kilonetraggio e numeri dei treni.

(To be inserted over leaf)

(Da essere inserito nella pratica)

PCH/10

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

7 August 45

Ref. 243238
Ref. 100/100/50/Tm 4

SUBJECT: Messenger service Loughorn - Grosseto.

TO: LHM - ELA.

1. Reference is 244/3293/-103 C of 3 August 1945.
2. The extension of the present Loughorn-Gaspiglia service to include Grosseto is authorized.
3. Advise us and (RM) effective date of extension.

P. G. MATSON
MAJOR T.C.
for Director

Copy to: Movement Rail Tm Sub-Commission 100/100
" " Major Blair Rail Tm Officer Florence

Allied Force
MILITARY RAILWAY SERVICE - ITALY
Office of Director

A.P.O. 512
4 August 1945

591.7 T

SUBJECT: Extension of Train Service - Leghorn-Grosseto.

TO: Capo Compartimento
Italian State Railways
Florence Compartment.

1. Reference letter dated 18 July, file M.III/OH/39, above subject.
2. Authority is granted for the extension of the local civilian train now operating between Leghorn and Campiglia to Grosseto. It is understood that no additional motive power or rolling stock will be required for this extension.
3. Request information as to effective date of this extension, together with schedule of timings.

FOR THE DIRECTOR:

S. E. LONDON
Major, TC
Supt. Transportation

cc-Rail Div, 2nd Sub-Commission
Allied Commission
Director General
Italian State Railways
Capt. C. R. Johnson
774 RGD - Florence
Capt. W. B. Myers
774 RGD - Leghorn

MINISTRY OF TRANSPORTS
I.S.R.
MOVEMENT SERVICE

Rome 3th August 1945
M.211/3293-103 C.

SUBJECT: Communications between
Leghorn and Grosseto.

TO : In Sub-Commission A.C.
Divisione ferroviaria
Bldg.

1. While between Leghorn and Campiglia are daily running
for civilians passenger service the trains:

5303 Leghorn dep. 1735 Campiglia arr. 2120
5304 Campiglia dep. 0400 Leghorn arr. 0731

are not existing instead local communications on the next section
Campiglia-Grosseto.

2. Owing that this last area is including many populous
places is considered indispensable to restore local communications
also on the section Campiglia-Grosseto in order to consent said
populations to take again the owner traffic activity to day
totally dead.

3. For said purpose, we propose to prolong until Grosseto
the 5303 and 5304 trains operation with the following timing:

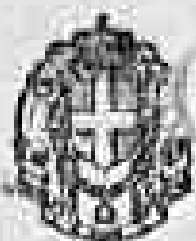
Leghorn dep. 1735 Grosseto arr. 22.35
Grosseto dep. 0140 Leghorn arr. 07.31

4. No more use is need on rolling stock and the large daily
consumption will be of ton. 1.250.

5. we beg examine kindly such proposal and let us know your
decision on the matter.

OK Rm
The General Director
G. di Reimondo

1758



MINISTERO DEI TRASPORTI
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

ROMA, - 3 AGO 1945 - 194 - A.

N. M. 211/3293-103 C.

Al N. _____ del _____

OGGETTO

Comunicazioni tra Livor-
no e Grosseto

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

S E D E

ALLEGATI N. _____

I) - Mentre fra Livorno e Campiglia si effettuano giornalmente, per servizio civili, i treni:

5303 Livorno	p. 17.35	Campiglia	a. 21.20
5304 Campiglia	p. 4.00	Livorno	a. 7.31,

non esistono invece comunicazioni locali nel successivo tratto Campiglia-Grosseto.

II) - Poichè quest'ultima zona comprende numerose località popolate e di notevole importanza commerciale, si rende indispensabile il ripristino di comunicazioni locali anche nel tratto Campiglia-Grosseto, per potere consentire a quelle popolazioni una ripresa delle proprie attività di traffico, oggi pressochè nulla.

III) - Si propone, all'uopo, di prolungare fino Grosseto il percorso dei treni 5303 e 5304, che assumerebbero così il seguente orario:

Livorno	p. 17.35	Grosseto	a. 22.35
Grosseto	p. 1.40	Livorno	a. 7.31

IV) - Nessun maggiore impegno di materiale, e il maggior consumo di carbone sarebbe di Tonn. 1,250 al giorno.

V) - Si prega esaminare benevolmente la proposta e far conoscere quale decisione sarà presa al riguardo.

IL DIRETTORE GENERALE

Indro Montanelli

1741

100/50

Allied Force
MILITARY RAILWAY SERVICE-ITALY
Office of Director

A. P. O. 512
27 June 1945

531.7 T

SUBJECT: Return of Railway Lines to Italian State Railways for Operation.

TO: Commanding Officer, 719th Ry. Opn. Bn., Leghorn
Capt. C. R. Johnson, 774th RGD, Florence
Lt. L. J. Long, 774th RGD, Bologna
Lt. T. L. Sybert, 719th ROB, Leghorn
Director General, ISR, Rome
Capo Servizio Movimento, ISR, Rome
Capo Compartimento, ISR, Florence
Capo Compartimento, ISR, Bologna

Letter from this Headquarters dated 26 June 45, subject as above, is cancelled and the following substituted:

1. Effective 1300 hours, 1 July 1945, Italian State Railways will assume responsibility for operation of Leghorn Yard and Line 428, Leghorn to Bocca d'Arno. Selected personnel of the 719th Railway Operating Battalion will stand by in Leghorn Yard and on Line 428 for a few days to supervise and assist ISR with the operation in Leghorn and on Line 428. All other personnel of the 719th Railway Operating Battalion will be withdrawn as of 1 July.

2. Supplementary to letter from this Headquarters 18 June 45, effective 1 July 1945, 774th Railway Grand Division, MRS Headquarters, Rome, will have jurisdiction over the following rail lines in the Florence and Bologna Compartimenti through traffic offices located as follows:

a. Leghorn Office: Located at Calambrone Jct., Leghorn Yd.
Officer in Charge: 1st Lt. T. L. Sybert

Assigned Territory:

Line 50, Grosseto (incl) to Rosignano (incl). 1740
Line 227, Vada to Pisa.
Line 228, Colle Salvetti to Leghorn.
Line 50, Leghorn Yard, and Leghorn to Pisa (incl).
Line 428, Leghorn to Bocca d'Arno.
Line 218, Pisa to Pistoia.
Line 217, Pistoia to Prato (excl).

b. Line 219, Pisa (excl) to Florence, will be under the supervisory jurisdiction of Capt. C. R. Johnson, Florence Office.

c. Line 65, Bologna to Prato (excl), will be under the supervisory jurisdiction of Lt. L. J. Long, Bologna Office.

3. Operation of the lines, together with compilation of necessary reports, will be the responsibility of the Italian State Railways. Reports will be compiled by Italian State Railways as follows: Accidents.

as above, is cancelled and the following substituted:

1. Effective 1300 hours, 1 July 1945, Italian State Railways will assume responsibility for operation of Leghorn Yard and Line 428, Leghorn to Bocca d'Arno. Selected personnel of the 719th Railway Operating Battalion will stand by in Leghorn Yard and on Line 428 for a few days to supervise and assist ISR with the operation in Leghorn and on Line 428. All other personnel of the 719th Railway Operating Battalion will be withdrawn as of 1 July.

2. Supplementary to letter from this Headquarters 18 June 45, effective 1 July 1945, 774th Railway Grand Division, MRS Headquarters, Rome, will have jurisdiction over the following rail lines in the Florence and Bologna Compartimenti through traffic offices located as follows:

a. Leghorn Office: Located at Calambrone Jct., Leghorn Yd.
Officer in Charge: 1st Lt. T. L. Sybert

Assigned Territory:

— Line 50, Grosseto (incl) to Rosignano (incl). 1748
Line 227, Vada to Pisa.
Line 228, Colle Salvetti to Leghorn.
Line 50, Leghorn Yard, and Leghorn to Pisa (incl).
Line 428, Leghorn to Bocca d'Arno.
Line 218, Pisa to Pistoia.
Line 217, Pistoia to Prato (excl).

b. Line 219, Pisa (excl) to Florence, will be under the supervisory jurisdiction of Capt. C. R. Johnson, Florence Office.

c. Line 65, Bologna to Prato (excl), will be under the supervisory jurisdiction of Lt. L. J. Long, Bologna Office.

3. Operation of the lines, together with compilation of necessary reports, will be the responsibility of the Italian State Railways. Reports will be compiled by Italian State Railways as instructed by officers in charge of traffic offices. Accidents, unusual incidents and other occurrences affecting operation will be immediately reported by ISR to respective traffic offices involved.

FOR THE DIRECTOR:

J. P. Craymes
J. P. Craymes
Lt. Col., T.C.
Deputy Director-Operations

Copies furnished:

DMRSI
DDMRSI
ADDMRSI
CO, 701 RGD, Verona
ADD-Equipment
ADD-Engineering
ADD-Provost Marshall
Supt. Transportation
Ry. Car Serv. Supt.
DAD Tn 3 (O)
G-4 (Mov & Tn), AFHQ
Chief of Transportation, MTOUSA
Rail Transp. Officer, Penmain
AC Tn S/C, Rail Division
AC Tn S/C, Movements Division
Joint Railway Control, Rome
Joint Railway Control, Naples

PBM/af

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

Tel.: 843238

Ref.: AC/100/50/Tn.4

25 July 1945

SUBJECT: Passenger service Grosseto-CivitavecchiaTO : I.S.R. Bldg.

1. Reference yours 23 July file M.211/2323/103-C/1002/5594/28.
2. We do not feel that we can afford additional locos and stock for local passenger service on line 50.

P. C. MATSON

Director.

1729

I.S.R. Movement Service
MOVEMENTS

Rome 28 LUG. 1945

M 211/2323/103-C/Dec/5594/28

Subject: Movement of personnel
between Grosseto and Civitavecchia

Transportation Sub Commission AC

Rail Division R o m e

1) Along the Grosseto-Civitavecchia line, due to the lack of lodgings on the spot, our agents assigned to the various stations are compelled to live, with their family, out of their plant.

2) To secure a regular service, it is necessary a daily movement of said agents, but they cannot avail of military trains whose operation is modified every day.

3) We suggest therefore the inauguration of a couple of trains for personnel movement, operated with following timing:

Civitavecchia	lv 0600	Grosseto	ar. 0845
Grosseto	ls 1650	Civitavecchia	ar. 1945

4) Please kindly consider the suggestion and let us know your decision.

na ng 22/7

Director General
sgd Di Raimondo

1738

of lodgings on the spot, our agents assigned to the various stations are compelled to live, with their family, out of their plant.

2) To secure a regular service, it is necessary a daily movement of said agents, but they cannot avail of military trains whose operation is modified every day.

3) We suggest therefore the inauguration of a couple of trains for personnel movement, operated with following timing:

Civitavecchia	lv	0600	Grosseto	ar.	0845
Grosseto	ls	1630	Civitavecchia	ar.	1945

4) Please kindly consider the suggestion and let us know your decision.

na ng 22/7

Director General
sgd Di Raimondo

1738

*Not the first
to be
considered
for the
purpose of the
operation*

ROMA, 23 LUG 1945

194 - A.

N. M. 211/3223/103-*Qua/5594/23*

Al N.

del

MINISTERO DEI TRASPORTI
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

OGGETTO

Dislocamento personale
tra Grosseto e Civitavecchia.

SOTTOCOMMISSIONE TRASPORTI DELL'A.C.
DIVISIONE FERROVIARIA

R O M A

ALLEGATI N.

I) - Sulla linea Grosseto-Civitavecchia, mancando possibilità di alloggio sul posto, il nostro personale addetto alle diverse stazioni è costretto a risiedere con le famiglie fuori del proprio impianto.

II) - Per la regolarità del servizio si rende necessario il giornaliero dislocamento di detto personale, il quale però non può fare affidamento sui treni merci militari, la cui effettuazione varia di giorno in giorno.

III) - Si propone pertanto l'istituzione di una coppia di treni, per servizio personale, regolata dal seguente orario:

Civitavecchia	p. 6.00	Grosseto	a. 8.45
Grosseto	p. 16.50	Civitavecchia	a. 19.45

IV) - Si prega esaminare benevolmente la proposta e far conoscere quale decisione sarà presa al riguardo.

IL DIRETTORE GENERALE

Art. Raimondo

100/50

Allied Force
MILITARY RAILWAY SERVICE ITALY
Office of Director

531.7 " "

A.P.O. 512
26 June 1945

SUBJECT : Return of Railway Lines to Italian State Railways for Operation.

TO : Commanding Officer, 719th Ry. Opn. Bn., Leghorn
Capt. C.R. Johnson, 774th RGD, Florence
Lt.L.J. Long, 774th RGD, Bologna
Lt.T.L. Sybert, 719th ROB, Leghorn
Director General, ISR, Rome
Capo Servizio Movimento, ISR, Rome
Capo Compartimento, ISR, Florence
Capo Compartimento, ISR, Bologna.

1. Effective 1300 hours, 1 July 1945, Italian State Railways will assume responsibility for operation of Leghorn Yard and Line 426, Leghorn to Bocca d'Arno. Selected personnel of the 719th Railway Operating Battalion will stand by in Leghorn Yard and on Line 426 for a few days to supervise and assist ISR with the operation Railway Operating Battalion will be withdrawn as of 1 July.
2. Supplementary to letter from this Headquarters 16 June 45, effective 1 July 1945, military control of the operation of the following rail lines in the Florence Compartimento and Bologna Compartimento will be exercised by 774th Railway Grand Division, MRS Headquarters, Rome, through traffic control offices located as follows:

- a. Leghorn Office: Located at Calambrone Jct., Leghorn Yd.
Officer in Charge: 1st Lt.T.L. Sybert
Assigned Territory:
Line 50 Grosseto (incl) to Rosignano (incl).
Line 227, Vada to Pisa
Line 226, Colle Salvetti to Leghorn.
Line 50, Leghorn yard, and Leghorn to Pisa (incl)
Line 426, Leghorn to Bocca d'Arno
Line 216, Pisa to Pistoia
Line 217, Pistoia to Prato (excl)
b. Line 219, Pisa (excl) to Florence, will be under the control of Capt. C.R. Johnson, Florence Office.
c. Line 65, Bologna to Prato (excl), will be under the control of Lt.L.J. Long, Bologna Office.

