

785021

ACC

AC/TN/100/65

10000/148/1579

FLORENCE
AUG. 1944-1

10000/148/1549 FLORENCE - AREZZO - ROME
AUG. 1944 - NOV. 1945

FOI/af

TRANSPORTATION SUB-COMMISSION A.C.,
 (RAIL DIVISION)
 c/o Transportation (Be) Bldg.
 C.S.P.

Tel.: 843235

Ref.: AC/100/65/Tn-4

18 November 1945.

SUBJECT: Reconstruction of Viaducts & Tunnels.

TO : 12525, Works Section
 Florence.

1. Reference your letter 30 October 1945 addressed to our Engineer Mr. Richard regarding intervals between trains so that construction materials could be unloaded between Porto and Vermio.

2. Since Nov. 1st the I.S.R. are responsible for operation therefore it will be necessary to handle matters of this nature direct with proper department of the I.S.R.

3. This Sub-Commission is however in sympathy with the difficulties of the works section and it is hoped the movements section will do anything possible to assist in the progress of construction.

For the Chief,
 Rail Division.

Copy to: Major Buckley Bldg.
 M.P.S.

1896

MINISTRY OF TRANSPORT

I. S. R.

Works Section of Florence

Florence, 30th October 1945

SUBJECT : Reconstruction of Viaducts
and tunnels - line DD.
Florence-Bologna.

TO : M; Richard
Chief Engineer
Florence

Referring to the progress of works, above subject, for the month of October, I beg to point out that the progress of work has ~~been~~ been minor than it should ~~had~~ been: owing to the following reasons :

1) Lack of cement : Instead 3100 Tons as promised for the month of October, we only received about 1300 Tons. It is necessary that at least 2500 Tons should be delivered during the month of November, all the same it will be rather difficult to make up for the time lost owing to the rain season.

2) Trains for the off loading of materials in the workyards.

In order to off-load the necessary materials along the line, the time ~~xxxx~~ granted is insufficient and some times there are also days on which they do not grant any time for not damaging the traffic of goods trains. It is necessary to issue orders that every day between the Prato and Vernio stations there should be granted ~~in~~ 3 ½ hours of intervals, bearing in mind that at least 1½ hours are required for the return trip. If they do not grant this interval, the materials pile up in the stations, obstructing the tracks, whilst the workyards are obliged to slow down or stop the work due to lack of bricks, sand, cement.

Hoping that you will do the best so that orders will be issued in order to obtain this.

To Major Matson CE

THE CHIEF OF WORKS SECTION

/s/ illegible

Can para 2) be worked please, the favour of a
reply would be appreciated
from I.S.R. Movement

S. D. Aclay

1895

8/11/45

ACP/lml

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

Tel. 843238 ✓
Ref. AG/100/65/Ta4

8 November 1945

SUBJECT : Passenger Trains on Piacenza Line.

TO : Movements Division, Rail Section.

1. Reference is to signal 5 November from Advance Headquarters concerning running of passenger trains on Piacenza Line.

2. The agreed message sent to Lt. Col. Harris still stands; he is not in a position to instruct Ing. Bianchi as to the running of trains, especially in an emergency, when, under the terms of AFHQ Memorandum, MRS assumes control as necessary.

3. It is understood you will be dealing with the matter. We are satisfied that the reduction of workers' trains from 7 to 5 is not unreasonable in all the circumstances. Milan is not in a position to understand the difficulties caused south of Piacenza in any case, and we must insist that DMRS instructions through Rome ISR Headquarters must at all times supersede the opinions of Ing. Bianchi.

R. P. MOSS
Chief, Rail Division

1894

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 1575

Message Centre No: G 2923

Date/Time of Origin: NOV 5/1215A

Date Time Rec'd: NOV 5/0915A

Precedence: IMMEDIATE

FROM: ACTPT MILAN FOR FISKE SIGNED HARRIS

TO: ALCOM CITE ACTPT ROME IMRS ROME ISR ROME MRS MILAN ISR MILAN TRANSPORTATION
NO 2 DISTRICT REGIONAL TRANSPORTATION OFFICER LOMBARDIA REGION OFFICE OF REPRESENTATIVE
CHIEF COMMISSIONER FOR FISKE

UNCLASSIFIED.

Since despatching same instructions have been received by MRS from IMRS to the effect that 5 trains each way are now authorised on MILAN PIACENZA line. This worsens the situation as now half of the workers can be carried and the other half will be more furious than ever. I have further instructed engineer BIACHI that he will be reinstitute the full service. The situation is sufficiently serious for me to take this action. If IMRS remain adamant that only 5 trains each way are to run then they must take full responsibility for riots which certainly will continue. There is no need whatsoever to cancel this essential service.

DIST

ACTION : TN SC (2)

INFO : CHIEF COMMISSIONER
ECON SEC (2)
FILE (2)
FLOATHEADQUARTERS
CHIEF COMMISSIONER
A. 1575

ACTION

7:RT

1 Oct 1957

1893

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 1564
Date/Time of Origin: NOV 051100A

Message Centre No: 6/2877
Date Time Rec'd: NOV 051330A
Precedence: MOST IMMEDIATE

FROM: ACTPT MILAN SIGNED HARRIS FOR FISKE

TO : ALCOM CITE ACTPT ROME CMA D.M.R.S. ROME CMA ISR ROME CMA MRS MILAN CMA IRS
MILAN CMA TRANSPORTATION TO TWO DISTRICT CMA REG TN OFFICE R LOMBARDIA REG CMA
OFFICE OF REPRESENTATIVE CHIEF COMM FOR FISKE

Owing to the cancellation of the local MILAN PIACENZA Service rioting has occurred amongst the 10000 workers who used this service and further much more serious trouble might ensue.

The cancellation of this service is absolutely unnecessary as I am assured by Engineer BIANCHI that this service can be run without interference with any curtailment ordered. In order to prevent further rioting I have instructed Engineer BIANCHI to reinstitute forthwith the service MILAN PIACENZA and vice versa. Instructions to cancel this service were issued by D.M.R.S. notwithstanding the advice given by local M.R.S.

Dist

Action - TN s/c 2
D.M.R.S.
I.S.R. Rome
SO to C/Commr
Info - Chief Commissioner
Ex Commissioner 2
Econ Section 2
File 2
Float

ACTION

BEA-

SNV...

1892

100/65 - 3-

Treni viaggiatori Arezzo-Chiusi-Roma Termini

TV. 3401

TV. 3400 A

		Arezzo			
a. 23.39	p. 23.30	Arezzo	a. 0.37		
" 23.49	" 23.40	Olmo	" 0.26	p. 0.27	
" 0.02	" 23.51	Frassineto	" 0.16	" 0.17	
" 0.25	" 0.10	Castiglione F.	" 0.05	" 0.07	
" 0.38	" 0.27	Camucia	" 23.50	" 23.51	
" 1.01	" 0.49	Cortona-Teront.	" 23.36	" 23.41	
" 1.13	" 1.03	Castiglione del L.	" 23.22	" 23.23	
" 1.31	" 1.15	Panicale	" 23.12	" 23.13	
" 2.12	" 2.01	Chiusi	" 22.47	" 22.57	
" 2.26	" 2.14	Città della P.	" 22.34	" 22.35	
" 2.48	" 2.29	Ficulle F.	" 22.20	" 22.22	
" 3.17	" 2.50	Allerona	" 21.52	" 21.53	
" 3.37	" 3.27	Orvieto	" 21.21	" 21.26	
" 3.46	" 3.38	Baschi	" 21.08	" 21.09	
" 4.04	" 3.48	Castiglione in T.	" 20.58	" 20.59	
" 4.19	" 4.06	Alviano	" 20.40	" 20.42	
" 4.32	" 4.22	Attigliano B.	" 20.21	" 20.26	
" 4.46	" 4.33	Bassano in T.	" 20.08	" 20.09	
" 5.07	" 4.56	Orte	" 19.46	" 19.56	
" 5.14	" 5.08	Gallese in T.	" 19.31	" 19.32	
" 5.38	" 5.16	Civitacastellana	" 19.23	" 19.25	
" 5.51	" 5.40	Stimigliano	" 18.59	" 19.01	
" 6.15	" 5.59	Poggio Mirteto	" 18.41	" 18.47	
" 6.33	" 6.17	Fara Sabina	" 18.23	" 18.25	
" 6.48	" 6.35	Monterotondo M.	" 18.05	" 18.07	
" 7.06	" 6.49	Settebagni	" 17.51	" 17.52	
" 7.30	" 7.11	Roma Tiburtina	" 17.33	" 17.35	
		Roma Termini		" 17.25	

Cortona-Teront.	" 23.36	" 23.41
Castiglione del L.	" 23.22	" 23.23
Panicale	" 23.12	" 23.13
Chiusi	" 22.47	" 22.57
Città della P.	" 22.34	" 22.35
Ficulle F.	" 22.20	" 22.22
Allerona	" 21.52	" 21.53
Orvieto	" 21.21	" 21.26
Baschi	" 21.08	" 21.09
Castiglione in T.	" 20.58	" 20.59
Alviano	" 20.40	" 20.42
Attigliano B.	" 20.21	" 20.26
Bassano in T.	" 20.08	" 20.09
Orte	" 19.46	" 19.56
Gallese in T.	" 19.31	" 19.32
Civitacastellana	" 19.23	" 19.25
Stimigliano	" 18.59	" 19.01
Poggio Mirteto	" 18.41	" 18.47
Fara Sabina	" 18.23	" 18.25
Monterotondo M.	" 18.05	" 18.07
Settebagni	" 17.51	" 17.52
Roma Tiburtina	" 17.33	" 17.35
Roma Termini	"	" 17.25

1891

ACP/Lal

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

10 October 1945

Tel. 843238
Ref. AC/100/65/Tn4

SUBJECT : Piacenza Bridge.