1736

3. Operation of the lines, together with compilation of necessary reports, will be the responsibility of the Italian State Railways. Reports will be compiled by Italian State Railways as instructed by officers in charge of control offices and will be handed to these offices for transmission to 774th RGD, MRS HQs, Rome. Movement orders and other instructions regarding operation will be transmitted from 774th RGD, MRS HQs, Rome to control offices, which in turn will transmit to Civil Compartimenti for execution. Accidents

to Bocca d'Arno. Selected personnel of the 117th Battalion will stand by in Leghorn Yard and on Line 428 for a few days to supervise and assist ISR with the operation Railway Operating Battalion will be withdrawn as of 1 July.

2. Supplementary to letter from this Headquarters 18 June 45, effective 1 July 1945, military control of the operation of the following rail lines in the Florence Compartimento and Bologna Compartimento will be exercised by 774th Railway Grand Division, MRS Headquarters, Rome, through traffic control offices located as follows:

a. Leghorn Office: Located at Calambrone Jct., Leghorn Id.
Officer in Charge: 1st Lt. T. L. Sybert

Assigned Territory:

Line 50 Grosseto (incl) to Rosignano (incl).

Line 227, Vada to Pisa

Line 228, Colle Salvetti to Leghorn.

Line 50, Leghorn yard, and Leghorn to Pisa (incl)

Line 428, Leghorn to Bocca d'Arno

Line 218, Pisa to Pistoia

Line 217, Pistoia to Prato (excl)

b. Line 219, Pisa (excl) to Florence, will be under the control of
Capt. C. R. Johnson, Florence Office.

c. Line 65, Bologna to Prato (excl), will be under the control of
Lt. L. J. Long, Bologna Office.

3. Operation of the lines, together with compilation of necessary reports, will be the responsibility of the Italian State Railways. Reports will be compiled by Italian State Railways as instructed by officers in charge of control offices and will be handed to these offices for transmission to 774th RGD, MRS Mqrs, Rome. Movement orders and other instructions regarding operation will be transmitted from 774th RGD, MRS Mqrs, Rome to control offices which in turn will transmit to Capi Compartimenti for execution. Accidents unusual incidents and other occurrences affecting operation will be immediately reported by ISR to respective control offices involved.

FOR THE DIRECTOR:

T. P. CRIMES

Lt. Col. T. C.

Deputy Director-Operations.

1736

Copies furnished:

DMRSI
DDMRSI
ADDMRSI
CO, 701 RGD, Verona
ADD, Equipment
ADD-Engineering
ADD-Provost Marshall
Supt. transportation
Ry. Car Ser. Supt.
DAD Tn 3 (C)
G-4 (Mov & Tn) AFHQ
Chief of Transp. MTOUSA
Rail Trn. Officer Pennain,
AC: Tn Rail Div.
AC Tn S/C Movements Division
Joint Railway Control, Rome
Joint Railway Control, Naples.

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

HH/vp

531.7 T

A. P. O. 512
12 June 1945

SUBJECT: Civilian Passenger Service Leghorn - Pistoia

TO: CO, 715 Ry. Opn. Bn., Florence
CO, 719 Ry. Cpn. Bn., Leghorn
Joint Railway Control, Rome

1. Effective Tuesday 12 June 1945 civilian passenger train service between Leghorn Centrale and Pistoia will operate on following schedule:

Tue-Thur-Sat.

0500 Lv.	Leghorn
0540 Lv.	Pisa
0545 Lv.	Pisa S. Rossore
0625 Lv.	Lucca
0705 Lv.	Altopascio
0735 Lv.	Pescia
0755 Lv.	Montecatini
0830 Ar.	Pistoia

Tue-Thur-Sat.Tue-Thur-Sat.

Ar. 2030
Lv. 1950
Lv. 1945
Lv. 1910
Lv. 1825
Lv. 1800
Lv. 1740
Lv. 1700

Tue-Thur-Sat.

Train will consist of one (1) baggage car and two (2) coaches with 160 seats.

FOR THE DIRECTOR:

cc - DNRI
DDMRS
Director General, ISR
Capo Servizio Movimento, Rome
Capo Compartimento, Florence
Ing. Biondi, ISR
Major Ping, AC, Bldg.
Equip. Sec., 774 RGD
Engineering Sec., 774 RGD
G-4, AFHQ (Mov & Tn) Caserta
Movements Rome
American RTO, Rome Terminal
British RTO, Rome Terminal
Capt. Gray, LO, Bldg.

S. E. London
S. E. LONDON
Major, TC
Supt. Transportation

1705

Allied Force
MILITARY RAILWAY SERVICE-ITALY
Office of Director

A.P.O. 512
7 June 1945

SUBJECT: Return of Rail Lines to ISR Operation.

TO: CO, 719th Ry Opn Bn, Leghorn
Capo Compartimento, Florence

1. At 1300 hours, Sunday, 10 June 1945, the Italian State Railways will resume operation of the following lines under the supervision of the 719th Railway Operating Battalion.

- a. Line 50 - North Yard Limit Board, Leghorn to Pisa, including Pisa Yard
- b. Line 219 - Pisa to Rifredi (exclusive)
- c. Line 218 - Pisa to Pistoia
- d. Line 217 - Pistoia to Prato (exclusive)

2. 719th ROB will operate Leghorn Terminal and Port area (including Line 428 to Bocca D'Arno); in addition, 719th ROB personnel, accompanied by ISR pilots, will operate switch engine service at depots and dumps between Leghorn-Tombolo-Pisa.

3. ISR train dispatcher's office will be located at Leghorn and Rifredi. 719th ROB Train Movement Section personnel will stand by in ISR dispatcher's office at Leghorn and Rifredi to render assistance if needed.

4. ISR operating rules will apply over lines operated by ISR.

FOR THE DIRECTOR:

Copies furnished:

DMRSI
DDMRSI
Director General, ISR
ADDMRSI
AD Tn 3 (M), Bldg
DAD Tn 3 (O), Bldg
Capo Compartimento, Rome
CO, 701 RGD
Commanding General, PBS
G-4 (Mov & Tn) AFHQ
Chief of Transportation, MTOUSA
CO, 715 ROB
Rail Divn, AC Tn S/C
Movements Divn, AC Tn S/C

1734
S. E. London
S. E. LONDON
Major, T.C.
Supt Transportation

ADD-Engineering
ADD-Equipment
ADD-Provost Marshall
RTO, Rome

WIRE

9 June 1945

FROM: DMRI

TO : Joint Railway Control, Rome

Moscattello's file M21/144/509 dated 7 June. ISR Rome is authorized to add one (1) extra baggage car daily to train No. 3200 to handle mail between Rome and Civitavecchia and return from Civitavecchia on train 3201 on following day. A small type baggage car will be assigned to this service. CS 100 Signed London

cc - Maj. Matson, AC, Bldg.
Equip. Sec., 774 RGD
American RTO, Rome Terminal
British RTO, Rome Terminal
Ing. Moscattello

H. H. HEADLEE
Captain, TC
774 RGD
1535

1733

100/50

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

HM/VP

531.7 T

A. P. O. 512
5 June 1945

SUBJECT: Civilian Passenger Service Leghorn - Pistoia

TO: CO, 715 Ry. Opn. Bn.; Florence
CO, 719 Ry. Opn. Bn.; Leghorn
Joint Railway Control, Rome

1. Effective Tuesday 5 June civilian passenger train service will be inaugurated between Leghorn Centrale and Pistoia on following schedule:

Tue-Thur-Sat.

Lv. 0500	Leghorn Centrale
Lv. 0525	Tombalo
Lv. 0540	Pisa
Lv. 0625	Lucca
Lv. 0705	Altopascio
Lv. 0755	Montecatini
Lv. 0815	Serravalle
Ar. 0830	Pistoia

Tue-Thur-Sat.Tue-Thur-Sat.

Ar. 2030
Lv. 2005
Lv. 1950
Lv. 1910
Lv. 1825
Lv. 1740
Lv. 1715
Lv. 1700

Tue-Thur-Sat.

Train will consist of one (1) baggage car and two ~~15~~32 coaches with 160 seats.

FOR THE DIRECTOR:

cc - DMRI
DDMRS
Director General, ISR
Capo Servizio Movimento, Rome
Capo Compartimento, Florence
Ing. Biondi, ISR
Major Ping, AC, Bldg.
Equip. Sec., 774 RGD
Engineering Sec., 774 RGD
G-4, AFHQ (Mov & Tn) Caserta
Movements Rome
American RTO, Rome Terminal
British RTO, Rome Terminal
Capt. Gray, LO, Bldg.

44466-80
66502-80
42633-80
1700
S. E. LONDON
Major, TC
Supt. Transportation

and to Mr.
London

TV 5303		TV 5304		100/50 TV 5304	
a. 17.		7.35		p. 7.20	
" 17.51		" 7.24		" 7.18	
"		" 7.15		" 7.10	
" 18.06		"		" 7.01	
" 18.33		" 6.56		" 6.44	
" 18.52		" 6.42		" 6.27	
" 19.14		" 6.25		" 6.05	
" 19.31		" 6.03		" 5.48	
" 19.46		" 5.46		" 5.33	
" 20.00		" 5.31		" 5.20	
" 20.16		" 5.15		" 5.02	
" 20.25		" 5.00		" 4.53	
" 20.44		" 4.51		" 4.33	
" 21.01		" 4.31		" 4.18	
" 21.80		" 4.16		p. 4.00	
		400			

TV 5303

p. 17.35 Livorno
 17.43 Stagno
 17.53 Casticce
 17.59 Mugola Berte
 18.21 Colle Salvetti
 18.35 Fauglia
 18.54 Orciano
 19.15 Santa Luce
 19.33 Castellina M.
 19.48 Vada
 20.05 Cecina
 20.18 Bibbona
 20.27 Bolgheri
 20.46 Castagneto
 21.03 S. Vincenzo
 2120 Campiglia

TV 5304

7.35
 7.24
 7.15
 —
 6.56
 6.42
 6.25
 6.03
 5.46
 5.31
 5.15
 5.00
 4.51
 4.31
 4.16
 400

100/50 TV 5304

p. 7.20
 " 7.18
 " 7.10
 " 7.01
 " 6.44
 " 6.27
 " 6.05
 " 5.48
 " 5.33
 " 5.20
 " 5.02
 " 4.53
 " 4.33
 " 4.18
 p. 4.00

1731

Allegato alla lettera n. 511/2986/142 (R103C)
 del 27.5.1945 alla A.C. Direzione Finanziaria

1007505

TV 2351

1730	<u>LIVORNO CALABRONNE</u>
1740	TORRELO
1805	QUARANTOLA
1820	<u>PISA S. ROSSORE</u>
1830	S. GIULIANO
1835	RIGOLI
1840	RIPIATRATA
1850	MONTUOLO
1900	<u>LUCCA</u>

TV 2352

0810
0744
0731
0724
0709
0659
0649
0639
0630

(X)

1730

T V. 75T V. 752

p. 5.05		<u>Livorno Calamb.</u>	a. 19.30. 2020
a. 5.44 "	5.45	<u>Pisa S. Rossore</u>	" 19.44 p. 19.45
" 6.28 "	6.38	<u>Lucca</u>	" 18.48 " 19.02
" 7.12 "	7.13	<u>Altopascio</u>	" 18.12 " 18.13
" 7.34 "	7.35	<u>Pescia</u>	" 17.59 " 18.00
" 8.00 "	8.01	<u>Montecatini</u>	" 17.27 " 17.28
" 8.30 "	8.30	<u>Pistoia</u>	p. 17.00

TV 5	TV 6
" 22,13	" 04,03
" 23,37	" 03,30
" 00,40	" 02,06
" 01,24	" 00,52
" 02,50	" 00,22
" 03,48	" 22,45
" 03,57	" 21,53
" 04,49	" 21,39
" 05,12	" 20,53
" 05,41	" 20,30
" 06,01	" 19,54
" 06,35	" 19,42
" 06,57	" 19,04
" 07,12	" 18,46
" 07,45	" 18,31
	" 18,00
" 21,45	" 03,35
" 22,18 Collesalveti	" 02,11
" 23,42 Cecina	" 01,07
" 00,55 Campiglia	" 00,24
" 01,26 Follonica	" 22,55
" 03,00 Grosseto	" 21,54
" 03,49 Albinia	" 21,44
" 04,02 Orbetello	" 20,54
" 04,50 Montalto	" 20,31
" 05,13 Tarquinia	" 20,02
" 05,49 Civitavecchia	" 19,43
" 06,02 S. Marinella	" 19,09
" 06,40 Palo	" 18,47
" 06,58 Maccarese	" 18,32
" 07,13 Pontegaleria	" 18,00
" 07,45 Roma Termini	

From ROMA on Mondays - Wednesdays - Fridays

" FIRENZE on Tuesdays - Thursdays - Saturdays

Composition: - One Baggage Car, 1 Mail Van, 7 Coaches
(overhead)

It is hoped to introduce a local service Pistoia - Leghorn
via Montecatini to connect at Leghorn with Trains S r b.
Further information will be published on a subsequent
number.

Allied Force
 MILITARY RAILWAY SERVICE
 Office of Director - Italy

HH/vp

A. P. O. 512
 4 June 1945

531.7 T

SUBJECT: Civilian Passenger Service Rome - Florence.

TO: CO, 701 Ry. Grand Divn., Florence
 CO, 715 Ry. Opn. Bn., Florence
 CO, 719 Ry. Opn. Bn., Leghorn
 Joint Railway Control, Rome

1. Effective Monday 4 June 1945, civilian passenger train service will be inaugurated between Rome Terminal and Florence via lines 50, 219, 229 and 230 on following schedule:

Mon-Wed-Fri.		Wed-Fri-Sun.
1800 Lv.	Rome Terminal	Ar. 0745
2240 Ar.		Lv. 0305
2255 Lv.	Grosseto	Ar. 0250
0345 Ar.		Lv. 2230
0430 Lv.	Leghorn Central	Ar. 2145
0800 Ar.	Florence	Lv. 1745
Tue-Thurs-Sat.		Tue-Thurs-Sat.