TO : Italian State Railways,
Attention: Ing. Lo Agno.

1. Three days ago boatmen on the Po who had been making a profit through absence of other means of crossing the river attempted to set fire to the bridge.

2. No important damage occurred, however, and the scheduled opening of the bridge on Sunday next, is not likely to be delayed.

3. This information is confirmed by ISR Milan.

A.C. PMS, Major

for Director

Copy to: Military Railway Service

1830

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

REFERENCES:
Riferimento:

APPLICATION:

Richiesta n°: M.211/3680/103-C

I.S.R.

PT, SS Direz. Gen. Serv. Mov.

A.C.

C.A. Sottocommissione Trasporti
Divisione Ferroviaria SIME

Date: 12/9/1945

Data:

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta effettuazione treni viaggiatori da parte delle PF.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

EQUIPMENT NEEDED:

Materiale occorrente:

COAL CONSUMPTION (WEEKLY)

Consumo carbone (Settimanale) 85 tonn.

LOCO, COAL, OR ELECTRIC vapore

COACHING STOCK

Materiale viaggiatori 7 carrozze e 1 bagagliaio

LITTOREINE

WHO WILL PROVIDE COACHING STOCK?

Chi fornirà il materiale viaggiatori? Le F.S.

FROM WHERE?

Handwritten notes:
Pisa - Firenze
Pisa - Firenze
Pisa - Firenze
Pisa - Firenze

A.C.

C.A. Sottocommissione Trasporti
Divisione Ferroviaria SEDE

Date: 12/2/1945

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: TO: LINE NUMBER:
Da: Roma a: Pisa. Numero delle linee:

PRIORITY NUMBER:
Numero di precedenza:

FREQUENCY COAL CONSUMPTION (WEEKLY)
Frequenza giornaliere Consumo carbone (Settimanale) 85 ton.

EQUIPMENT NEEDED:
Materiale occorrente:

LOCO, COAL, OR ELECTRIC
vapore

COACHING STOCK

Materiali viaggiatori 7 carrozze e 1 bagagliaio

LITTORINE 14

WHO WILL PROVIDE COACHING STOCK?

Chi fornirà il materiale viaggiatori? Lo F.S.

FROM WHERE?

Da dove? Compartimenti del Nord

TIMINGS - KILOMETRAGE AND TRAIN NUMBERS

Orari - Kilonetraggio e numeri dei treni.

(To be inserted over leaf)

(Da essere inserito nella pratica)

9889

TRAIN No
1033
TIMINGS:

Km. 336

7.30 P I S A
8.15 L I V O R N O
8.45
19.30 R O M A

18.45
18.00
17.30
6.50

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

REFERENCES:
Riferimento:

I.S.R.
F.F.SS Direz.Gen.Serv.Mov.

A.C.
C.A. Sottocommissione Trasporti
Divisione Ferroviaria SEDE

APPLICATION:
Richiesta n° M.211/3681/154-C

Date: 12/9/1945

Date:

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BI ISR

Richiesta effettuazione treni viaggiatori da parto delle FF.SS.
Effettuazione giornaliera e prolungamento fino Roma dei treni triset-
manali 3401 e 3400 tra Arezzo e Orte

COMPARTIMENTO: Roma

FROM: TO: LINE NUMBER:
Da: Arezzo a: Roma Numero delle linee:

PRIORITY NUMBER:
Numero di precedenza:

FREQUENCY COAL CONSUMPTION (WEEKLY)
Frequenza giornaliera Consumo carbone (Settimanale) 38 tonn.

EQUIPMENT NEEDED:
Materiale occorrente:

LOCO, COAL, OR ELECTRIC VAPOR

COACHING STOCK

Materiale viaggiatori 6 carrozze e 1 bagagliaio

LITTORE

7

WHO WILL PROVIDE COACHING STOCK?

Chi fornirà il materiale viaggiatori? Le F.S.

FROM WHERE?

Da dove? stesso materiale dei treni 3401-3400

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta effettuazione treni viaggiatori da parte delle FF.SS.
Effettuazione giornaliera e prolungamento fino Roma dei treni triset-
manali 3401 e 3400 tra Arezzo e Orte

COMPARTIMENTO: Roma

FROM: Arezzo TO: Roma LINE NUMBER:
 a: Arezzo a: Roma Numero della linea:

PRIORITY NUMBER:
 Numero di precedenza:

FREQUENCY
 Frequenza giornaliera COAL CONSUMPTION (WEEKLY)
 Consumo carbone (Settimanale) 38 tonn.

EQUIPMENT NEEDED:
 Materiale occorrente:

LOCO, COAL, OR ELECTRIC VAPOR

COACHING STOCK

Materiale viaggiatori 6 carrozze e 1 bagagliaio

LITTERINE

7

WHO WILL PROVIDE COACHING STOCK?

Chi fornirà il materiale viaggiatori Le F.S.

FROM WHERE?

Da dove stesso materiale dei treni 3401-3400

TIMINGS - KILOMETRAGE AND TRAIN NUMBERS

Orari - Kilometraggio e numeri dei treni.

(To be inserted over leaf)

(Da essere inserito nella pratica)

1888

785021

TRAIN NO

3400

TIMINGS:

5.15

22.00

21.45

19.00

Km.228

A R E Z Z O

O R T E

R O M A

TRAIN NO

3401

TIMINGS:

23.15

4.50

4.55

7.40

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

REFERENCES:
Riferimento:

APPLICATION:
Richiesta n°:

M.211.3559.154-C.

L.S.R.
FE.SS

Direzione Generale - Servizio Movimento

A.C.
C.A.

Sottocommissione Trasporti dell'A.C. - Divisione Ferroviaria
Date: SEDE

Date: 12 settembre 1945

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta effettuazione treni viaggiatori da parto delle FE.SS.

Assegnazione servizio viaggiatori ai treni operai 3056 e 3057

COMPARTIMENTO:

ROMA

FROM:

TO:

LINE NUMBER:

Da:

a:

Numero della linea:

Chiusi

Arezzo

65

PRIORITY NUMBER:

Numero di precedenza:

FREQUENCY

Frequenza

giornaliera

EQUIPMENT NEEDED:

Materiale occorrente:

COAL CONSUMPTION (WEEKLY)

Consumo carbone (Settimanale)

LOCO, COAL, OR ELECTRIC

COACHING STOCK

Materiali viaggiatori

LITTORINE

due o tre carri arredati

WHO WILL PROVIDE COACHING STOCK?

Chi fornirà il materiale viaggiatori?

FROM WHERE?

Da dove?

F.S.

Compartmento di Roma

Agreed

A.C. Sottocommissione Trasporti dell'A.C. - Divisione Ferroviaria
 C.A. SEDE

Date: 12 settembre 1945

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ESR

Richiesta effettuazione treni viaggiatori da parte delle FF.SS.

Assegnazione servizio viaggiatori ai treni operai 3056 e 3057

COMPARTIMENTO: ROMA
 FROM: Chiusi TO: Arezzo
 Da: Chiusi a: Arezzo 65

PRIORITY NUMBER:
 Numero di precedenza:

FREQUENCY giornaliera
 Frequenza Consumo carbone (Settimanale)
 EQUIPMENT NEEDED: //
 Materiale occorrente:

LOCO, COAL, OR ELECTRIC

COACHING STOCK
 Materiali viaggiatori

LITTORINE
 due o tre carri arredati

WHO WILL PROVIDE COACHING STOCK?
 Chi fornirà il materiale viaggiatori?