2. Train will consist of one (1) baggage car, one (1) mail car and seven (7) coaches with 420 seats.

FOR THE DIRECTOR:

cc - DMRI

DMRI

DD-Operations
 Director General, ISR
 Capo Compartimento, Rome
 Capo Compartimento, Naples
 Capo Compartimento, Florence
 G-4, AFM (Mov & Trn) Caserta
 Transp. Sec. 15 Army Group
 Major Pine, AD, Building
 Equip. Sec. 774 RGD
 DAD Trn 3 (O) Bldg.
 AD Tr 3 (M) Bldg.
 Movements Rome
 Ing. Blondi, ISR

A. E. London
 S. E. LONDON
 Major, TC
 Supt. Transportation

Hq. Ry. Military Police
 Capt. Gray, LO, Bldg.
 American RTO, Rome Tml.
 British RTO, Rome Tml.
 Capt. Chapman, 774 Naples

1800 Lv.	Rome Terminal	Ar.	0745
2240 Ar.		Lv.	0305
2255 Lv.	Grosseto	Ar.	0250
0345 Ar.		Lv.	2230
0430 Lv.	Leghorn Central	Ar.	2145
0800 Ar.	Florence	Lv.	1745

Tue-Thurs-Sat.

Tue-Thurs-Sat.

2. Train will consist of one (1) baggage car, one (1) mail car and seven (7) coaches with 420 seats.

FOR THE DIRECTOR:

cc - DMRI

DMRI

DD-Operations

Director General, ISR

Capo Compartimento, Rome

Capo Compartimento, Naples

Capo Compartimento, Florence

G-4, AFM (Mov & Tr) Caserta

Transp. Sec. 15 Army Group

Major Ping, A3, Building

Equip. Sec. 774 RGD

DAD Tn 3 (O) Bldg.

AD Tr 3 (M) Bldg.

Movements Rome

Ing. Blondi, ISR

S. E. London

S. E. LONDON

Major, TC

Supt. Transportation

Hq. Ry. Military Police

Capt. Gray, LO, Bldg.

American RTO, Rome Tml.

British RTO, Rome Tml.

Capt. Chapman, 774 Naples

1727

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21088

THU-WICKLY TRAIN SERVICEROMA-PISA-FIENZETr. 724

P. 1700	Firenze
" 1810	" 1825 Napoli
" 1923	" 1935 Pontedera
" 2010	" 2020 Pisa C.
2100	" 2100 Livorno

Tr. 5

" 2145	" 2145	
" 2213	" 2218	Collesalvetti
" 2337	" 2342	Cecina
" 0040	" 0055	Campiglia
" 0124	" 0126	Follonica
" 0250	" 0300	Grosseto
" 0348	" 0349	Albinia
" 0357	" 0442	Orbetello
" 0449	" 0450	Montalto
" 0512	" 0513	Tarquania
" 0541	" 0549	Civitavecchia
" 0601	" 0602	S. Marinella
" 0635	" 0640	Palo
" 0657	" 0658	Marcarosa
" 0712	" 0713	Monte Galeria
" 0745		Roma Termini

n. 0830

" 0705	P. 0720
" 0612	" 0614
" 0521	" 0531
" 0448	0448

Tr. 721

" 0403	
" 0330	" 0335
" 0206	" 0211
" 0052	" 0107
" 0022	" 0024
" 2245	" 2255
" 2153	" 2154
" 2139	" 2144
" 2053	" 2054
" 2030	" 2031
" 1954	" 2002
" 1942	" 1943
" 1904	" 1909
" 1846	" 1847
" 1831	" 1832
"	" 1800

US. 0448 US. 0448 at
Tr. 6 Reghin

From ROMA on Mondays - Wednesdays - Fridays

" FIRENZE on Tuesdays - Thursdays - Saturdays.

Tuesdays-

1726

10050
/vp
Allied Force
MILITARY RAILWAY RVICE
Office of Director - Italy

531.7 T

A. P. O. 512
2 June 1945

SUBJECT: Military Passenger Train Leghorn - Rome - Naples

TO:

CC; 701 Ry. Grand Divn., Florence
CC; 715 Ry. Cpn. Bn., Florence
CC; 719 Ry. Cpn. Bn., Leghorn
Joint Railway Control, Rome

1. Effective Saturday 2 June 1945, schedule No. 6 will operate between Leghorn and Naples on following schedule:

Sat-Tue.Tue-Fri.

1915 LV.

LEGHORN

Ar. 0700

0010 Ar.

Grosseto

Lv. 0205

Ar. 0150

0333 Ar.

Civitavecchia

Lv. 2250

Ar. 2240

0600 Ar.

ROME TERMINAL

Lv. 2030

Ar. 1845

1501 Ar.

Roccasecca

Lv. 1505

Ar. 1405

1855 Ar.

Caserta

Lv. 1012

Ar. 0950

2000 Ar.

NAPLES

Lv. 0845

Sun-Wed.Mon-Thur.

2. Train will consist of one (1) baggage car and seven (7) coaches with 500 seats to accommodate leave and reinforcement troops. Headlight equipped locomotive will handle schedule No. 6 between Rome and Leghorn both directions. One (1) hour meal halt at Roccasecca on northward journey.

FOR THE DIRECTOR:

cc - DMT

DDMRI

DD-Operations

Director General, ISR

Capo Compartimento, Rome

Capo Compartimento, Naples

Capo Compartimento, Florence

G-4, AFHQ (Mov & Tn) Caserta

Transp. Sec., 15 Army Group

Major Ping, AC, Building

Equip. Sec., 774 RGD

DAD Tn 3 (O) Bldg.

AD Tn 3 (H) Bldg.

A. E. London
S. E. LONDON
Major, TC
Supt. Transportation

Hq. Ry. Military Police
Capt. Gray, LO, Bldg.
American BTO, Rome

0345 Lv.	Civitavecchia	Lv. 2250
0600 Ar.		Ar. 2240
1100 Lv.	<u>ROME TERMINAL</u>	Lv. 2030
1501 Ar.		Ar. 1840
1510 Lv.	Roccasecca	Lv. 1505
1855 Ar.		Ar. 1405
1900 Lv.	Caserta	Lv. 1012
2000 Ar.	NAPLES	Ar. 0950
<u>Sun-Wed.</u>		Lv. 0845

Mon-Thur.

2. Train will consist of one (1) baggage car and seven (7) coaches with 500 seats to accommodate leave and reinforcement troops. Headlight equipped locomotive will handle schedule No. 6 between Rome and Leghorn both directions. One (1) hour meal halt at Roccasecca on northward journey.

FOR THE DIRECTOR:

cc - DMF

DDMRI

DD-Operations

Director General, ISR

Capo Compartimento, Rome

Capo Compartimento, Naples

Capo Compartimento, Florence

G-4, AFHQ (Mov & Tn) Caserta

Transp. Sec., 15 Army Group

Major Ping, AC, Building

Equip. Sec., 774 RGD

DAD Tn 3 (O) Bldg.

AD Tn 3 (H) Bldg.

Movements Rome

Ing. Biondi, ISR

A. E. London
S. E. LONDON
Major, TC
Supt. Transportation

Hq. Ry. Military Police
Capt. Gray, LO, Bldg.
American RTO, Rome
British RTO, Rome
Capt. Chapman, 774 RGD

(*) Corrected Copy - timings altered Rome to Naples.

ARMED Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

HHH/cd

A.P.O. 512
5 May 1945

531.7 T

SUBJECT: Military Passenger Train

TO: CO; 701 Railway Grand Division, APO 512, U.S. Army
CO; 715 Railway Operating Bn.; APO 512; U.S. Army
CO; 719 Railway Operating Bn.; APO 512; U.S. Army
Joint Railway Control, Rome

1. Effective Saturday 5 May, schedule No. 6 will operate between Rome Terminal - Leghorn - Rome Terminal on following schedule:

Tues - Sat		Mon - Thurs	Sun - Wed
0930 Dep	Rome Terminal	Arr 0600	
1142 Arr		Dep 0343	
1152 Dep	Civitavecchia	Arr 0333	
1450 Arr		Dep 0040	
1520 Dep	Grosseto	Arr 0010	
1810 Arr		Dep 2120	
1820 Dep	Cecina	Arr 2110	
2010 Arr	Leghorn	Dep 1915	

2. Train will consist of one (1) baggage car, seven (7) coaches with 80 seat capacity each. Thirty (30) minute meal halt at Grosseto. Headlight equipped locomotive will handle schedule No. 6. Civilian and ISR mail will be handled between Rome Terminal and Leghorn. 719 ROB furnish train commander and P.B.S. furnish troop commander.

FOR THE DIRECTOR:

Copies furnished:

DDRSI
DDRSI
ADDRESSI
AD Tn 3 (M)
DAD Tn 3 (O)
Equipment Section, 774 RGD
Hq. Movements 15 Army Group
G-4 (Mov & Tn) AFHQ
Movements Rome
Rail Divn. AC Tn S/C-8449.
Capt. Chapman, 774 RGD, Naples
US RTO, Caserta (for Lt. (efc)
AAFS33/NTC - Naples
Warrior Base Command, APO 388

J.E. London 172
S. E. LONDON
Major, T.O.
Supt. Transportation

Details please
to train
Subj (com)
Lemon

1142 Arr			Dep 0343
1152 Dep	Civitavecchia		Arr 0333
1450 Arr			Dep 0040
1520 Dep	Grosseto		Arr 0010
1810 Arr			Dep 2120
1820 Dep	Cecina		Arr 2110
2010 Arr	Leghorn		Dep 1915
Tues - Sat		Sun - Wed	

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FOR THE DIRECTOR:

Copies furnished:

DMRSI
DDMRSI
ADDMRSI
AD Tn 3 (M)
D&D Tn 3 (O)
Equipment Section, 774 RGD
Hq. Movements 15 Army Group
G-4 (Mov & Tn) AFHQ
Movements Rome
Rail Divn. AC Tn S/C-Bldg.
Capt. Chapman, 774 RGD, Naples
US RTO, Caserta (for Lt. (Jefe)
AFPS33/NTD - Naples
Adriatic Base Command, APO 388
Mov. L.O., Bldg.
Hq. Av. Military Police
American RTO, Rome Terminal
British RTO, Rome Terminal
Capo Compartimento: ISR, Rome
Capo Compartimento, ISR, Naples

S. E. London 172
S. E. LONDON
Major, T.O.
Supt. Transportation

*Details phoned
to main sub 7 (comm)
Comm 2/5/45
ad*

C O P Y

100/905

WIRE

30 April 1945

FROM : DMRI
 TO : Capt. Chapman, 774 Naples
 US RTO at Caserta for Lt. Keefe
 Joint Railway Control, Rome

CONFIDENTIAL. Effective Sunday 6 May 1945 civilian passenger trains n^o 783 and 784 will operate on Sundays between Rome Terminal and Naples via line 90 instead of line 89.

Civilian passenger trains no. 83 and No. 84 will be cancelled on Sundays between Rome Terminal and Naples via line 89.

This will provide daily service between Rome Terminal and Naples to be maintained three (3) times weekly via Formia and four (4) times weekly via Cassino. CS 361 Signed London.

cc - DMRI
 DDMRI
 DD-Operations
 Director General, ISR
 CO, 701 RGD, FLORENCE
 CO, 715 ROB, Florence
 CO, 719, ROB LEHHORN
 DD Tn Ry. ATTN: Tn 3 (O) & (M)
 G-4, Mov & Tn, AFHQ, Caserta
 Maj. Howes, LO, Bldg.
 Maj. Ping, AC, Building
 Equip. Sec., 774 RGD
 Hq. Ry. Military Police
 American RTO, Rome Terminal
 British RTO, Rome Terminal

H.H. HEADDLEE
 Captain, TC
 774 RGD
 1000

Movements Rome
 Movements West Italy
 Lt.Col.E.F.Barnes, Asst. to
 DDMRS, AFHQ
 Capo Compartimento, Rome
 Capo Compartimento, Naples
 Capt.Boddy, AC, Reggio

WIRE

FROM: DMRI

2 May 1945

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

CONFIDENTIAL. ISR add one (1) extra passenger coach to train 783 leaving Rome Terminal 0800 hours Friday 4 May to accommodate over-flow traffic to Naples. Coach must return to Rome from Naples on train No. 784 Saturday 5 May. ISR Rome furnish number of coach furnished. CS 13 Signed London

cc - American RTO, Rome Terminal
British RTO, Rome Terminal
Maj. Ping, AC, Bldg.

H. E. HEADLEE
Capt., TC
774 RGD
1500

Ministry of Transport
ISR General Direction
Commercial & Traffic Dept.

Roma, 20 March 1945
C.S.SS/2790/19

To: Transportation S/Commission AC
Rail Division

SUBJECT: Civilian train services.

1. This General Direction ISR wants to point out the necessity that civilian passenger services be re-established on the lines: Roma-Ancona, Roma-Arezzo and Roma-Livorno.
2. To better show the paramount importance of a/m lines for connecting the Capital with the principal centers of Toscana, Umbria and Marche, we draw your attention upon following data concerning the incomes for passenger and luggage, per km. in two different years.

line	length km.	incomes per km. (Lire)
Roma-Grosseto	188	1938 163.000
Grosseto-Livorno	126	1941 353.000 343.000
Roma-Orte	83	498.000
Orte-Chiusi	82	378.000
Chiusi-Firenze	150	540.000 417.000
Orte-Ancona	212	90.000 173.000

3. Above figures clearly show that, before the first demolitions occurred, all a/m lines were among the most important of the whole ISR net-work, in so far as passenger and luggage traffic are concerned.
4. As we have not available informations for the section Chiusi-Arezzo, we have reported the data belonging to the entire section Chiusi-Firenze.
5. To convey such a great number of passengers, following number of trains were operated daily on a/m lines, before the war: Roma-Arezzo, 15 couples; Roma-Livorno, 13 couples; Roma-Ancona, 10 couples. Several local trains, in addition to the a/m ones, were operated on particular sections of said lines.
6. It would be very interesting to give the actual figures of the passengers carried on above lines, but no data are available and on the other hand we are of the opinion that a sufficiently clear picture can be obtained through the income figures and the number of trains operated.

7. Such a heavy passenger traffic can be easily justified, as the lines we are considering are the three main lines connecting Roma with the North. The same reasons are even more evident now, in order to meet the requirements of the reconstruction and those of the economical revival of the Country. Frequent trips of State Officials and professional men btw. the Capital and the most important centres of Toscana, Umbria, Marche, Lazio are required to keep in touch with the peripheral Offices of Statel and Parastatal Administrations as well as of private Bodies. Students, merchants, manufactures and, more generally, all categories of people must be in a position to re-sume their normal activity, thus speeding up the reconstruction process. And we must also consider that the lines we are dealing with, represent, pending the lack of other connections, three arms reaching towards North, thus making it possible to re-establish economical and cultural relations with the liberated provinces of Emilia and Toscana that

Orte-Chiusi	150	417,000	619,000
Chiusi-Firenze			
Orte-Ancona	212	90,000	173,000

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8. It is well known that, prior to the war, the most important supply centres for Roma were in Marche, in so far as agricultural products are concerned, while Toscana and more generally, the other nearby regions (and particularly the Northern ones) accounted for the industrial products, Roma itself, ^(being a) very large consumption centre.

1700

- 2 -

9. The reoperation of these natural connections btw. Rome and the nearby regions represents therefore an urgent necessity, especially towards North, as latter localities will soon become a bridge connecting Central Italy with the most important production centres of Northern Italy.

10. It must be considered, moreover, that the lack of other efficient lines (as, for instance, the Roma-Pescara in respect to the Roma-Ancona) and the scarcity of other suitable means of communications, will add to the importance of the lines and it will render their function even more essential than in the past, even if the service should be limited to one couple of trains daily, on account of obvious reasons.

seen
G. di Raimondo
Director General

sgd. Ialoni
Chief of Commercial Dept.

1721

Roma, 11 20/3/45

SERVIZIO COLLECIONE E F. TRAFICO

C.3/SS/490 /15

Oggetto

Treni viaggiatori per civili.

NECESSITA' DEL RIPRISTINO DEL SERVIZIO VIAGGIATORI PER CIVILI
SULLE LINEE ROMA-LIVORNO, ROMA-AREZZO E ROMA-ANCONA. -

Questa Direzione Generale sente la necessità di segnalare l'urgenza del ripristino del servizio viaggiatori per civili sulle linee Roma-Livorno, Roma-Arezzo e Roma-Ancona.

Per dimostrare l'eccezionale importanza delle linee suddette per il collegamento della Capitale con i principali centri della Toscana, dell'Umbria e delle Marche, si riportano qui di seguito alcuni dati significativi.

Prodotto chilometrico dei servizi viaggiatori e bagagli (espresso in migliaia di lire):

Linea		1938	1941
Roma-Grosseto	188	163	353
Grosseto-Livorno	128	162	343
Roma-Orte	83	498	760
Orte-Chiusi	82	378	540
Chiusi-Firenze	150	417	519
Orte-Ancona	212	90	173
			1720

Dai dati suesposti si vede che tutte le linee in esame avevano, precedentemente alle devastazioni, un traffico viaggiatori e bagagli tra i primissimi della Rete.

Per la tratta Chiusi-Arezzo, mancando il lato frazionato, si è dovuto prendere in considerazione l'intero tronco Chiusi-Firenze.

Per fronteggiare un così imponente movimento di persona (quale era

Per dimostrare l'eccezionale importanza delle linee suddette per il collegamento della Capitale con i principali centri della Toscana, dell'Umbria e delle Marche, si riportano qui di seguito alcuni dati significativi.

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			<u>1720</u>

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Per la tratta Chiusi-Arezzo, mancando il dato frazionato, si è dovuto prendere in considerazione l'intero tronco Chiusi-Firenze.

Per fronteggiare un così imponente movimento di persone (quale era quello che provocava i prodotti di cui sopra) si effettuavano, anteriormente al conflitto attuale, ben 15 coppie di treni sulla Roma-Arezzo,

13 coppie sulla Roma-Livorno e 10 sulla Roma-Ancona; inoltre numerosi treni locali sussidiavano i menzionati collegando singole tratte dei tronchi in parola.

Sarebbe interessante precisare il numero dei viaggiatori trasportato su dette linee ma, in mancanza dei dati relativi e data l'urgenza della presente relazione, si può ritenere di aver fornito una idea in proposito sufficientemente chiara attraverso gli indici dei prodotti ottenuti e dei treni effettuati.

Sono evidenti le ragioni che giustificavano un traffico viaggiatori così rilevante sui tre tronchi in esame. Infatti, si tratta di tutte e tre le grandi arterie ferroviarie che collegano Roma con il Nord. Tali ragioni si accentuano nel momento attuale per le esigenze della ricostruzione e per la ripresa economica del Paese. Le continue relazioni con uffici periferici appartenenti a tutte le Amministrazioni statali, parastatali e di altri Grandi Enti rendono necessari frequenti viaggi di funzionari e di professionisti fra la Capitale e i Centri della Toscana, dell'Umbria, delle Marche e del Lazio. Inoltre, studenti, commercianti, industriali e, in genere, ogni categoria produttiva debbono riprendere la loro normale attività accelerando così il ritmo della ricostruzione. Né si può fare a meno di considerare che le tre linee in discussione verrebbero a rappresentare, in mancanza di altri collegamenti, tre braccia protese verso il Nord, agevolando così anche i contatti economici e culturali con le provincie liberate della Toscana e dell'Emilia non ancora riatlacciate ferroviariamente o con altri mezzi ai centri del Meridione.

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E' ben noto che, precedentemente al conflitto, Roma si approvvigionava prevalentemente dalle Marche, per i prodotti alimentari specie se ottenuti dall'agricoltura, dalla Toscana per alcuni prodotti industriali e, complessivamente, da tutte le regioni limitrofe (particolarmente quelle del Nord) per tutti i suoi innumerevoli bisogni conseguenti alla sua caratteristica di grandissimo centro di consumo.

Ripristinare quindi i naturali collegamenti della Capitale con le regioni circostanti, specie quelle del Nord, che rappresentavano in

due relazioni con uffici periferici appartenenti a tutte le Amministrazioni statali, parastatali e in altri grandi Enti rendono necessari frequenti viaggi di funzionari e in professionisti fra la Capitale e i Centri della Toscana, dell'Umbria, delle Marche e del Lazio. Inoltre, studenti, commercianti, industriali e, in genere, ogni categoria produttiva debbono riprendere la loro normale attività accelerando così il ritmo della ricostruzione. Né si può fare a meno di considerare che le tre linee in discussione verrebbero a rappresentare, in mancanza di altri collegamenti, tre braccia protese verso il Nord, agevolando così anche i contatti economici e culturali con le provincie liberate della Toscana e dell'Emilia non ancora riaccollegate ferroviariamente o con altri mezzi ai centri del Meridione.

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Ripristinare quindi i naturali collegamenti della Capitale con le regioni circostanti, specie quelle del Nord, che rappresenteranno in un prossimo avvenire un ponte di passaggio verso gli importanti centri di produzione delle provincie più settentrionali, costituisce un im-

- 3 -

◆ imprescindibile ed urgente necessità.

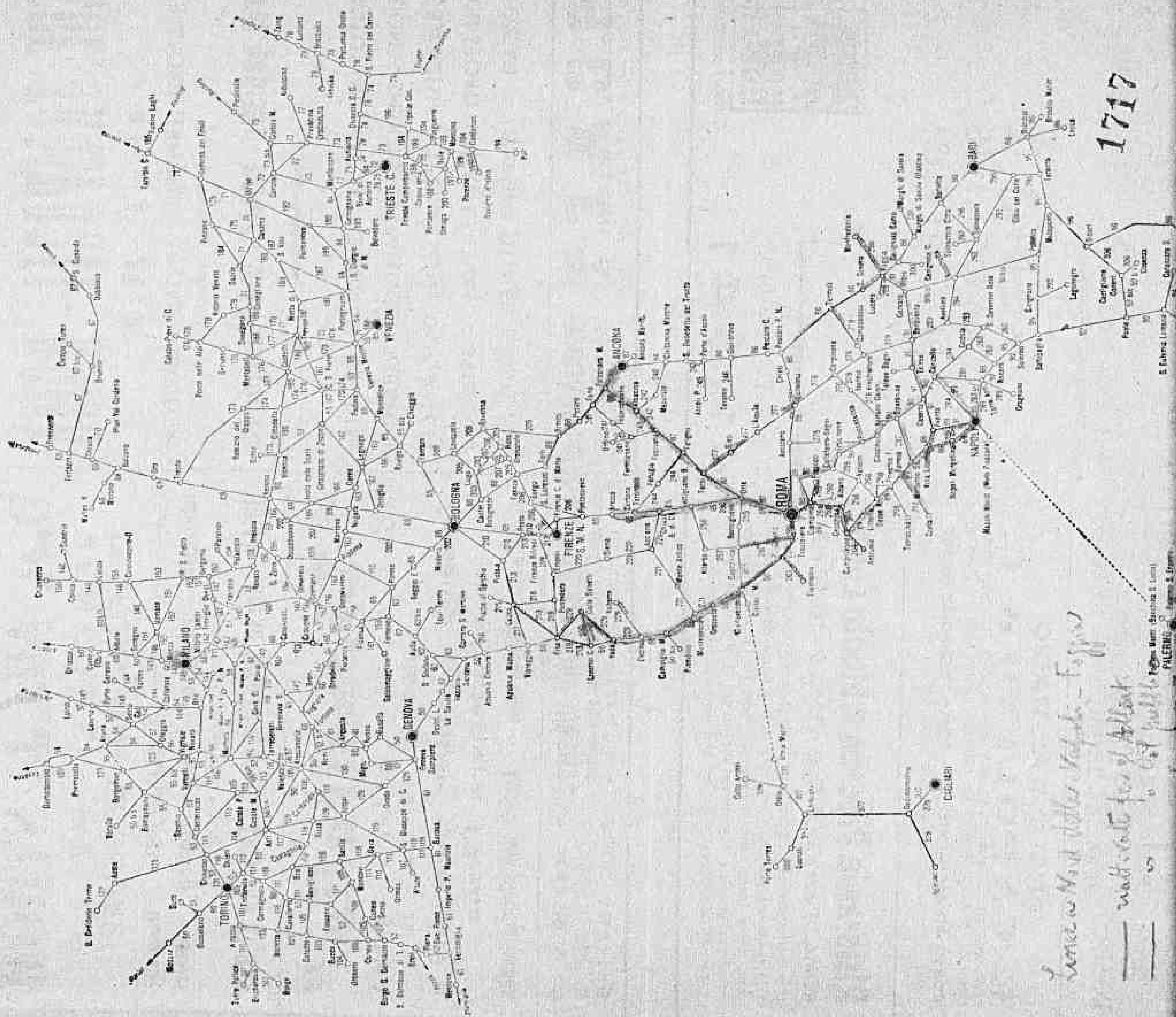
E' da considerare pure che la mancanza di altre linee efficienti (ad esempio la Roma-Fescara nei confronti della Roma-Ancona) e di altri mezzi concorrenti in misura adeguata al fabbisogno renderà, se prontamente restituite al servizio pubblico, la funzione delle linee in esame ancora più essenziale che per il passato anche se, per ovvie ragioni, si dovrà limitare inizialmente il servizio ad una sola coppia giornaliera di treni.

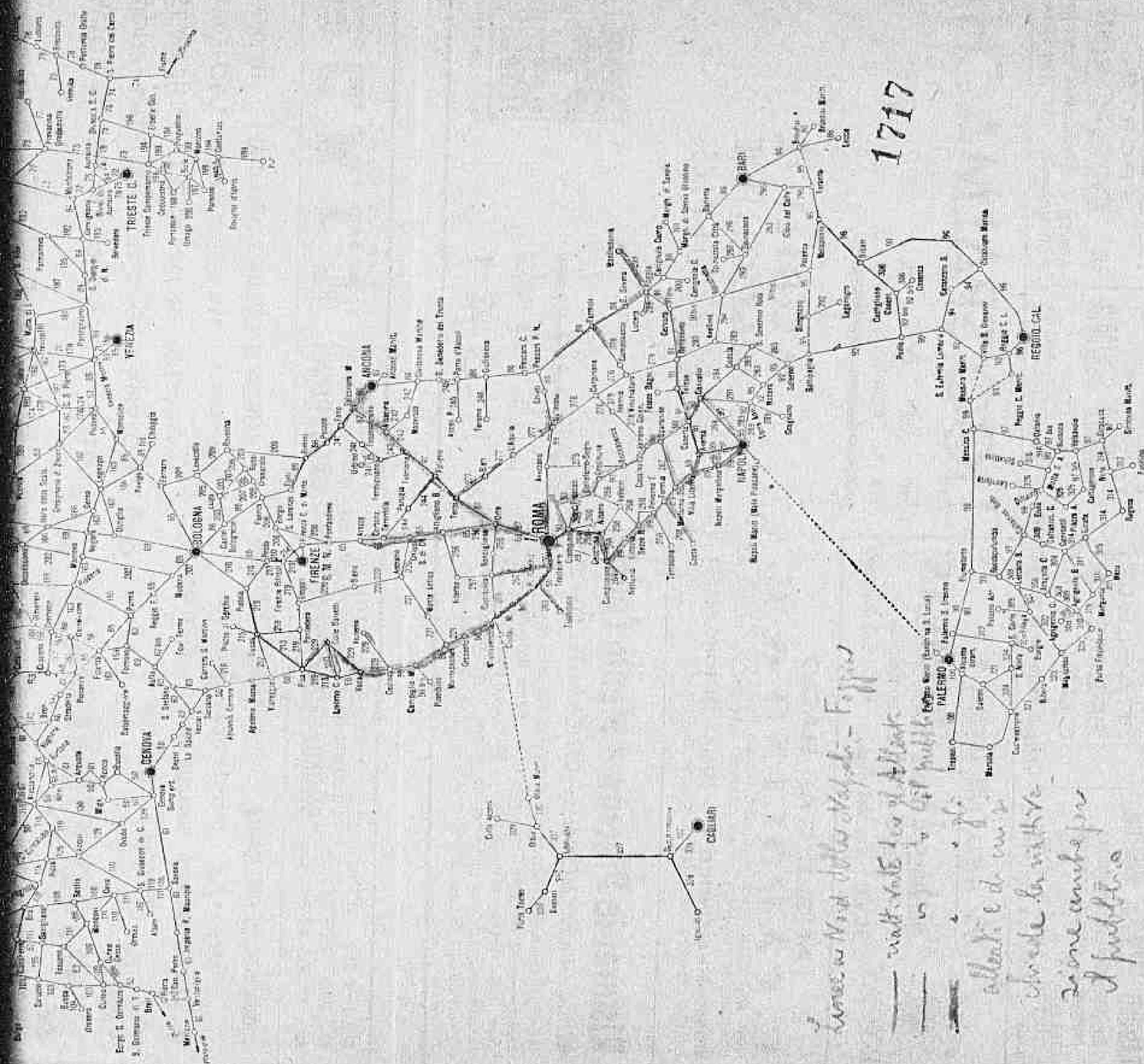
Lod. Barone

Calsi

1718

IL DICE GRAFICO





ACP/10

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

Tel. 343238

Ref. AC/100/86/E

2 May 1945

SUBJECT : Materials.