FROM WHERE?
 Da dove? F.S.

Compartimento di Roma
 TIMINGS - KILOMETRAGE AND TRAIN NUMBERS

Orari - Kilometraggio e numeri dei treni.

(To be inserted over leaf)

(Da essere inserito nella pratica)

1887

<u>TRAIN No</u>	<u>3057</u>	<u>3056</u>	<u>TRAIN No</u>
<u>TIMINGS:</u>			<u>TIMINGS:</u>
18.10	p. Arezzo	a. 7.23	
19.25	a. } Cortona	{ p. 6.58	
19.37	p. }	{ a. 6.52	
20.31	a. Chiusi	p. 6.00	

TRANSLATION

MINISTRY OF TRANSPORTS
ISR MOVEMENT SERVICE.

Rome 2 September 45
Ref./ M.211.2559/154-0

SUBJECT: Passenger service with worker trains
N°3056 and 3057 between Chiusi and Arezzo.

TO : Tn. Sub-Commission AC,
Rail Division
Bldg.

1. The absolute lack of local rail communications between the
Comunes along the Chiusi-Arezzo section and their Province Chief-
town has been strongly signalled.
2. In order to improve such a situation we propose to assign
civilian passenger service to worker train n° 3056 and 3057 on
Chiusi-Arezzo section and to add a car equipped with passenger
commodities to the above trains.
3. Please send early note about your decision.

Director General
sgd. Di Raimondo.

Tr/al/2/9.

MINISTERO DEI TRASPORTI
DELLE COMUNICAZIONIFERROVIE DELLO STATO
DIREZIONE GENERALE

ROMA, - 2 SET. 1945 - Anno 193

N. M. 211/3559/154-C

Al N. del

(1) SERVIZIO MOVIMENTO

OGGETTO

Servizio viaggiatori ai
treni operai 3056 e 3057
fra Chiusi ed Arezzo.

ALLEGATI N.

SOTTOCOMMISSIONE TRASPORTI DELL'A.C.
DIVISIONE FERROVIARIA

S E D E

I - E' stato vivamente prospettato il forte disagio che deriva ai comuni del tratto Chiusi-Arezzo, dalla mancanza di comunicazioni locali, che permettano relazioni col Capoluogo di Provincia.

II - Per migliorare tale situazione, si propone di assegnare il servizio viaggiatori per civili ai treni ^{operai} 3056 e 3057 del tratto Chiusi-Arezzo, aggiungendo a detti treni un carro arredato.

III - Si prega per un benevolo esame e si resta in attesa di sollecita comunicazione al riguardo.

IL DIRETTORE GENERALE

Udo Raimondo

1885

EXTRACTS

100/65

"DAILY DIGEST OF ROME PRESS"

24 August 45

1. FROM THE "GLOBO""Reoperation of traffic between Genoa and Switzerland"

The rail traffic between the port of Genoa and Switzerland, via Alessandria-Mortara-Milano-Chiasso, will be soon reoperated.

Owing to agreements already made between our railway and the Swiss authorities, 500 tons of merchandise will be daily despatched at first from that port. Said amount will be increased to 1000 tons after a month and to 2000 from the 3rd month.

One hundred and fifty wagons of commodities will be weekly transported from Switzerland to Genoa.

"The first train Rome-Vienna"

It is arrived in the austrian capital the first train which starting from Rome has covered the whole distance owing to the reoperation of the rail junction between Udine and Villach, seriously damaged by the Allied air bombardments. The train was carrying the personnel of the Allied Commission for Austria, who has been cheered by the population on the section Genoa-Pontealba.

ACF/lal

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (ER) MAIN, C. E. F.

Tel. 843238
Ref. AG/100/65/Tn4

4 September 1945

SUBJECT : Reparation of Railway Line Between
Florence and Arezzo.

TO : President, Chamber of Commerce,
Industry and Agriculture,
Florence.

1. Your letter No. 5104 of the 20th of August has been received by this Sub-Commission, and I would point out that the ER are already engaged on the reparation of the railway line between Florence and Arezzo.

2. Owing to the considerable amount of demolition which took place on this line, and the general shortage of materials, there has been some delay but the importance of the line is realized both as a trunk line to the North, and as a means of conveying the lignite produced from the area of Valdarno.

3. I am passing your letter to the Director General of the Italian State Railways in order that he may be aware of the feelings of the Chamber of Commerce of Florence on this matter.

ac Rigney
for Director

Copy to: Italian State Railways

TRANSLATION

AS/SS

CHAMBER OF COMMERCE INDUSTRY AND AGRICULTURE
FLORENCE

Florence 20 Aug. 1945

5104

TO : A.C. Transportation S/C

SUBJECT : Reoperation of the railway S. Giovanni
Valdarno-Florence.

The clay furnace industry is important because it helps the national reconstruction, and is particularly important in this province, since it has always exported clay products on a great scale and employs a certain quantity of labourers in its different factories.

These factories are now in serious difficulties for the supply of combustible and especially of that of lignite powder which being the 35/40% of the lignite production, is to be found in great quantities in the mine yards of the Valdarno Area.

Lacking the railway transportation means, the lignite powder should be carried by trucks which due to their small number would raise the cost and which would greatly cut in on the cost of the coal and on the clay products.

If it would be possible to move the mineral by rail the clay furnaces could utilize the coal powder and so contribute to resolve the problem of using the material now in the mine's coal yards. This is a problem which worries, not only the Mining Companies, because necessarily they must diminish the mineral output, but also the local Authorities for the preoccupying unemployment situation which renders necessary the absorbing of hand labour.

For the above mentioned reasons this Chamber of Commerce and Agriculture, has made its best wishes to the Italian Authorities that the railway S. Giovanni Valdarno, Florence be soon reoperated and with this letter begs the help of the Allied Commission in this question which is of the greatest importance for this and the nearby province of Arezzo.

We thank you and begging you to keep us
informed in regard, remain.

1882

THE PRESIDENT

The clay furnace industry is important because it helps the national reconstruction, and is particularly important in this province, since it has always exported clay products on a great scale and employs a certain quantity of labourers in its different factories.

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We thank you and beging you to keep us informed in regard, remain.

1882

THE PRESIDENT
and Prof Giacomo Devoto

785021

Allied Force
MILITARY RAILWAY SERVICE-ITALY
Office of Director

531.7 T

A. P. O. 512
23 August 1945

SUBJECT: Civilian Passenger Train Service.

TO: Director General, ISR, Rome

1. Effective Saturday, 25 August 1945, civilian passenger trains No. 5 and 6 will operate on the following daily schedule:

Train No. 6		Train No. 5	
Daily		Daily	
a. 2227	d. 1800	ROME TERMINAL	a. 0900
a. 0316	d. 2237	Grosseto	a. 0424 d. 0434
		Livorno	d. 2351
a. 0750	d. 0407	Livorno *	a. 2255
		Pistoia	d. 1925
a. 0453	d. 0336	Livorno	a. 2331
a. 0645	d. 0455	Pontedera	a. 2200 d. 2202
a. 1100	d. 0705	Firenze	a. 1955 d. 2015
a. 1228	d. 1135	Bologna	a. 1510 d. 1600
a. 1313	d. 1238	Modena	a. 1403 d. 1413
a. 1400	d. 1323	Reggio E.	a. 1320 d. 1330
a. 1535	d. 1412	Parma	a. 1232 d. 1244
a. 1725	d. 1550	Piacenza	a. 1055 d. 1110
		Voghera	d. 0925
a. 2110	d. 1801	Voghera *	a. 0855
		Genova	d. 0525
a. 1945	d. 1740	Voghera	a. 0912
		Alessandria	d. 0710
a. 2051	d. 2000	Alessandria *	a. 0655
a. 2245	d. 2106	Asti	a. 0610 d. 0616
		Torino	d. 0455
a. 2330	d. 2015	Alessandria	a. 0640
		(via Mortara)	
		Milano	d. 0001

Daily

Daily

* Connections

2. Three (3) sets of equipment will be required and each set will consist of one (1) coach, Rome-Pistoia-Rome, three (3) coaches, Rome-Genoa-Rome, one (1) postal van and three (3) coaches, Rome-Turin-Rome, one (1) baggage, four (4) coaches and one (1) sleeping car, Rome-Milan-Rome. Fourteen (14) car limit is authorized Rome-Leghorn-Rome.