TO : Public Works & Utilities Sub-Commission
HQ AC (attention Lt.Col. V.S.Thompson).

1. Reference is to your 078/4/PWU of 13 April 45.
2. I have had special enquiry made into the question of the brick supply in the Ancona district, and I feel that I cannot do better than send you a copy of the report received from Major Mole.
3. Major Mole reports that he came upon a stock of bricks which the owner had failed to divulge to military or civil sources, and that as they were so near to the railway, he immediately made arrangements to take them. In doing so, he quite obviously left available other bricks which he would have required from known sources.
4. I feel that the fact that the owner had hidden these bricks should be made known, for his action is one which might have caused grave difficulties to both military and civilian construction projects.

WSP
Director

1246

785021

H.S.S. #4 Indian Rly C & N Sp. I.
 Tel. 61 Area Chicago 3145
 Date 23 April 1945.

Ref. No. C/m/100/66/3 53

To : Major Street

Tn. Sub-Commission

Subject : Line 86 Central Section - Brick Kilns.

1. - Reformer your letter AC/m/12/90/CA dated 15 April together with the enclosures returned herewith I have the following comments to make:

(a) The kiln in question, it will be observed on reference to a map, is within a few hundred yards of Line 86 Central Section near Giulianova.

Hence, as of result of conversation with Lt. Col. Thompson referred to in his letter, is well within what was referred to as my "territory".

(b) The existence of this kiln was known to me at the beginning of the work last October but, as it was stated that there were neither burnt or unburnt bricks available at this source, the kiln was not visited.

While on my two day tour at the end of March of all the brick kilns under contract, I met the owner who repeated that no bricks were available at the Giulianova Kiln but given transport and coal would undertake to obtain unburnt bricks, sent them to Giulianova and burn same.

This proposal was not accepted. The Giulianova Kiln was passed on the return journey to Ince and I noticed several broken bricks lying in the short approach road from the main road to the kiln.

I therefore decided to visit the kiln and was emphatically told by the manager that not a single brick was to be found on the premises. Not being satisfied, I had a look at the actual kiln and found all the entrances built up and the clay jointing of the bricks well burnt and cracked. I demolished one of these entrances myself and found the inside filled with newly burnt bricks. Investigation at several of the other entrances confirmed that the entire kiln was full of burnt bricks estimated to total 80,000.

The manager then laughingly tried to bluff the whole matter and on careful questioning admitted that the kiln was not under any contract to supply the Military or Civil authorities. As a result of this, I instructed Ing. Morgana to make a contract with the firm for the total amount of bricks.

I understand that during the night following my visit a considerable quantity of the bricks were removed and the letter written by Ing. Morgana was his idea of how to best handle the situation.

I have instructed Ing. Morgana that in future the must consult me before despatching any letters quoting Military or AC/MS authority.

2. - I consider that no spirit of the agreement with Lt. Col. Thompson was broken, there was a kiln with bricks available for immediate use practically alongside the railway with no contracts and with a source of supply presumably not known to any authority.

Further it was obvious that it was not intended to sell the bricks for public use but to dispose same on the "Black Market" and prompt action was necessary to secure the supply for the railways.

However, as related above, the effort was not entirely satisfactory.

Gulianova Kiln but given transport and coal would undertake to obtain unburnt bricks, cart them to Gulianova and burn them.

This proposal was not accepted.

The Gulianova Kiln was passed on the return journey to Andorra and I noticed several broken bricks lying in the short approach road from the main road to the kiln.

I therefore decided to visit the kiln and was emphatically told by the manager that not a single brick was to be found on the premises. Not being satisfied, I had a look at the actual kiln and found all the entrances built up and the clay jointing of the bricks well burnt and cracked. I demolished one of these entrances myself and found the inside filled with newly burnt bricks. Investigation at several of the other entrances confirmed that the entire kiln was full of burnt bricks estimated to total 80,000.

The manager then laughingly tried to bluff the whole matter and on careful questioning admitted that the kiln was not under any contract to supply the Military or Civil Authorities. As a result of this, I instructed Ing. Morgana to make a contract with the firm for the total amount of bricks.

I understand that during the night following my visit a considerable quantity of the bricks were removed and the latter written by Ing. Morgana was his idea of how to best handle the situation.

I have instructed Ing. Morgana that in future the post consult me before despatching any letters quoting Military of AC/AGU authority.

2. - I consider that no spirit of the agreement with Lt. Col. Thompson was broken, there was a kiln with bricks available for immediate use practically alongside the railway with no contracts and with a source of supply presumably not known to any authority.

Further it was obvious that it was not intended to sell the bricks for public use but to dispose same on the "Black Market" and prompt action was necessary to secure the supply for the railways.

However, as related above, the effort was not entirely satisfactory.

S. J. Moore-Major

A.C. Dn. 4

C/o I.R.C.M. 4

SECRET**SECRET**TRANSPORTATION SUB-COMMISSION
RAIL (GENERAL) SECTION

TO:	INITIALS
☒ Lt. Col. O.H. Lindberg	<i>OH</i>
Capt. A.C. Ping	
Maj. W.G. Fletcher	
Maj. E.J. Mole	
Maj. A.H. Street	<i>AS</i>
Capt. C.M. Long	
Major S.F. Balster	
Capt. B.W. Boddy	
Sgt. C. Green	

SICILYREGGIOBARINAPLESROMEANCONA*Take a copy
of Major Mole's
letter**In view of Major Mole's
letter I suggest that
this be passed to
Public Security as
a case of Sabotage***SECRET***W.D.*

Tel. 489081
Extn. 339

RWS/mc

HEADQUARTERS ALLIED COMMISSION
INTER OFFICE MEMO.

078/4/PWU

13 April 1945

Subject : Materials.

To : Transportation S/C (Rail)
Att. Lt.Col. Lindberg.

From : Public Works and Utilities Sub-Commission.

1. Reference attached document and previous difficulty in connection with materials.
2. It was agreed with Major Mole that future demands for his work would be co-ordinated with the Regional Engineer.
3. The attached letter was given to me by Col. Latimer Regional Engineer of Umbria-Marche and I think you will agree it is not quite in the spirit of this agreement.
4. Your comments would be appreciated.


V.S. THOMPSON,
Lt.Col. R.C.E.
Chief Public Wks.Div.

1714

MINISTERO DEI TRASPORTI
Ferrovie dello Stato
Compartamento di Ancona - Sezione Lavori

Ancona, 11 28 Marzo 1945
N° LA/4025/I An.

Oggetto := Fornitura Mattoni
Per la ricostruzione della Linea
Ortona-Ancona

Fornace Scimitarra

Giuliana

In nome del Comando Militare Alleato vi invito a con-
segnare all'Impresa CIRONIO Pietro tutti i mattoni cotti pronti in for-
nace.

Vi avverto che in caso di rifiuto saranno presi da parte
del suddetto Comando provvedimenti a Vostro carico.

Per quanto riguarda la stipulazione del contratto, vi
interesso a prendere i relativi accordi con sig. Ing. Cienega Capo del
dipendente Gruppo Lavori di Pescara.

IL CAPO DELLA SEZIONE LAVORI

Sgd Morgano

TRANSLATION

TO : Scimitarra brick-yard, Giulianova -
FROM : Works Section of the M.P.S.S., Ancona -

On behalf of the AMG. you are requested to deliver to the
Contractor Pietro CIRONIO all the burnt bricks which are ready in
your brick-yard.

I inform you that your refusal would provoke against you the
necessary action from the AMG.

In order that a contract be let, you will make the necessary
arrangements with Engr Cienega, Chief of our dependent Works Office
in Pescara -

Sgd/ MORGANO

Chief, Works Section.

Vi avverte che in caso di rifiuti saranno presi da parte del suddetto Comando provvedimenti a Vostro carico.

Per quanto riguarda la stipulazione del contratto, vi interesso a prendere i relativi accordi con sig. Ing. Cienga Capo del dipendente Gruppo Lavori di Pescara.

IL CAPO DELLA SEZIONE LAVORI

Sgd Morgano

TRANSLATION

TO : Scimitarra brick-yard, Giulianova -
FROM : Works Section of the PP.33., Ancona -

On behalf of the AMG. you are requested to deliver to the Contractor Pietro CICONIO all the burnt bricks which are ready in your brick-yard.

I inform you that your refusal would provoke against you the necessary action from the AMG.

In order that a contract be let, you will make the necessary arrangements with Engr Cienga, Chief of our dependent Works Office in Pescara -

Sgd/ MORGANO

Chief, Works Section.

1743

785021

H.Q.No.4 Indian Rly. C & M Gp.I.E.

C.M.F.

Tel.61 Area Exchange 2345

Date. 23 April 1945

Ref.No. AC/Tn/100/86/G 53

To : Major Street -

Tn. Sub Commission .

Subject : Line 86 Central Section - Brick Kilns.

1. - Reference your letter AC/Tn/18/90/CB dated 15 April together with the enclosures returned herewith, I have the following comments to make :

(a) The kiln in question, it will be observed on reference to a map, is within a few hundred yards of Line 86 Central Section near Giulianova. Hence, as of result of conversation with Lt.Col.Thompson referred to in his letter, is well within what was referred to as my "territory".

(b) The existence of this kiln was known to me at the beginning of the work last October but, as it was stated that there were neither burnt or unburnt bricks available at this source, the kiln was not visited.

While on my two day tour at the end of March of all the brick kilns under contract, I met the owner who repeated that no bricks were available at the Giulianova Kiln but given transport and coal would undertake to obtain unburnt bricks, cart them to Giulianova and burn same.

This proposal was not accepted. The Giulianova Kiln was passed on the return journey to Ancona and I noticed several broken bricks laying in the short approach road from the main road to the kiln.

I therefore decided to visit the kiln and was emphatically told by the manager that not a single brick was to be found on the premises. Not being satisfied, I had a look at the actual kiln and found all the entrances built up and the clay jointing of the bricks well burnt and cracked. I demolished one of these entrances myself and found the inside filled with newly burnt bricks. Investigation at several of the other entrances confirmed that the entire kiln was full of burnt bricks estimated to total 80,000.

The manager then laughingly tried to bluff the whole matter and on careful questioning admitted that the kiln was not under any contract to supply the Military or Civil Authorities. As a result of this, I instructed Ing.Morgana to make a contract with the firm for the total amount of bricks.

I understand that during the night following my visit a considerable quantity of the bricks were removed and the letter written by Ing.Morgana was his idea of how to best handle the situation.

I have instructed Ing.Morgana that in future he must consult me before despatching any letters quoting Military or AC/ANG authority.

2. - I consider that no spirit of the agreement with Lt.Col. Thompson was broken, as there was a kiln with bricks available for immediate use, practically alongside the railway with no contracts and with a source of supply presumably not known to any authority.

Further it was obvious that it was not intended to sell the bricks on the "Black Market" and prompt action

unburnt bricks available at this source, the kiln was not visited.

While on my two day tour at the end of March of all the brick kilns under contract, I met the owner who repeated that no bricks were available at the Giulianova Kiln but given transport and coal would undertake to obtain unburnt bricks, cart them to Giulianova and burn same.

This proposal was not accepted. The Giulianova Kiln was passed on the return journey to Ancona and I noticed several broken bricks laying in the short approach road from the main road to the kiln.

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I understand that during the night following my visit a considerable quantity of the bricks were removed and the letter written by Ing. Morgana was his idea of how to best handle the situation.

I have instructed Ing. Morgana that in future he must consult me before despatching any letters quoting Military or AC/AMG authority.

2. - I consider that no spirit of the agreement with Lt. Col. Thompson was broken, as there was a kiln with bricks available for immediate use, practically alongside the railway with no contracts and with a source of supply presumably not known to any authority.

Further it was obvious that it was not intended to sell the bricks for public use but to dispose same on the "Black Market" and prompt action was necessary to secure the supply for the railways.

However, as related above, the effort was not entirely satisfactory.

E. J. Mole
E. J. Mole, Major
A. C. Tn. 4
c/o I. R. C. E. 4

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Ref.: 233/3/Tn.2

16 April 1945

Subject: Estimate of expenditure on rehabilitation of Italian State Railways.

To : Finance Sub-Commission.

1. Authority is hereby granted for the repair and rehabilitation of the following sections of the Italian State Railways in Liberated Italy.

2. Approved work bearing no military priority but of vital civil necessity or for the release of bridging steel has been authorized. Work of rehabilitation to commence immediately.

<u>Line</u>	<u>Section</u>	<u>Estimated Cost in Lire.</u>
291	Cancello-Torre Annunziata	20,800,000
"	Rome, Salaria Yard	8,800,000
220	Chiusi-Sincolunga-Mapeli	157,000,000
"	Civitavecchia Central Station, I.S.R.	20,000,000
88	Pescara-Chieti	1,000,000
246	Giulianova-Teramo	10,000,000
"	Rome, S. Lorenzo, (Round House)	8,514,000
"	Biferno Bridge	8,010,000

3. These items constitute debts against the Special appropriation Financial Year 1944/5 Capitolo No. 46.

M.B. THOMAS, Colonel,
Director, Tns. Sub-Commission.

Copy to: 1. Rail Division Tn. 4 acknowledge your AC/Tn/46/7/C.E. 11 April 45
and AC/Tn/36/C.E. 12 April 45.

2. D.M.E.S. (attn. Lt. Col. L.C. Parnell)

3. Ministero dei Trasporti, (attn. Capo Regimeria P. 33.) 1711

785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Ref.: 233/4/Pn.2

6 April 1945

TO : His Excellency Gerabond,
Minister, of Communications,
Piazza della Croce Rossa,
Rome.

SUBJECT : Reconstruction of the Italian State Railways.

Dear Mr. Minister,

Authorization is granted for repair and reconstruction on the undermentioned sections of the Italian State Railways.

Line	Section	Estimated Cost in Lire.
291	Cancello-Torre Annunziata	20,000,000
-	Rome, S. Sisto - S. Pietro	8,800,000
220	+ Chiassi - Sinalunga-Torino	157,000,000
-	Civitavecchia Central Station, T.S.R.	20,000,000
88	Perugia-Chieti	1,000,000
246	Giulianova-Teramo	10,000,000
-	Rome, S. Lorenzo, (Round House)	8,514,000
-	Biferne Bridge	8,010,000

This Section is to be repaired on a two phase basis.

1. Clearance of permanent way, station buildings bridges and building up piers to springing level.
2. Completion of line when materials are available.

This expenditure should be charged against Capitolo No. 48 "Spese per riparazione danni di guerra dipendenti a esclusi bolle" in the Budget of the Ministero delle Comunicazioni (Peruvia dello Stato) for financial year 1944-45.

Yours very truly

1710

M. S. ROMAS, Colonel,
Deputy Director,
Transportation Sub-Commission.

undermentioned sections of the Italian State Railways.

Line	Section	Estimated Cost in Lire.
201	Cancello-Ferre Annunziata	20,000,000
"	Reno, Distamento Yard	3,800,000
220	+ Orinai - Sinalunga-Capoli	157,000,000
"	Civitavecchia Central Station, I.S.R.	20,000,000
88	Pescara-Chieti	1,000,000
246	Julianova-Torame	10,000,000
"	Reno, S. Lorenzo, (Round House)	8,512,000
"	Riferme Bridge	8,010,000

This Section is to be repaired on a two phase basis.

1. Clearance of permanent way, station buildings bridges and building up piers to springing level.
2. Completion of line when materials are available.

This expenditure should be charged against Capitolo No 48 "Spese per riparare danni di guerra dipendenti da azioni belliche" in the Budget of the Ministero delle Comunicazioni (Ferrovie dello Stato) for financial year 1944-45.

Yours very truly 1710

M. D. NUOVA, Colonel,
Deputy Director,
Transportation Sub-Commission.

Copy to:- 1. Rail Division, TM.4
2. Rail Division, TM.4
3. Gen. Di Raimondo, Director General, Ferrovie dello Stato, Reno.

Civilian Passenger Services: ROME- Ancona/Grossetto.

At the last meeting of the ALLIED RAILWAY BOARD, approval was given in part to AC requests originally formulated at the Traffic Sub Committee, and we were authorised to proceed in conjunction with MRS for the introduction of passenger train services between Rome and Grossetto on line 50 and Rome-Ancona on Line 87, with a connection at Orte to Arezzo on line 65.

Details of proposed services have been prepared and submitted to MRS for approval. Apparently at the time there was some unsatisfactory operating by the ISR in the Bari-Naples area, and for this reason Col Wilson, Deputy Director, MRS ruled that no further civilian passenger services would be put into operation until ISR operating in those areas had improved, and a threat was even made that the Rome-Naples passenger service would be withdrawn.

Whilst appreciating the responsibility of MRS in the operation of train services to meet military needs, the refusal to implement decisions of the Allied Railway Board, and the threat to remove services which have been introduced as the result of joint negotiation is a regrettable. It is assumed that AC has equal rights at the Allied Railway Board, which was appointed as the supreme authority on railway matters, and as such should be fully advised on any difficulty arising which would be likely to affect the limited train service in operation, and which could be considered essential under the Disease and Unrest formula.

It was learned on Saturday in conversation with MRS that AFHQ (Brigadier Fellowes) is also likely to raise objections to the introduction of the Ancona service. It is known that AFHQ were not anxious for such a service to start, but the Allied Railway Board, on which AFHQ is represented, gave a favourable decision, and it is felt that AC is being left without full information and without the essential support which the Chairman of the Board so unstintingly offered when the Board was first formed.

Any alterations to decisions of the Allied Railway Board should in fairness to those who form the Board be a matter for free discussion, and the fullest possible co-operation between all concerned. AC is not the poor stepchild to be dropped without excuse, it sits on the Board with equal rights, and the Director before he left for America was most emphatic that we should maintain those rights to the full.

April 45.

Def
6-11-45

R

*Handed to military
20/4/45*

100/508

MRS for approval. Apparently to the time of the operation by the ISR in the Bari-Naples area, and for this reason Col Wilson, Deputy Director, MRS ruled that no further civilian passenger services would be put into operation until ISR operating in those areas had improved, and a threat was even made that the Rome-Naples passenger service would be withdrawn.

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Any alterations to decisions of the Allied Railway Board should in fairness to those who form the Board be a matter for free discussion, and the fullest possible co-operation between all concerned. AC is not the poor stepchild to be dropped without excuse, it sits on the Board with equal rights, and the Director before he left for America was most emphatic that we should maintain those rights to the full.

April 45.

R

6021

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

SEL/ed

531.7 T

A.P.O. 512
25 April 1945

SUBJECT: ISR Workers' Trains for ISR Personnel on Lines 50 & 65.

TO: Director General, Italian State Railways

1. Reference is to your letter M.211/2737/41-A of 12 April, above subject.
2. Request is denied. No additional service of any kind will be authorized until capacity is shown to handle satisfactorily the current traffic.

FOR THE DIRECTOR:

S. E. London
S. E. LONDON
Major, T.C.
Supt. Transportation

cc - AC Tn Sub-Comm, Rail Divn, Bldg

Above refers to your letter AC/100/50/65/Tn 4
of 24 April.

1708

100/505

ACP/1

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

Tel. 843238 ✓
Ref. 100/50/65/Tn 4

24 April 1945

SUBJECT : ISR Workers trains for ISR personnel on lines 50 & 60.
TO : M.R.S. - Building.

1. This would appear to be a matter for NRS to decide.
2. In the unlikely event of your approval, may AC be informed if the services will be exclusively ISR workers, or will come under the new arrangement whereby such trains may carry fare paying civilians.

act
DIRECTOR

1707

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION

Roma, 12 April 1945
M.211/2737/41-A

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

SUBJECT: ISR Workers trains for
ISR personnel on lines 50 and 65

1. Having this IR Administration been handed over the operation of the trains btw. Roma and Grosseto and btw. Roma and Arezzo, it is necessary that some arrangements be made for the conveyance of ISR personnel, as most of them cannot live on the same place where they work.

2. We therefore suggest that following trains for conveyance of ISR personnel be operated:

80
65
a) Civitavecchia dep.0950 Grosseto arr.1255
Grosseto dep.1730 Civitavecchia arr.2035
b) Roma Termini dep.0630 Orte arr.0845
Orte dep.1810 Roma Termini arr.2035

3. The available stock can be obtained from local resources.

4. We await that S/Commission's decision.

THE DIRECTOR GENERAL
G. DI RAIMONDO



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 12 APR 1945

194 - A.

N. M.211/2737/41-A

Al N. del

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

OGGETTO

Trasporto personale linee
di Grosseto e Orte

R O M A

ALLEGATI N. I) In conseguenza del passaggio alle F.S. dell'esercizio delle linee Roma - Grosseto e Roma Arezzo è necessario avere a disposizione qualche mezzo ferroviario per lo spostamento del personale, buona parte del quale, per ovvie ragioni contingenti, non può risiedere sul posto di lavoro.

II) Si propone pertanto l'attivazione dei seguenti treni per trasporto personale:

a	}	Civitavecchia	p. 9.50	Grosseto	a. 12.55
		Grosseto	p. 17.30	Civitavecchia	a. 20.35
b	}	Roma T.ni	p. 6.30	Orte	a. 8.45
		Orte	p. 18.10	Roma Termini	a. 20.35

III) Il materiale occorrente è ricavabile dalle risorse locali.

IV) Si prega far conoscere quale decisione sarà presa al riguardo.

IL DIRETTORE GENERALE

G. di Raimondo

100/50

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Allied Force
MILITARY RAILWAY SERVICE-ITALY
Office of Director

A.P.O. 512
9 April 1945

SUBJECT: Italian State Railways Operation, Rome Terminal, Lines 50 and 65.

TO : Director General, Italian State Railways.
DD Tn Rlys., Attn: Tn 3 (O)
Capo Compartimento - Rome.
Capo Compartimento - Florence.
Commanding Officer, 701st Railway Grand Division.
Commanding Officer, 719th Railway Operating Battalion.

1. Referring to letter this Headquarters, dated 7 April, concerning Italian State Railways Operation, Rome Terminal, Lines 65 and 50, Paragraph 4 sub-paragraph 3.

2. The Official name of the Liaison Headquarters which is to be established in the Rome Terminal Station shall be JOINT RAILWAY CONTROL-ROME instead of Joint Control Board-Rome.

FOR THE CHIEF DIRECTOR:

R.F. MOSS
Lt. Col., TC
Deputy Director-Operations

cc-Commanding General, PBS

G-4 AFHQ

Chief of Transportation, MTOUSA

Commanding Officer, 715th Ry Opn Bn

Rail Division, Tn Sub-Commission, Allied Commission,

Movements Division, Tn Sub-Commission, Allied Commission.

Asst. to Deputy Director, MRSL, AFHQ.

ADD-Engineering.

ADD-Equipment

ADD-Provost Marshal

Supt. Trans.-774th Ry Grand Div

RTO-Rome.

1704

100/50
5

ALLIED FORCE
MILITARY RAILWAY SERVICE - ITALY
Office of Director

A.P.O. 512
12 April 1945

SUBJECT: Italian State Railways Operation, Rome Terminal, Lines 50 and 65.

TO: Director General, Italian State Railways.
DD Tn Rlys, Attn: Tn 3 (0)
Capo Compartimento - Rome.
Capo Compartimento - Florence.
Commanding Officer, 701st Railway Grand Division.
Commanding Officer, 719th Railway Operating Battalion.

1. Referring to letter this Headquarters, dated 7 April, concerning Italian State Railways operation, Rome Terminal, Lines 65 and 50, Paragraph 4, setting up organization of the Joint Railway Control-Rome, for the purpose of carrying out liaison between Military Railway Service, Movements, P.B.S. and the Italian State Railways.

2. The Peninsular Base Section desires to be represented with board members of the Joint Railway Control-Rome, therefore one Officer and one enlisted man, representing the Peninsular Base Section, are added to the personnel forming the Joint Railway Control-Rome.

FOR THE DIRECTOR:

R. P. MOSS

R. P. MOSS
Lt. Col., TC
Deputy Director-Operations

cc-Commanding General, PRS
C-4, AFHQ
Chief of Transportation, MTOUSA
Commanding Officer, 715th Railway Operating Battalion
Rail Division, Tn Sub-Commission, Allied Commission
Movements Division, Tn Sub-Commission, Allied Commission.
Asst. to Deputy Director, MRSI, AFHQ.
ADD-Engineering.
ADD-Equipment.
ADD-Provost Marshal.
Supt. Trans - 774th Ry Grand Div
RTO - Rome.

1703

ACP/10

H E S T A I C T E D

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

Tel. 241238

Ref. AC/100/27/50/35/1a 4

5 March

TO : Regional Commissioner Toscana Region,
Regional Commissioner Marche-Abruzzi Region.

SUBJECT : Civilian Passenger Train Services
Rome-Leghorn
Rome-Ancona
Rome-Arezzo.

1. Reference is to undergoing extract from Minutes of Traff. Sub-Committee, Allied Railway Board, held on 3 March 1945.

a. CIVILIAN PASSENGER FACILITIES, SOUTH OF ROME, ORIGINATED
by the Sub-Commission, Allied Commission, Lt. Col. C.M. Hindberg's letter, 17 February 1945.

It was agreed that the Allied Commission would obtain permission from the Area Commanders involved to operate trains for civilian passengers into and out of Ancona and Leghorn. Pending approval of the Area Commanders concerned, and also G-4 (MOT & Pa) AFHQ (civilian passenger train service on alternate days is to be established between Rome and Leghorn on or about 1 April 1945 and between Rome-Arezzo and Ancona as a later date.

2. In order to strengthen the application for services between Rome-Ancona and Rome-Leghorn, and Rome-Arezzo, you are asked to seek necessary authority of Area Commanders concerned as soon as possible.

3. It is intended that the Rome-Ancona service shall carry coaches to be detached and attached at Orte for the benefit of Arezzo passengers.

4. The Italian Ministry concerned has been pressing for such facilities for some months past, and if you can obtain the necessary authority from the Area Commander, the IRR can be relied upon to reorganize the loading of trains.

1702

Alfred Hindberg, Lt. Col.

Rome-Arezzo.

1. Reference is to undersigned extract from Minutes of Traffic Sub-Committee, Allied Railway Board, held on 3 March 1945.