FOR THE DIRECTOR:

1881

Copies furnished:

DMRSI

S. E. LONDON

a. 2227 d. 2237	a. 0900
a. 0316	a. 0424 d. 0434
a. 0750	d. 2351
d. 0407	a. 2255
d. 0336	d. 1925
a. 0453 d. 0455	a. 2331
a. 0645 d. 0705	a. 2200 d. 2202
a. 1100 d. 1135	a. 1955 d. 2015
a. 1228 d. 1238	a. 1510 d. 1600
a. 1313 d. 1323	a. 1403 d. 1413
a. 1400 d. 1412	a. 1320 d. 1330
a. 1535 d. 1550	a. 1232 d. 1244
a. 1725	a. 1055 d. 1110
a. 2110	d. 0925
d. 1801	a. 0855
a. 1945	d. 0525
d. 1740	a. 0912
d. 2000	d. 0710
a. 2051 d. 2106	a. 0655
a. 2245	a. 0610 d. 0616
d. 2015	d. 0455
a. 2330	a. 0640
	d. 0001

DailyDaily

* Connections

2. Three (3) sets of equipment will be required and each set will consist of one (1) coach, Rome-Pistoia-Rome, three (3) coaches, Rome-Genoa-Rome, one (1) postal van and three (3) coaches, Rome-Turin-Rome, one (1) baggage, four (4) coaches and one (1) sleeping car, Rome-Milan-Rome. Fourteen (14) car limit is authorized Rome-Leghorn-Rome.

FOR THE DIRECTOR:

1881

Copies furnished:

DMRSI
DDMRSI
ADDMRSI
AD Tn (O)
DAD Tn 3 (O)
DD Tn 3 (K)
ADD-Equipment
Chief of Transp., MTOUSA, Caserta
G-4 (Mov & Tn), Caserta
Rail Divn, AC, Bldg
Joint Railway Control, Rome
Joint Railway Control, Naples

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

ADD-Provost Marshall
Capt. W. E. Myers, Leghorn
Capt. C. R. Johnson, Florence
Lt. L. J. Long, Bologna
American RTO, Rome Terminal
British RTO, Rome Terminal

CRW/gmh

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tele: 478303

8 August 45

AC/45/60/Tn3.

SUBJECT : TURIN - ROME Bus Service.

TO : Ministry of Transport,
(General Inspectorate of Civil Motorisation
and Transport in Concession).

1. Reference your letter 4857 dated 25 July '45.
2. The question of authorising the Bus Service under reference has been held in obedience pending a decision to provide a Railway Passenger Train Service between ROME - BOLOGNA - MILAN.
3. As the decision for commencing date of this Passenger Service is not yet firm, this H.Q. has no objection to the present application being granted temporarily, provided it is understood that no additional allocation of P.O.L. is expected.


MERRITT.H.TAYLOR.
Director.

Copy to: Rail Division.(Tn.4.) ✓
Office of the Representative
of the Chief Commissioner.(attn: Transportation S/C.)
MILAN.

ACP/1a1

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

Tel. 843238
Ref. AC/100/65/69/Tn4

25 August 1945

SUBJECT : Time Schedule Civilian Passenger Service-
Bologna/Verona.

TO : Ing. di Raimondo
Director General, Italian State Railways.

1. Please arrange to submit to this Sub-Commission the timings of the civilian passenger train between Bologna and Verona which would connect at Bologna with the main routes to the South, and at Verona with the proposed passenger train between Turin and Venice.
2. We have not yet received the timings proposed for the train between Turin and Venice although its operation has been generally approved.
3. It will be necessary for you to indicate where the passenger stock will be obtained if both of these services are to be put into operation in the near future.

A.C. FING, Major
for Director



MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO

IL VICE DIRETTORE GENERALE

Roma, 24 agosto 1945

Gent.mo Sig. Moss,

La ringrazio molto per il gentile riscontro col quale Ella mi assicura che prossimamente una decisione sarà presa in merito alla estensione del servizio passeggeri sulle linee 65 e 69.

Io spero che il Suo autorevole intervento possa consentire al più presto alla regione delle tre Venezie di allacciarsi al resto d'Italia.--

La posso assicurare che tale risultato corrisponde ad un voto e a bisogni veramente sentiti.

Intanto La prego gradire i miei più cordiali saluti

conf. me
Marini

Mr. R. P. Moss
Vice-Direttore Sotto Commissione
Trasporti - Div. Ferr. CMF

.- Roma -.

1878

PCM/10

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

21 August 45

Tel. 843238
Ref. AC/100/65/Tn 4

SUBJECT : Through passenger service Rome-Milan.

TO : I.S.R. - Bldg.

1. Reference M 210/3486/41-B of 20 August 45.
2. The suggestions contained in your letter regarding the establishing of a through service Rome-Milan are approved.

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

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

PCM/1a

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

21 August 45

Tel. 843238
Ref. AC/100/65/Tn 4

SUBJECT : Through passenger service Rome-Turin-Milan.

TO : INRSI - Bldg. (Major London).

1. Reference Minute B-1 (a) Traffic Sub-Committee dated August 10th.
2. INR have submitted to us proposal for through service copy to you Rome-Milan-Turin.
 - (a) by running Rome-Bologna service daily
 - (b) by running connections from Bologna
 - (c) increase consist of train to 14 cars Rome-Leghorn.
 - (d) Train 751-752 Leghorn Fisticia operate daily.
3. Will you say if schedules as submitted by INR are satisfactory and if service can commence August 25.

For the Chief Commissioner :

P.G. MATSON, Major

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

WIRE

0830 - 16 August 1945

FROM: DMRSI

TO (FOR ACTION) CO, 701 RGD, Verona
Joint Railway Control, Naples
PBS Transportation Officer, Naples
Chief of Transportation, MTOUSA, Caserta
G-4 (Mov & Tn), Caserta
RTO, Caserta for Lt. Rhodes
Joint Railway Control, Rome
Capt. W. E. Myers, 774 RGD, Leghorn
PBS Transportation Officer, Leghorn
Capt. C. R. Johnson, 774 RGD, Florence
Lt. L. J. Long, 774 RGD, Bologna

TO (FOR INFO) Equipment Section, 774 RGD, Bldg
Engineering Section, 774 RGD, Bldg
Stores Section, 774 RGD, Bldg
Mr. Roy P. Moss, AC, Bldg
Capt. Gray, Mov. L.O., Bldg
American RTO, Rome Terminal
British RTO, Rome Terminal

UNCLASSIFIED. Line 65, between Bologna and Piacenza was opened to traffic at 1630 hours, Sunday, 12 August 1945. All informed, CS-538. Signed London.

H. H. Headlee

H. H. HEADLEE
Captain, T.C.
774 RGD

RPM/ldl

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

Tel. 84,3209
Ref. AC/100/65/69/En.

20 August 1945

SUBJECT : Extension of Passenger Service Lines 65 and 69.

TO : Director General, Italian State Railways
Attention : Ing. Marin

1. With reference your memorandum 16 August requesting passenger train service between Bologna and Verona, or the extension of the present Rome/Ancora/Bologna service to Verona every other day.

2. The matter is being handled with the Military Railway Service and a decision will be given within the next few days. It is hoped to establish daily service between Bologna and Verona to connect at Verona with the Milan/Venice service, and at Bologna with the Alessandria-Rome and the Bologna/Ancora/Rome service.

for Director

Memo for Mr. R. P. MOSS.

16. August 1945

- 1.- In the very near future it will be granted^d the extension of train Rome-Leghorn-Florence-Bologna to Alessandria, with connections in Alessandria with trains for Turin and Milan (via Mortara) and to Voghera for Genoa.
- 2.- Such amelioration of service will be of great benefit to the communications between North-Western Italy (Piedmont-Liguria-Lombardy) and Central-Southern Italy.
- 3.- By the populations of North-Eastern Italy (Tridentine Venetia, Venice Region and Venetia Julia) was expected from some time the possibility of railways communications with Central-Southern Italy through the line Verona-Bologna, opened to traffic from over a month.
- 4.- Not knowing at present when it will be possible to work on this line at least two civilian passenger trains (one northbound and one southbound) in order to satisfy the wishes of a numerous and laborious population which has been highly proved by the nazi-fascist occupation, it is pointed out that it can not be thought to fulfill said wishes with the extension of train to Alessandria, because to reach Verona on this path the voyage would be lengthened of 375 km. compared to the run Bologna-Verona, and also taking into consideration the fact that all seats occupied in the train by would be passengers to Verona, should have to be deducted from seats available for passengers destined to North-Western Italy, which is already a very important hinterland to be served.

It may also be emphasized the fact that on the path Leghorn-Bologna-Verona the complete run Rome-Venice - compared to normal path - has a longer run of 174 Km., while the path through Alessandria, with a total of 1125 Km., has a longer run of 552 Km., compared to normal path which is of 573 Km.