2. CIVIL PASSENGER FACILITIES, NORTH OF ROME: Originated by the Sub-Committee, Allied Commission, Lt. Col. C.H. Hindberg's letter, 17 February 1945.

It was agreed that the Allied Commission would obtain permission from the Area Commanders involved to operate trains for civilian passengers into and out of Ancona and Leghorn. Pending approval of the Area Commanders concerned, and also C-4 (Nov 4 En) AREA civilian passenger train services on alternate days is to be established between Rome and Leghorn on or about 1 April 1945 and between Rome-Arezzo and Ancona at a later date.

3. In order to strengthen the application for services between Rome-Ancona and Rome-Leghorn, and Rome-Arezzo, you are asked to exercise necessary authority of Area Commanders concerned as soon as possible.

4. It is intended that the Rome-Ancona service shall carry coaches to be detached and attached at Orte for the benefit of Arezzo passengers.

5. The Italian Ministry concerned has been pressing for such facilities for some months past, and if you can obtain the necessary authority from the Area Commander, the line can be relied upon to safeguard the loading of trains.

1702

A. Lindberg, Lt. Col.
C.H. LINDBERG
Lieut. Col. R.E.

For HENRI H. TAYLOR
Director.

ACP/1c

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

Tel. 843238

Ref. AC/100/50/Tn 4

7 March 1945

TO : Movements Tn Sub-Commission,
HQ.AC.

SUBJECT : Movement of Pyrites from Scarlino.

1. At The Traffic Sub Committee Meeting, an endeavour was made to obtain some passenger train facilities on line 50 to Leghorn, although it is anticipated that it may be difficult owing to the tonnage conveyed on the line to convince Military Movements of the availability of the track for the passage of a passenger train three times a week.
2. The proposed heavy movement of pyrites from Scarlino is possibly a likely citation in this respect, and it is asked whether the possibility of the use of Piombino as a port has been fully explored, as a means of reducing the occupation of line 50 with traffic.
3. An alternative suggestion for consideration is the use of the Harbour of Portigliano, which, it is understood is in perfect condition, capable of taking vessels from 1500 to 2000 tons, although vessels with heavier tonnage would require to be loaded by lighters, which are apparently not available at the moment.
4. Scarlino is connected with the harbour of Portigliano by ropeway bins, which run direct to the pier, and the daily capacity of these bins is 2200 tons per day, whilst the loading capacity was 1,000 tons per day. This port used to be used all the year round, and according to our reports, all the machinery for operating the ropeway and loading at the pier is available.
5. If anything can be done to lighten the tonnage on line 50 by a careful examination of these suggested alternatives, it will considerable assist negotiations in endeavouring to secure the additional passenger facilities to link up the west coast.

7 March 1945

TO : Movements Tn Sub-Commission,
HQ.AC.

SUBJECT : Movement of Pyrites from Scarlino.

1. At The Traffic Sub Committee Meeting, an endeavour was made to obtain some passenger train facilities on line 50 to Leghorn, although it is anticipated that it may be difficult owing to the tonnage conveyed on the line to convince Military Movements of the availability of the track for the passage of a passenger train three times a week.
2. The proposed heavy movement of pyrites from Scarlino is possibly a likely citation in this respect, and it is asked whether the possibility of the use of Piombino as a port has been fully explored, as a means of reducing the occupation of line 50 with traffic.
3. An alternative suggestion for consideration is the use of the Harbour of Portigliano, which, it is understood is in perfect condition, capable of taking vessels from 1500 to 2000 tons, although vessels with heavier tonnage would require to be loaded by lighters, which are apparently not available at the moment.
4. Scarlino is connected with the harbour of Portigliano by ropeway bins, which run direct to the pier, and the daily capacity of these bins is 2200 tons per day, whilst the loading capacity is 1,000 tons per day. This port used to be used all the year round, and according to our reports, all the machinery for operating the ropeway and loading at the pier is available.
5. If anything can be done to lighten the tonnage on line 50 by a careful examination of these suggested alternatives, it will be considerable assist negotiations in endeavouring to secure the additional passenger facilities to link up the west coast.

1
L. Lindberg
J.H. LINDBERG
Lieut. Col. R.E.,
Chief, Rail Division.

ACP/ic

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

Tel: 483238

Our Reference: AC/100/50/Tn

27 December 44.

TO : MRS
Capt. London

SUBJECT : Disposition of Electric Transformer, Montecatini
Plant Tarquinia.

1. Reference your letter 26 December 44.
2. If the well-wagon can be moved to St. Paolo di Roma,
for unloading by the Rome Electricity Coy, it would be appreciated.
3. Please say when forwarded.

aub

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

1730

100/50

Tel: 478906

MEMORANDUM

VSR/lam

26 December, 1944

REFERENCE: 122 PWU

SUBJECT : Disposition of Electric Transformer, Montecatini
Plant Tarquinia.

TO : Transportation Sub-Commission ✓

FROM : P.W. & U. Sub-Commission.

1. Reference is made to your communication dated 21 December 1944, Reference AC/100/50, Subject Disposition of Electric Transformer, referring to a transformer loaded on a well-car at Montalto di Castro.

2. The owner of the transformer is not known to this Sub-Commission. However arrangement have been made whereby the Società Romana di Eletticità will receive it at the S. Paolo Generating Station in Rome. A crane at the plant will permit rapid unloading.

3. It would be appreciated if this Sub-Commission were notified of the date when the transformer will be moved.

W. M. Lapper

W.M. LAPPER
Lieut-Colonel
Chief Electrical Div.

C.C. Industry Sub-Commission

1699

ACP/ic

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

Tel: 483828
Our Reference: AC/100/50

21 December 44.

TO : Public Works & Utilities Sub-Commission
Industry Sub-Commission

SUBJECT : Disposition of Electric Transformer

1. At Montalto di Castro on Line 50, there is a well-car, PS 697102, loaded with a transformer No. 2-N-11251 with frequency voltage of 6.8-7.5-8.1.
2. MRS need this freight car urgently.
Please say if you have any particular destination to which it may be sent for the transformer to be unloaded.
3. Kind treat matter as urgent.

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

*Copy to MRS
for Capt. London*

100/50

Allied Force
MILITARY RAILWAY SERVICE-ITALY
Headquarters 774th Railway Grand Division
Office of Director

A.P.O. 512
20 December 1944

Subject: Disposition of Electric Transformer.

To : A.C. Transportation Sub-Commission Attn: Captain Ring

1. At Montalto di Castro on Line 50, there is a well-car, FS 697102, loaded with a transformer No. 2-N-11251 with frequency voltage of 6.8-7.3-8.1.

2. We are in need of this particular car and would appreciate having you furnish disposition so that car may be placed for unloading.

For the Director:

S. E. London
S. E. LONDON
Captain, T.C.
Superintendent Transportation

1697

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub Commission
Engineering Division (North)

REF : ACC.Tn/R/1/8

October 9th 1944

TO : Director
Transportation Sub Commission
ACC. Main Headquarters

SUBJECT : Progress Report.

1. Condition of tracks.

- ✓ a) Route 50 Rome - Leghorn
open to Leghorn
- b) Route 227 Veda - Pisa
Repairs in hand.
- c) Route 219 Pisa - Florence
Repairs in hand
- d) Route 65 Rome - Florence
No progress beyond Arezzo.
- e) Route 87 Rome - Ancona
Open to Ancona.
- f) Route 86 Ancona - Bologna
Open to Cattolica.

2. Private Railways.

A detailed study of the Siena - Buonconvento - Monte Antico Railway was carried out and it was decided that the damage was too great considering the purely local interest of the railway, for repairs to be put in hand for the time being.

3. A request for the opening of the route 220 Chiusi - Siena has been received from the Director General Italian State Railways and a survey of the damage and an estimate of cost of repairs is being prepared.

W. Wheel

100/50

1.

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open to Leghorn
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A.H. STREET, Major
ACC. Tptn. S.C.
Civil Engineer,
Northern Division.

file

1898

Copy100/50
/nfTranslation

Ministry of Communications
I.S.R. - The General Director

Rome 28 Sept. 1944
our ref. N 323/8254/109/98/
1000/857/42
reply is to n.ACC/tn/42/68
dated 1/9/44

Subject:

Proposal for an additional
freight trains programme

To : Allied Control Commission
Transp. Sub. Commission

Copy to General Direction M.R.S.

* R O M E *

1 Enclosure

We beg your Commission kindly to examine again, the additional freight trains' proposal, already submitted to you (letter same file dated 22 August 1944) with the purpose to get an improvement of the supplies necessary for civilian populations.

In this respect we beg to inform you about what follows:

- 1) If the rolling stock and locomotives' shortage, according to your Sub Commission opinion, does not allow the whole operation of the proposed programme of civilian trains, such programme will be, conveniently reduced (as pointed out at following para 5).

- 2) Although we agree with you that wine is not absolutely essential, it is to be pointed out, that there is the danger of the loss of such product in Puglia, in case it could not be provided timely for its exportation. In fact it is necessary to empty the tanks and the depots to make room for the next vintage.

Before this war, each year, during the period between September and November, there was the so-called "vintage campaign" for the sending of the must and wine from Puglia to several Italian regions. During the above referred period in 1942, n. 17361 cars of vintage products were sent from Foggia northward. This figure shows itself the importance of such product, for the economy of Puglia.

- 3) We acknowledge and we thank you very much for the disposition issued about the coupling of vegetables cars to military trains.

- 4) It is not necessary to point out the urgent need of construction materials throughout the country, as such materials are generally used to build lodgings

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- 3) We acknowledge and we thank you very much for the disposition issued about the coupling of vegetables cars to military trains.

- 4) It is not necessary to point out the urgent need of construction materials throughout the country, as such materials are to be utilized, generally, to build lodgings for the homeless populations and consequently subjected to the next winter season harshness.

- 5) The estimated requirement of 2281 cars for the 1945 requested additional trains was in relation with the remarkable daily average availability of cars (2500), which resulted as not utilized by the Compartimenti.

./.

- 2 -

Considering the remarks issued by your Commission on the matter, we propose to limit the number of the additional trains, according to the attached schedule, in order to utilize 1569 cars only.

It is understood that such rolling stock operation, for civilian movements, will always be dependent either on military exigencies or, in anyway, on more important matters.

6 As nothing is said, in your reply, about the piece goods transportation, we beg you to examine again the possibility to intensify the mixed cars service. Such service is, at present only permitted among the stations located into Naples, Bari and Reggio C. Compartimenti. We beg, too, to prolongate this service to the localities outwards of said Compartimenti.

7 According to what reported by the Capo Compartimento of Palermo, the goods traffic between Sicily and Continent appears almost completely stopped, because since 17 June 1944 only few cars exceptionnally authorized by Allied Authorities, have arrived at the Continent, owing to the embargo issued by said Authorities on all goods leaving Sicily. Calling your Commission attention on the damage that this situation causes to the economy of the Island, whereof products were generally exported to the Continent, we inform you, besides, that the present scarce utilization of the civilian freight trains on the Calabria lines, could allow the sending of a large number of cars out of Sicily, without increasing the trains running on such lines.

Director General
Signed: Di Raimondo

COPY

Proposal for new freight trains to increase those at present in operation

Line	Trains quantity	Running hours	Each trains composition cars -	Rolling stock daily average use Cars	Coal daily average use tons.	notes
Rome-Naples via Formia	1 Daily couple	27	20	240	15	(1)
Rome-Naples	1 daily	29	26	312	20	
Rome-Foligno	1 be-weekly couple	23	18	60	4	(2)
Rome-Civita-vecchia	1 be-weekly couple	11	30	85	3.50	
Foggia-Bari	1 daily couple	20	36	432	13	(3)
Brindisi-Lecce	1 daily couple	10	40	400	6	
cars amount		1529		Tons		61.50

NOTES

- (1) For foodstuff supply from Campania and Puglia to Rome and return of empty tanks and rolling stock, to be used, too, for the refugees returning to their residences.
- (2) For foodstuff supply from Marche, Umbria, Lazio and for charcoal and construction material supply.
- (3) For wine and foodstuff supply.

NB The rolling stock and fuel average use for the biweekly trains are referred to one day.

Rome-Foligno	1 be-weekly couple	23	18	60	6	4	(2)
Rome-Civita-vecchia	1 be-weekly couple	11	30	85	5	3.50	
Foggia-Bari	1 daily couple	20	36	432	6	13	
Brindisi-Lecce	1 daily couple	10	40	400	5	6	(3)
cars amount		=====		1529	Tons	61.50	=====

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Cu/ng28

1693

100/50

785021

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 384

Our Ref: ACC. TR/42/67
Date : 1 Sept. '44

Tel: 478701

TO : Ministry of Communications
Italian State Railways
General Direction

SUBJECT: Proposed additional passenger train programme.

1. In reply to your letter, ref. M/210/2792/41/13 of the 22nd August 1944.
2. Each proposition in this letter was carefully studied at the Transportation Committee held at HQ AACI on Monday, 28 August, and so that you may appreciate the decisions taken, I will refer to the paragraph in your letter.
3. Your para. 1. (a)
Additional trains, Naples to Reggio, via Battipaglia and Gioia Tauro. The present train timings were carefully studied, but owing to the considerable amount of military traffic northern bound on this route, it was found impossible to alter these timings without affecting considerably the present running schedules.
Your representative could not agree to the substitution of the new train for the one at present operating.

It was agreed that if you could fix in trains from Gioia Tauro to Reggio and thereby cut down the wait at that point without affecting the present trains operating, you are at liberty to do so in consultation with ACC.

4. Your para. 1. (b) Naples - Bari.
It was found impossible to stop the above train at all the intermediate stations because of slowing down of traffic and it was equally impossible to agree for the time being to your proposition under your para. 4 (b) Battipaglia-Brindisi, to transform the present goods train into a mixed train and arrange for this train to stop at intermediate stations, owing to the considerable freight both East to West and West to East, via Potenza.

5. Your para. 3.
The Transportation Committee fully appreciate that the fact that trains are required between Rome

1092

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It was found impossible to stop the above train at all the intermediate stations because of slowing down of traffic and it was equally impossible to agree for the time being to your proposition under your para. 4 (b) Battipaglia-Brindisi, to transform the present goods train into a mixed train and arrange for this train to stop at intermediate stations, owing to the considerable freight both East to West and West to East, via Potenza.

5. Your para. 3.

The Transportation Committee fully appreciate that civil passenger and freight trains are required between Rome and Naples, but the heavy demand of military traffic at the present, makes the running of civilian trains impossible; therefore the following applications have been declined for the present:-

Rome - Naples, - ^{via} Roma
Rome - Naples, - via Cassino

6. Your para. 3 (d) Rome - Grosseto.

Your para. 3 (e) Rome - Arezzo.

Your para. 3 (f) Rome - Foligno.

It is regretted that no passenger trains can be run north of Rome for security reasons, lack of power and rolling stock. With regard to movement of refugees from these points even south bound beyond Naples, it is pointed out that when parties are organized through proper channels, the Military will run special trains to convey these passengers.

It is also realized that agriculturists in the south will require to return to their land in the north in due course and this proposition is already receiving attention.

7. Your para. 3 (g) Naples - Foggia - Bari.

It is agreed by the Transportation Committee that one coach per day to carry approx. 60 persons can form part of the daily Military train running between Naples and Bari, via Benevento and Foggia. This service to operate 6 days per week and commence on the 11 September 1944. Will you please inform all concerned throughout the route of this new civil service and to inform your officials that only special priority passengers should be admitted in this daily coach. This coach will be added to the above mentioned train provided the Director General Military Railway Service is able to supply the coach and the capacity of the line permits.

8. Your para. 4 (a) Rescena - Lecce.

It is not as yet possible to organize civil trains between these points, but with regard to refugees, organized parties will be conveyed south bound from Rescena providing a bid is submitted through the proper channels.

9. Your para. 4 (c) Potenza - Siciiano.

This train operates triweekly and conveys a considerable quantity of Military timber at the present moment and it is felt that while this movement continues, the full tonnage will have to be given to freight. This decision is taken owing to the lack of rolling stock within that vicinity.

10. Your para. 4 (3) Taranto - Potenza.

will run special trains to convey those passengers.

It is also realized that agriculturists in the south will require to return to their land in the north in due course and this proposition is already receiving attention.

7. Your para. 3 (d) Neapel - Pozzua - Bari.
It is agreed by the Transportation Committee that one coach per day to carry approx. 60 persons can form part of the daily military train running between Naples and Bari, via Benevento and Pozzua. This service to operate 6 days per week and commence on the 11 September 1944. Will you please inform all concerned throughout the route of this new civil service and to inform your officials that only special priority passengers should be admitted in this daily coach. This coach will be added to the above mentioned train provided the Director General Military Railway Service is able to supply the coach and the capacity of the line permits.

8. Your para. 4 (a) Reggio - Lecce.
It is not as yet possible to organise civil trains between these points, but with regard to refugees, organised parties will be conveyed south bound from Pescara providing a bid is submitted through the proper channels.

9. Your para. 4 (c) Potenza - Sigimmo.
This train operates tri-weekly and conveys a considerable quantity of military timber at the present moment and it is felt that while this movement continues, the full tonnage will have to be given to freight. This decision is taken owing to the lack of rolling stock within that vicinity.

10. Your para. 4 (3) Taranto - Potenza.
1691
To re-organise the whole of the operating schedule of passenger and freight trains over this route, to arrange for naval-yard workmen to travel on Saturdays north bound and Monday south bound, would completely throw out the schedule over the week end. It is therefore felt that owing to the considerable tonnage of this route, it must be held in abeyance until at a later date.

11. Your para.4 (c) Sicignano-Lagonero
This application has been dealt with under para 4 (2).
It is regretted that for the present time, owing to Military movement, the tri-weekly trains cannot be extended to a daily movement.
12. Your para.4 (d) Foggia-Potenza
Your para.4 (e) Foggia-Manfredonia
Your para.4 (f) Foggia-Lucera

For the time being it must be acknowledged that the lack of rolling stock and locomotive power, prevents running extra trains over the three (3) above mentioned lines, but it is hoped that these may be organised at a later date.

13. Your para.4 (g) Rochetta-Giulia del Colle
Military traffic running over this section of the line is so heavy that it takes the full capacity tonnage in the present time and therefore additional passenger services cannot be considered.

The movement of refugees will form the subject of another letter.

D.S. ADAMS
Colonel, C.E.,
Director, Tn.S/C.

785021

MINISTRY OF COMMUNICATIONS
ITALIAN STATE RAILWAY
GENERAL DIRECTION

Rome, 22 August 1944
our. ref. N 210/8731/41/13

To Allied Control Commission
Transportation Sub-Commission

R o m e

Copy to General Director
M.R.S.

Building

Subject:
Passenger trains
programme

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

The following inconveniences are pointed out from such situation:

a) The communication between Naples and Reggio is, at present, operated by:
two daily trains between Naples and Salerno. Such trains have a stay at Salerno of 07.20 hrs in descending direction and of 08.19 in upward direction.

two daily trains between Salerno and Reggio G. with trains-shipment at Gioia Tauro (about 2 Km.) and stay in such locality of 10.09 hrs. in descending direction.

b) The daily train Naples-Bari (Sunday excluded) operates the passengers service exclusively at the stations of: Naples, Salerno, Battipaglia, S. Ignazio, Potenza, Metaponto, Taranto, Brindisi, Bari.

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

Such situation, besides to generate discontent, induces the civil population to ride on goods trains and some time to take place, abusively, on the same passenger trains in those stations in which are no regular stops:

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

II. As for the enlargement of the liberated Italy's areas, and for the effort which since the Nation to reorganize promptly the normal activity, although limited by war exigencies, is necessary to

1. Passenger service situation, is at present, along the liberated Italy's lines, that resulting from the attached fascicle. The following inconveniences are pointed out from such situation:

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

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

II. As for the enlargement of the liberated Italy's areas, and for the effort which aims the Nation to cooperate promptly the normal activity, although limited by war exigencies, is necessary to institute some services for civil passengers where such services are till now, not in operation, and to fill some more important gap where is already in operation a civil passengers service.

On the subject requests are submitted to us increasing and founded whereof examination results the urgency to carry out, however, the following programme.

./.

III. Taking into granted that the inconveniences (mentioned in the paragraph I-a) would be removed by the operation of the Naples-Reggio C communication, proposed with the letter dated 7 August 1944, file n.m. 210/8761/193-C, we propose you what follows to operate the needfull connection between Rome and liberated areas, and the displacing of the population immigrated, especially from the Southern Italy, to Rome by the war operations.

a) Rome-Naples line (via Formia) a couple of trains between Rome and Naples, composed, at least of 8 cars, 1 luggage wagon, 1 mail wagon, in connection with the new couple of trains Naples-Reggio C., already proposed with dated 7 August 1944 file n.m. 210/8761/193-C.

Rome	Lv.	0700	arr. Naples	1400
Naples	Lv.	1300	arr. Rome	1900

These trains will stop at Littoria, Formia, Villa Literno, Aversa.

b) Rome-Naples (via Cassino) line. A couple of trains composed of 8 cars, at least, 1 luggage wagon and 1 mail wagon.

Rome	Lv.	1717
Naples	Lv.	1930

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

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

d) Rome-Grosseto line. A couple of trains (three weekly) composed of 8 cars, 1 luggage wagon and 1 mail wagon, to be utilized partially, for workmen, especially along the section Rome-Civitavecchia.

Rome	Lv.	0700	arr. Grosseto	1400
Grosseto	Lv.	1230	arr. Rome	1930

these trains will stop at the most important stations.

e) Rome-Arezzo line. A couple of three weekly trains composed at least of 8 cars, 1 luggage wagon, and 1 mail wagon.

Rome	Lv.	1630	arr. Arezzo	0400
Arezzo	Lv.	2000	arr. Rome	0730

these trains will be stopped at the most important stations.

f) Rome-Foligno line - A couple of trains (three weekly) composed of 8 cars, 1 luggage wagon and 1 mail wagon.

Rome	Lv.	0710	Terni	arr. 1130	Terni	Lv.	1400	Foligno	arr.	1640	
Foligno	Lv.	0830	"	"	1110	"	"	1340	Rome	arr.	1930

these trains will stop at the most important stations.

g) Napoli-Poggia-Bari line. A couple of trains (three weekly) composed of 8 cars, 1 luggage wagon and 1 mail wagon.

These trains will stop at Littoria, Formia, Villa Literno, Aversa.

b) Rome-Naples (Via Cassine) line. A couple of trains composed of 8 cars, at least, 1 luggage wagon and 1 mail wagon.

Rome	Lv.	1717	arr. Naples	0548	with line's
Naples	Lv.	1910	arr. Rome	0739	service

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

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Rome Lv.	0710	Terni	arr. 1130	Terni Lv.	1400	Foligno	arr. 1640
Foligno Lv.	0630	"	" 1110	"	"	1340	Rome
							arr. 1930

these trains will stop at the most important stations.

g) Napoli-Foggia-Bari line. A couple of three weekly trains composed of 8 cars, 1 luggage wagon and 1 mail wagon.

Naples	Lv.	2200	Foggia	arr. 0450	Foggia	Lv.	0500	Bari	arr. 0900
Bari	Lv.	2000	"	" 2400	"	"	0010	Naples	arr. 0700

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

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

a) Pescara-Lecce line - 1) A couple of trains between Ortona and Bari, composed of 6 cars, 1 luggage wagon and 1 mail wagon.

Ortona	Lv. 0700	Termoli	arr. 0930	Termoli	Lv. 1500	Bari	arr. 2230
Bari	Lv. 0600	"	" 1330	"	" 1630	Ortona	arr. 1930

2. Prolongation between Fasano and Monopoli of the trains:

N. 4704	Fasano	Lv. 0500
N. 1791	Fasano	arr. 1946

b) Battipaglia-Brindisi line - 1) Transformation into mixed of the goods trains N. 8133 and 8137 - Potenza-Taranto. (Potenza lv. 0655 Metaponto arr. 1133-lv. 1352 Taranto arr. 1516) and N. 8126/8130 Taranto-Potenza.

(Taranto lv. 0532 Metaponto arr. 0658-lv. 0915 Potenza arr. 1455) to these trains will be added passengers cars.

2) Transformation into mixed of the trains:

N. 7000	Potenza	Lv. 0500	Sicignano	arr. 1144
N. 7003	Sicignano	lv. 1152	Potenza	arr. 1900

To these trains will be allotted 2 passenger cars.

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

Taranto	Lv. 1700	Potenza	arr. 2300
Potenza	Lv. 0100	Taranto	arr. 0600

4) Prolongation between Taranto and Francavilla of the trains 4851 (Taranto lv. 0445) and 4854 (Taranto arr. 2130) in order to operate a daily communication, between Taranto and Lecce, especially requested by the Taranto lawyers to reach Lecce, the Appeal Court Seat.

c) Sicignano-Lagonegro line - Transformation into daily of the now bi-weekly two trains, to allow the afflux of the students to the Sala Consilina Lyceum and of the lawyers and other professional men to Lagonegro Tribunal.

d) Foggia-Potenza line - A couple of daily trains between Foggia and Rocchetta in connection with the two trains already in operation between Rocchetta and Potenza.

Foggia	Lv. 0950	Rocchetta	arr. 1300
Rocchetta	lv. 1245	Foggia	arr. 1407

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

Rocchetta	lv. 0500	Potenza	arr. 0830
Potenza	lv. 1430	Rocchetta	arr. 1800

2) Transformation into mixed of the trains

N. 7000 Potenza lv. 0505 Sigenano arr. 1144
N. 7003 Sigenano lv. 1152 Potenza arr. 1900

To these trains will be allotted 2 passenger cars.

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

Taranto lv. 1700 Potenza arr. 2300
Potenza lv. 0100 Taranto arr. 0800

4) Prolongation between Taranto and Francavilla of the trains 4851 (Taranto lv. 0445) and 4854 (Taranto arr. 2130) in order to operate a daily communication, between Taranto and Lecce, the especially requested by the Taranto lawyers to reach Lecce, the Appeal Court Seat.

c) Sigenano-Lagonegro line - Transformation into daily of the now bi-weekly two trains, to allow the afflux of the students to the Sela Consilina Lyceum and of the Lawyers and other Profe sional men to Lagonegro Tribunal.

d) Poggia-Potenza line - A couple of daily trains between Poggia and Rocchetta in connection with the two trains already in operation between Rocchetta and Potenza.

Poggia lv. 0950 Rocchetta arr. 1200
Rocchetta lv. 1245 Poggia arr. 1407

e) A couple of trains between Rocchetta and Potenza (three weekly - Tuesday, Thursday, Saturday) **1687**

Rocchetta lv. 0500 Potenza arr. 0830
Potenza lv. 1430 Rocchetta arr. 1800

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

e) Poggia-Manfredonia line - A couple of daily trains

Poggia lv. 0730 Manfredonia arr. 0230
Manfredonia lv. 1856 Poggia arr. 1750

e) Foggia-Manfredonia line - A couple of daily trains

Foggia lv. 0730	Manfredonia arr. 0830
Manfredonia lv. 1555	Foggia arr. 1750

f) Foggia-Lucera line - A couple of daily trains:

Foggia lv. 0640	Lucera arr. 0745
Lucera lv. 1550	Foggia arr. 1650

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

The requests (mentioned in paragraphs d)-l)-e) and f) are justified by the decentralization of the Foggia public Offices and by the populations displacing owing to the destructions operated by air-bombings.

g) Rocchetta-Giada del Colle line - A couple of mixed trains between Spinazzola and Giada del Colle, composed of two cars and one luggage wagon, to allow to the line workmen to reach Bari and Taranto.

Spinazzola	lv. 0800	Giada del Colle arr. 0825
Giada del Colle	lv. 1600	Spinazzola arr. 1930

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

V. By the required measures 120 wheeled truck cars, or equivalent vehicles, 19 luggage wagons, 14 mail wagons should be used together with a daily average consumption of about 120 tons. of coal.

sgd. The General Director
Di Raimondo

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