- 5.- It is therefore kindly asked that you will interest yourself in order that as soon as possible - possibly effective 1st September - is granted the extension, at least to Verona, of present service Rome-Ancona-Bologna.

Post Scriptum= It is to-day brought to our knowledge that to reach Alessandria is needed to go through Arunate, owing to extended interruption at Bormida Junction, and therefore the longer run compensated to the Bologna-Verona line, will be of 410 Km. instead of 375.

Dr. C. J. Jones
Freedom 32

20

possibility of railways communications with Central-Southern Italy through the line Verona-Bologna, opened to traffic from over a month.

4.- Not knowing at present when it will be possible to work on this line at least two civilian passenger trains (one northbound and one southbound) in order to satisfy the wishes of a numerous and laborious population which has been highly proved by the nazi-fascist occupation, it is pointed out that it can not be thought to fulfill said wishes with the extension of train to Alessandria, because to reach Verona on this path the voyage would be lengthened of 375 km. compared to the run Bologna-Verona, and also taking into consideration the fact that all seats occupied in the train by would be passengers to Verona, should have to be deducted from seats available for passengers destined to North-Western Italy, which is already a very important hinterland to be served.

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Post Scriptum= It is to-day brought to our knowledge that to reach Alessandria is needed to go through Arguata, owing to extended interruption at Bormida Junction, and therefore the longer run compared to the Bologna-Verona line, will be of 410 km. instead of 375.

1873

Ernesto Gaggero
Freedom 320

PWA/10

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

20 August 45

Tel. 843210
Ref. 40/100/65/22

SUBJECT: Special trains.

TO: Movements Rail In Sub-Commission
HQ AC.

1. The ERI has submitted to us a proposal to run a special passenger train Reggio to Rome and Milan to Rome on 30 August; returning from Rome to Reggio and Milan on 3 September.
2. The purpose is for representatives to attend an Economic Congress in Rome which will be attended by various American and European representatives.
3. The request involves considerable mileage; for example on the Rome-Reggio run it will be necessary to move the equipment from Rome to Reggio deadhead, then make the loaded move on 30 August and 3 September with a deadhead move returning to Rome, that is, four trips. The Milan move involves only a trip Milan to Rome and return. Total kms run will be approximately 6500.
4. We naturally are not in favour of special trains unless it is a case of utmost importance; so your approval is requested before we handle the subject further with ERI to see if equipment will be available for the move.

P. G. MATSON

MAJOR T.C.

for Chief,
Rail Division.

X

ORARIO TRENO MILANO-ROMA VIA VERONA-BOLOGNA
per Cooperatori

Milano	---	p. 12.00	30/8
Verona	18.10	18.25	
Ostiglia	20.25	20.30	
Bologna	23.35	0.05	31/8
Firenze	3.50	4.20	
Pisa	7.50	8.05	
Livorno	8.55	9.10	
Grosseto	14.20	14.30	
Roma Termini a.	19.30		

P.
Garibap - this is Biscerato
more people to be added
enroute.
M
7 30
31/30"

ORARIO TRENO REGGIO CALABRIA-NAPOLI-ROMA
per Cooperatori

Reggio Calabria	--	p. 19.00
Battipaglia	5.50	6.00
Napoli C.le	9.00	9.40
Formia	13.20	13.30
Roma Termini	a. 18.00	--

1870

ORARIO TRENO MILANO-ROMA VIA ALESSANDRIA-
PIACENZA-BOLOGNA
per Cooperatori

Milano	—	p. 8.30	30/8
Mortara	10.20	10.30	
Alessandria	12.00	12.15	
Voghera	16.55	17.05	
Piacenza	19.00	19.10	
Bologna	23.45	0.05	31/8
Firenze	3.50	4.20	
Pisa	7.50	8.05	
Livorno	8.55	9.10	
Grosseto	14.20	14.30	
Roma	a. 19.30	—	

1869

ORARIO TRENO

MINISTRY OF TRANSPORTS
ISR MOVEMENT SERVICE

Rome 13th August 45

M.233/412/25/104

TO : In Sub) Commission AC.
Rail Division
Bldg.

*Economic
Congress*

1. It concern cooperation National congress with the presence of the biggest cooperatives movements representatives foreign, Europeans and Americans that will be held on the 1th and 3th next September in Rome.

2. It is requested a extraordinary train for many hundreds of congressists starting the 30th August with the following timing: Milano - Verona - Bologna - Firenze - Pisa - Rome.

3. Other extraordinary train for same purpose starting the 30th August itinerary: Reggio Calabria - Naples - Rome.

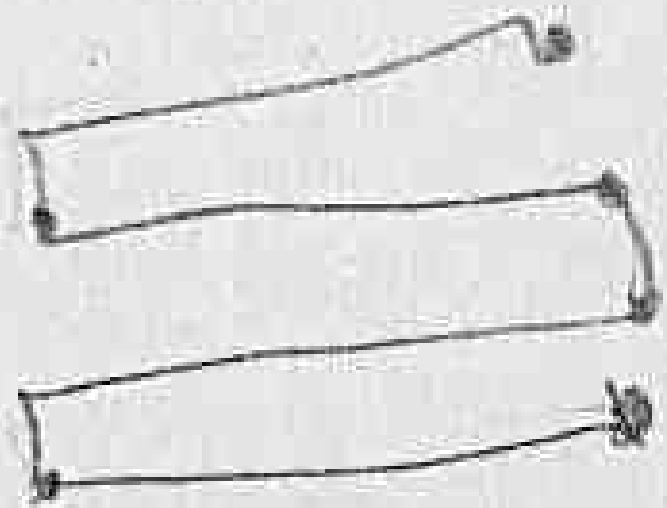
4. One train for congressists return starting the 5th September 1945 itinerary Rome - Pisa - Florence - Bologna - Verona - Milano.

5. On train for congressists return starting the 5th September 1945 itinerary Rome - Naples - Reggio Calabria.

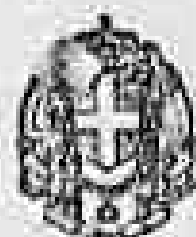
We are awaiting your approval.

Chief Movement Service.

Amor




1868

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

OGGETTO

Roma, 1 AGO 1945

N. M.233/412/25/104

Al N.

del

Alla Sottocommissione
Trasporti A.C.S E D E

- ALLEGATI N. 1° * Riguarda Congresso Nazionale della Cooperazione, con intervento della rappresentanze dei maggiori movimenti cooperativi esteri, europei ed americani, che avrà luogo nei giorni 1 - 3 settembre p.v. in Roma.
- 2° = Viene richiesto un treno straordinario per parecchie centinaia di congressisti in partenza il 30 agosto col seguente itinerario: Milano - Verona - Bologna - Firenze - Pisa - Roma.
- 3° = Altro treno straordinario stesso motivo in partenza il 30 agosto itinerario Reggio Calabria - Napoli - Roma.
- 4° = Un treno per ritorno congressisti in partenza il 5 settembre p.v. itinerario Roma - Pisa - Firenze - Bologna - Verona - Milano.
- 5° = Un treno per ritorno congressisti in partenza il 5 settembre p.v. itinerario Roma - Napoli - Reggio Calabria.
- Si attende benestare.

IL CAPO DEL SERVIZIO MOVIMENTO

1867

PGM/10

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

Tel. 843238
Ref. AD/100/65/92

20 August 45

SUBJECT : Special trains.

TO : Movements Rail Tn Sub-Commission
HQ AC.

1. The ISH has submitted to us a proposal to run a special passenger train Reggio to Rome and Milan to Rome on 30 August; returning from Rome to Reggio and Milan on 5 September.
2. The purpose is for representatives to attend an Economic Congress in Rome which will be attended by various American and European representatives.
3. The request involves considerable mileage; for example on the Rome-Reggio run it will be necessary to move the equipment from Rome to Reggio deadhead, then make the loaded move on 30 August and 5 September with a deadhead move returning to Rome, that is, four trips. The Milan move involves only a trip Milan to Rome and return. Total kms run will be approximately 4500.
4. We naturally are not in favour of special trains unless it is a case of utmost importance; so your approval is requested before we handle the subject further with MRN to see if equipment will be available for the move.

P. G. MATSON
MAJOR T.C.

for Chief,
Rail Division.

1866

152/30

INTER-OFFICE MEMO

Ref. AQ/400/65/Tn 1.

SUBJECT : Florence-Arezzo line 65.TO : Lt. Col. STRESE,
Civil Engineering Branch
Tn Sub-Comm. (Rail Div)

1. It is asked that steps be taken to endeavour to shorten the date of estimated completion of this line by allotting an urgent priority.
2. Needless operation of freight cars to the North via Lagnan & Ancone seriously affects availability and requires additional operation we can ill afford.
3. The line had no immediate priority (other than the necessity of tapping lignite mines) when military operations were being conducted on the Pisa-Rimini line, but its significance as a connection with the North is of great importance.

A.C.FERG, Major
Operating Branch.

Copy to: DGC
Movements (Rail) Tn S/C
Planning Div Tn S/C
Deputy Director Tn S/C

Transportation Sub-Commission (Rails)
Tel. 843236
11 August 45.

PM/10

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

10 August 45

Tel. 84,3236
Ref. AC/100/65/Pn 4.

SUBJECT : Additional Coach Rome-Florence.

TO : DIR - Bldg.

1. Reference M.221/1177/60.2 of 8 August 45.
2. For the present an additional coach for the Rome-Bologna civilian passenger train is not available.
3. In order to avoid the difficulties mentioned in your letter it will be necessary that stronger action be taken in order to control the traffic.

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

M.221/1177/60.2

TO : Tn Sub-Commission A.C.,
Bldg.

1. If is reported from I.S.R. Florence Movement Section that claims, quarrels, and violent scenes, are occurring on said station during the marking and tickets distribution; for the contingented train 724/5 Florence -Rome; this situation is due to the insufficiency of seats.
2. Therefore we beg authorize the addition of a coach ~~to~~ 724/5 and 6/721 trains from Florence to Rome in order to meet the increased affluency of passengers and in consequence of the prolongation of the same trains to Bologna.

The General Director
Signed G. Di Raimondo

Memo
part. St. Fleet
1024 no 9 ang
no 1024 no 9 ang
no 1024 no 9 ang
no 1024 no 9 ang

Composition

1 Baggage cars
1 mail car
9 coaches
1 sleeper

2 Pullman
3 Pullman
4 Pullman

gari
check the composition
and see if this is right;
change the Rome - ancona
train will start to go to Bologna
on the 14th which may relieve
this situation.

Melton



MINISTERO DEI TRASPORTI

~~MINISTERO DELLE COMUNICAZIONI~~

FERROVIE DELLO STATO - DIREZIONE GENERALE

(1) SERVIZIO MOVIMENTO

ROMA,

- 8 AGO 1945

104 - A

N. M. 221/1177/60-2

Al N. del

OGGETTO. Aumento composizione treni
724/5 e 6/721

Sottocommissione Trasporti dell'A.C.

S E D E

1 - Vengono segnalati dalla Sezione Movimento di Firenze proteste, tafferugli e scene violente che si verificano in quella stazione durante la prenotazione e la distribuzione biglietti per il treno contingentato 724/5 Firenze-Roma, e ciò a causa dell'assoluta insufficienza di posti.

2 - Preghiamo pertanto voler autorizzare l'aumento di una carrozza ai treni 724/5 e 6/721 tra Firenze e Roma, tenuta presente l'accresciuta affluenza dei viaggiatori, in conseguenza del prolungamento dei treni stessi su Bologna.

IL DIRETTORE GENERALE

Ind. Rainaldi 1864

(1) Servizio.

RHM/10

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

5 August 49

Tel. 243238
Ref. AC/100/65/TN 4

SUBJECT : Local passenger service Rome-Orto.

TO : ISR - Bldg.

1. Reference H 211/3263/15. C of 29 July 1949.
2. We would like to sponsor a local passenger service between Rome and Orto but the equipment just simply is not available.
3. It will be necessary to hold all such requests to an absolute minimum for the next sixty days.
4. We hope that the situation will begin to ease about that time and as services are released by the military we will be glad to sponsor them for civilian use.

P. G. MATSON

for Director

T R A N S L A T I O N

MINISTRY OF TRANSPORTS

I.S.R. Movement Service

Rome 29 July 1945
Ref: M.211.3268.154.CSUBJECT: Local train service Rome-OrteTO : Mr. Sub-Comm. AC,
(Rail Division)ROME

1. Many populous localities along the Rome-Orte section have their agricultural importance and their possibility of commercial expansion reduced on account of the present serious lack of local communications.
2. Assignment of a few stops to through trains N° 75 and 78 of Rome-Ancona line is not a solution being these "contingented trains" only able to favour a few people. Consequently local authorities and organizations are continually insisting for a local train service.
3. We are therefore proposing the operation of a couple of passenger trains between Rome and Orte with following schedule:

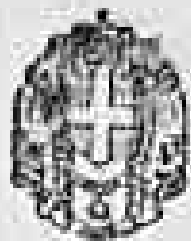
Orte dep.	0502 hrs.	Rome arr.	0730 hrs.
Rome "	1735 "	Orte "	1950 "
4. Rolling stock may be withdrawn from local reserve and the daily coal consumption is of about 1.700 tons.
5. Please examine our proposal and kindly send notice about your decision.

DIRECTOR GENERAL:

sgd. di Raimondo

*Talked to Mr. B
they say that
Raimondo is
not planning
anything*

1862



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

ROMA, 29 LUG 1945

N. M.211-3268-154-C

Al N.

del

OGGETTO
Comunicazioni locali
Roma-Orte.

SOTTOCOMMISSIONE TRASPORTI DELL'A.C.
DIVISIONE FERROVIARIA

R O M A

ALLEGATI N.

I) - Il tratto di linea Orte-Roma comprende molte località popolate e di importanza agricola, alle quali la mancanza di comunicazioni locali impedisce l'espansione delle proprie attività commerciali.

II) - L'assegnazione di alcune fermate ai diretti 75 e 78, della linea Roma-Ancona, non risolve la situazione, in quanto, trattandosi di treni contingentati, il servizio assegnato non può che favorire poche persone. Di conseguenza Enti ed Autorità interessate fanno continue premure perchè vengano istituite delle comunicazioni locali.

III) - Si propone pertanto l'istituzione di una coppia di treni viaggiatori tra Roma e Orte, col seguente orario:

Orte	p.	5.02	Roma	a.	7.30
Roma	"	17.35	Orte	a.	19.50

1861

IV) - Il materiale è ricavabile dalle riserve locali e il consumo giornaliero di carbone è di tonn. 1.700 circa.

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

IL DIRETTORE GENERALE

Udo Raimondo

Movement Service (ISR)

Rome 28 LUG. 1945

M 112-3214-154 D/Decr/5596/28

AC Transportation Sub Commission
Rail Division R o m e

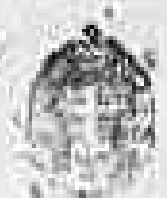
- 1) Ref. to your letter AC.100-65 Tn dated 3 inst.
- 2) In the tunnel under the Apennines, on the line Florence-Prato-Bologna does not exist the station of Ca' Landino, but only a service point, named "Stazione della precedenza", which was never used for passenger service and can not be used owing to its location.
- 3) The "Sindaco di Castiglione dei Popoli " was informed accordingly.

The Director General

sgd Di Raimondo

na ng 22/7

MINISTERO DEI TRASPORTI



~~MINISTERO DELLE COMUNICAZIONI~~
FERROVIE DELLO STATO DIREZIONE GENERALE

(1) Servizio Movimento

Roma, 11 28 LUG 1945

NM. 211-3212-154 D/dua/

Al N. del 5586/28

OGGETTO. Servizio Ferroviario
FIRENZE - BOLOGNA

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

R O M A

- I) Si fa riferimento alla lettera AC.100-65-Tn.4 del 3 andante.
- II) Si fa presente che nella galleria sotto l'Appennino, sulla linea Firenze Prato-Bologna, non esiste la stazione di Ca' Landino, ma soltanto una stazione di servizio, denominata "Stazione delle precedenza", la quale non ha mai disimpegnato servizio viaggiatori, né è opportuno che lo disimpegni, data la sua ubicazione.
- III) Quest'Amministrazione ha dato la risposta del caso al Sindaco di Castiglione dei Pepoli.

IL DIRETTORE GENERALE

Luigi Parronchi

1860

(1) Servizio.

ACP/lc

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

Tel. 343239

Ref. AC/100/65/Tn 4

3 July 45

SUBJECT : Passenger Service Prato-Bologna.

TO : Ing. di Raimondo
I.S.R.

1. Attached hereto is a letter received from Comune di Castiglione dei Pepoli, asking that when a passenger service is introduced between Florence and Bologna a stop might be made at Ca' Landino, which is apparently a station within the Appennine Tunnel.

2. Please bear this request in mind when submitting details of your service, and perhaps you will advise the Sindaco that the matter has been passed to you.

Director

HEADQUARTERS EMILIA REGION
ALLIED MILITARY GOVERNMENT

REF. : RIX/TP/ 29th June 1945
SUBJECT : Passenger Traffic Prato - Bologna
TO : Transp. Sub-Commission, AC. Rail ✓

1. Herewith request for passenger station accommodation on rail line Prato to Bologna. Map reference 1: 200.000 sheet 12 L 7.0 to 8.0, 1.0 to 2.0 will it please be forwarded to Italian State.

GBS/lr

George B. Sowers
George B. SOWERS
Major Spl. Res.
Chief Transportation Officer.

Ext:51

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

FPR/1d

Ref: 233/20/55/Tn.2

30 June 1945

TO : His Excellency Ugo La Malfa,
Minister of Transport,
Rome.

SUBJECT : Reconstruction of the Italian State Railways.

Dear Mr. Minister,

Authorisation is granted for repairs and reconstruction of tunnels, viaducts, bridges and permanent way as laid down in your General Director's letter L5/13/29300 of 22 June 1945, on the undermentioned section of line of the Italian State Railway system.

<u>Line</u>	<u>Section</u>	<u>Estimated cost in lire</u>
65	Florence - Bologna	426,000,000

This expenditure should be charged against Capitolo 48 (Spese per riparare danni di guerra dipendenti a azioni belliche) in the Budget of the Ministero delle Comunicazioni (Ferrovie dello Stato) for financial year 1944/5.

Yours very truly,



1856

M. B. THOMAS, Colonel,
Deputy Director,
Transportation Sub Commission.

copies to:- 1. Rail Division Tn.4 (attn.Maj.Street, acknowledge your AG/TR/36/36/CE 29June'45)

✓ 2. " " " "

3. Gen.di Raimondo, Dir. Gen. FF.SS. Rome.
(acknowledge your L5/13/29300 of 22 June '45.)

Allied Force
MILITARY RAILWAY SERVICE-ITALY
Office of Director

531.7 T

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 RCB, 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 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, 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 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 Hqs, Rome. Movement orders and other instructions regarding operation

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 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, 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 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 Hqrs, Rome. Movement orders and other instructions regarding operation will be transmitted from 774th RGD, MRS Hqrs, 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:

1855

J. P. Caymes.

T. P. CAYMES

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 Transp., 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

WIRE

26 June 1945

FROM: DMRSI

TO (FOR ACTION) Joint Railway Control, Rome
DAD Tn 3 (O), Bldg
CO, 760 RDSB, Rome Littorio

TO (FOR INFO) Equipment Section, 774 RGD, Bldg
Major Watson, AC, Bldg

CONFIDENTIAL. Movement Order 27/2103. LSR have qualified diesel engineer and train crew Rome Littorio 0500 hours 27 June to handle diesel rail car 400 into Rome Terminal prior to 0730 hours, depart Rome Terminal 0800 hours 27 June occupied by Col. Simpson, arrive Arezzo 1900 hours, depart 0900 hours 28 June, Rome 1700-0900 hours 29 June, Arezzo 1430-1530 hours, arrive Rome Terminal 2000 hours 29 June. Mission of two round trips, line inspection. 760th provide interpreter mechanic to accompany movement. CS-608.
Signed London.

W. K. STEGALL
2nd Lt., T.C.
1630

PGM/A

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

Tel. 843238
Ref. AC/100/65/Tn 4

27 June 45

SUBJECT : Passenger service Terni-Orte.

TO : MRS - Bldg. (Atten. Major Wilson)

1. The Terni Steel Works have requested an increase in passenger service between Terni and Orte.

2. The Plant at Terni and Nera Montoro will employ more men as it is intended to put on a third shift.

3. The present service is:

9627	4311		9626	4312
1352	0614	TERNI	0547	0736
1442	0718	ORTE	0500	0634

4. Service as suggested by ISR and which is acceptable to the TERNI Works is as under:

9644	9640	4312		4311	4313	9633
1952	1645	0742	TERNI	0614	1652	1836
1848	1547	0634	ORTE	0722	1748	1942

5. No additional locos or stock will be required except two Box cars added to trains 9633 and 9644.

6. We are anxious to do all possible to assist the Plants at Terni and Nera Montoro to increase their output so will you kindly examine the proposal and advise us if it is possible to increase the service as requested.

For the Chief Commissioner:

1854

P.G. MATSON, Major

MINISTRY OF TRANSPORTS
I.S.R. MOVEMENT SERVICE

Rome, 25 Giugno 1945
M.2111/3105/187

SUBJECT: Variations of the
schedule TERNI-ORTE
line.-

TO: The Sub-Commission
Rail Division
Rome

1. The "Terni" Firm inform that in a next future must institute a third turn of work on the Nera M. factories and bring from five to six days the weekly work.
2. In consideration of the new worker turns said Firm ask the operation of new following schedule on Terni-Orte line:
 - a) Modification of 4311 and 4312 trains
 - b) Suppression of 4314 train and substitution with 9640 train.
 - c) Addition of two cars for workers service on ordinary trains 9633 and 9644 (with new schedule) which are at present running for transports.
3. In consequence of above said the schedule of the local trains between Terni and Orte will be the following:

Train 4311 Terni d.0614 Orte a. 0722 (passengers and workers)
train 4313 Terni d.1652 Orte a. 1746 (passengers and workers)
train 9633 Terni d.1836 Orte a. 1942 (workers)
train 4312 Orte d.0643 Terni a.0742 (passengers and workers)
train 9640 Orte d.1547 Terni a.1645 (Passengers and workers)
train 9644 Orte d.1846 Terni a.1952 (workers)
4. We beg to examine kindly such proposal and we are awaiting your decision about the matter.

The Chief Movement Service

*For
Please give me present schedule
will new schedule replace well
And additional stops?*

- b) Suppression of 4314 train and substitution with 9640 train.
- c) Addition of two cars for workers service on ordinary trains 9633 and 9644 (with new schedule) which are at present running for transports.

3. In consequence of above said the schedule of the local trains between Terni and Orte will be the following:

Train 4311	Terni d.0614	Orte a. 0722	(passengers and workers)
train 4313	Terni d.1652	Orte a. 1740	(passengers and workers)
train 9633	Terni d.1836	Orte a. 1942	(workers)
train 4312	Orte d.0643	Terni a.0742	(passengers and workers)
train 9640	Orte d.1547	Terni a.1645	(Passengers and workers)
train 9644	Orte d.1840	Terni a.1952	(workers)

4. We beg to examine kindly such proposal and we are awaiting your decision about the matter.

The Chief Movement Service

~~Please give me present Pothu bull~~
~~rather bull Nipuna Mire~~

will new bond
be issued additional stock?

Washburn

11

IS THIS IT?

1322	614	547	036
1440	718	500	034

[illegible]

Roma

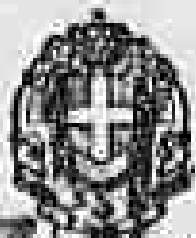
25 GIU. 1945

194 - A

N. M.211/3105/187

Al N.

del


~~MINISTERO DEI TRASPORTI~~
~~MINISTERO~~
~~DELLE COMUNICAZIONI E DEI TRASPORTI~~

FERROVIE DELLO STATO
 DIREZIONE GENERALE

SERVIZIO MOVIMENTO

Sottcommissione dell'A.C.
 Divisione Ferroviaria

R O M A

OGGETTO

Varianti orario linea
 Terni - Orte.

ALLEGATI N. I) La Società "Terni" comunica che prossimamente dovrà istituire un terzo turno di lavoro negli stabilimenti di Nera M. e portare da cinque a sei giorni il lavoro settimanale.

II) In relazione ai nuovi turni di operai domanda l'attuazione dei seguenti provvedimenti di orario sulla linea Terni - Orte:

a) Modificazione dei treni 4311 e 4312.

b) Soppressione del treno 4314, e sua sostituzione col treno 9640.

c) Aggiunta di due carri per servizio operai ai treni ordinari 9633 e 9644 (con orario modificato), che attualmente si effettuano per trasporti.

III) In conseguenza di quanto sopra, l'orario dei treni locali fra Terni e Orte verrebbe ad essere il seguente:

treno 4311	Terni	p. 6.14	Orte	a. 7.22	(viaggiatori e operai)
" 4313	"	" 16.52	"	" 17.48	(")
" 9633	"	" 18.36	"	" 19.42	(operai)
" 4312	Orte	" 6.34	Terni	" 7.42	(viaggiatori e operai)
" 9640	"	" 15.47	"	" 16.45	(")
" 9644	"	" 18.48	"	" 19.52	(operai)

IV) Si prega un esame benevolo della proposta e si resta in attesa di conoscere quale decisione sarà presa al riguardo.

IL CAPO DEL SERVIZIO MOVIMENTO

1852

Subject:- Train amendments AREZZO - ORTE.

To:- Tn. Sub. Comm. AC.
(Rail Division) (Building).

Military Railway Service,
CMF.

Tele: Firebox 9313,
Tn.A.3(0)/24/12-69A.
25 June 1945.

Copy to:- Il Capo Servizio Movimento.

Reference attached proposals forwarded by you.

It is agreed that:-

Train 75 dep. ORTE 04.45 ✓
arr. ROME 07.10 ✓

Train 78 dep. ROME 21.15 ✓
arr. ORTE 23.30 ✓

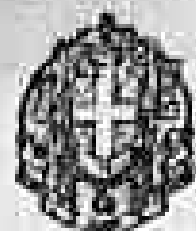
Train 340 dep. AREZZO 22.30 ✓
arr. ORTE 04.00 ✓

R. A. Wilson

Major R.E.
for Brigadier,
Director, Military Railway Service.

JK.

785021



MINISTERO DEI TRASPORTI
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

OGGETTO

Varianti treni linea
Arezzo - Orte - Roma

Roma, 18 GIU. 1945⁹⁴ - A.

N. M.211/3061/187(R.150.C)

Al N. del

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

R O M A

ALLEGATI N.

I) = Si è rilevato che le percorrenze dei treni 75 e 78, nel tratto Orte - Roma, offrono un largo margine di ricupero.

II) = Si ritiene pertanto opportuno ridurre dette percorrenze assegnando ai treni stessi una velocità più adeguata alle possibilità della linea.

III) = Prendendo occasione che dal 1° luglio p.v. verrà ristampata l'edizione dell'"orario Pozzo", da detta data verrà assegnato ai treni 75 e 78, nel tratto Roma - Orte, l'orario seguente:

treno 75 Orte p. 4.45 Roma a. 7.10

" 78 Roma p.21.15 Orte a. 23.30

IV) = Essendo poi venuta a cessare l'effettuazione della tradotta militare Arezzo - Roma, che aveva imposto al treno 3401 una sosta di oltre un'ora ad Orte, pure dal 1° luglio verrà regolarizzato, come appresso, l'orario di detto treno:

treno 3401 = Arezzo p. 22.30 Orte a. 4.00 (p.4.45)

IL CAPO DEL SERVIZIO MOVIMENTO

1850

Allied Force
MILITARY RAILWAY SERVICE-ITALY
Office of Director

531.7 T

A.P.O. 512
18 June 1945

SUBJECT: Return of Rail Lines to ISR Operation.

TO: "See Distribution (over)"

1. At 0800 hours, Wednesday, 20 June 1945, Italian State Railways will resume operation of the following rail lines in the Florence and Bologna Compartimenti:

- a. Line 65 - Florence to Bologna, including Florence Yard and Bologna Yard.
- b. Line 69 - Bologna to Poggio Rusco, inclusive.
- c. Line 85 - Bologna to end of serviceable track.

2. USA railway operating battalion personnel heretofore employed on these lines will be withdrawn. Military control of the operation of the lines mentioned above will be through Military Railway Service liaison offices located as follows:

a. Florence Office:

Location: Communications Building, Florence
Officer in Charge: Capt. C. R. Johnson
Jurisdiction: Florence Yard and all stations on Line 65, Florence to Benedetto, exclusive.

b. Bologna Office:

Location: Communications Building, Bologna
Officer in Charge: Lt. L. J. Long
Jurisdiction: Line 65, Benedetto to Bologna, including Bologna Yard; Line 85, Bologna to end of serviceable track; and Line 69, Bologna to Poggio Rusco, inclusive.

3. Operation of the lines and compilation of necessary reports will be the responsibility of Italian State Railways. Reports will be compiled by Italian State Railways as instructed by the MRS officers in charge at Florence and Bologna, and will be handed to the liaison offices for transmission to Military Railway Service Headquarters at Rome. Movement orders and other instructions regarding operation will be transmitted from MRS Rome Headquarters to the liaison officers, who in turn will transmit to Capi Compartimenti for execution.

FOR THE DIRECTOR:

2. USA railway operating battalion personnel heretofore employed on these lines will be withdrawn. Military control of the operation of the lines mentioned above will be through Military Railway Service liaison offices located as follows:

a. Florence Office:

Location: Communications Building, Florence
Officer in Charge: Capt. C. R. Johnson
Jurisdiction: Florence Yard and all stations on Line 65, Florence to Benedetto, exclusive.

b. Bologna Office:

Location: Communications Building, Bologna
Officer in Charge: Lt. L. J. Long
Jurisdiction: Line 65, Benedetto to Bologna, including Bologna Yard; Line 85, Bologna to end of serviceable track; and Line 69, Bologna to Poggio Rusco, inclusive.

3. Operation of the lines and compilation of necessary reports will be the responsibility of Italian State Railways. Reports will be compiled by Italian State Railways as instructed by the MRS officers in charge at Florence and Bologna, and will be handed to the liaison offices for transmission to Military Railway Service Headquarters at Rome. Movement orders and other instructions regarding operation will be transmitted from MRS Rome Headquarters to the liaison officers, who in turn will transmit to Capi Compartimenti for execution.

FOR THE DIRECTOR:

S. E. London

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

DISTRIBUTION:

D MRS-I
DD MRS-I
ADD MRS-I
DD-Operations
CO, 719 ROB
ADD-Equipment
ADD-Engineering
ADD-Provost Marshall
Ry Car Serv Supt
AD Tn 3 (M)
DAD Tn 3 (O)
G-4 (Mov & Tn), AFHQ
Chief of Transp., MTOUSA
Rail Transp. Officer, Penmain
AC Tn S/C, Rail Division
AC Tn S/C, Movements Division
Capt. C. R. Johnson, Florence
Lt. L. J. Long, Bologna
Director General, ISR, Rome
Capo Compartimento, ISR, Florence
Capo Compartimento, ISR, Bologna
CO, 701 RGD, Verona

Ministry of Transports
I S R Movement Service

Subject: re-operation line 65

Rome June 17 1945
M 112/50/1/45/100A 4966/22

Transportation Sub Commission AC
Rail Division
Building

For information I inform you that line 65, interrupted between the stations of Baschi and Castiglione in Teverina, as a consequence fo the crash trains 5646 and 5642 happened on June 13, has been reoperated at 1800 hrs of June 15.

The Director General
sgd Di Raimondo

pv ng 18/6

MINISTERO DEI TRASPORTI

MINISTERO DEI COMUNICAZIONI

FERROVIE DELLO STATO - DIREZIONE GENERALE

(1) Servizio Movimento

Roma, 17 GIU 1945

104 - 1

N. M. 112/50/1/45/104 1966/22

Al N.

del

OGGETTO. Ripristino linea 65

Sottocommissione Trasporti A.C.
Sezione FerroviariaS E D E

Per opportuna conoscenza informo che la linea 65, rimasta interrotta fra le stazioni di Baschi e Castiglione in Teverina in seguito allo scontro dei treni 5646 e 5641 del 13 corr., è stata ripristinata alle ore 18 del 15 corr.

IL DIRETTORE GENERALE

Luigi Raimondo

PGM/af

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

Tel.: 843238

16 June 1945

Ref.: AC/100/65/Tn.4

SUBJECT: Increased stock Florence-Rome
passenger service.

TO : Regional Commissioner Toscana Region
(attention Chief Tn. Officer)

1. Reference your signal 13 June.
2. Passenger stock will not be increased necessary for Railway
arrange to only handle the number of passengers that can be accommodated,
on present equipment.

By command of Rear Admiral STONE:

Stone
16 June 45

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

Date/Time of Origin: JUNE 121200B

Message Centre No: E/4856

Date Time Rec'd: JUNE 131813B

Precedence: ROUTINE

FROM: TFM OM TOSCANA REGION

TO : TM INCR FOR TM S/C AC ROME

RESTRICTED

RESTRICTED.

Reference passenger train FLORENCE ROME.

Train was overcrowded. Capo asks to have stock increased by
4 box cars. Can you authorize.

DIST

ACTION - TM S/C 2-
INFO - CHIEF COMMISSIONER
ECON SEC
FILE 2
FLOAT



RESTRICTED

1847

785021

Allied Force
MILITARY RAILWAY SERVICE
Office of Director Italy

HH/vp

A. P. O. 512
5 June 1945

531.7 T

SUBJECT: Civilian Passenger Service Rome - Arezzo - Ancona.

TO: Joint Railway Control, Rome

1. Cancel this headquarter's civilian passenger train schedules of trains No. 75, 78, 3400 and 3401 dated 4 June. Effective Tuesday 5 June 1945, civilian passenger train service will be inaugurated between Rome Terminal - Arezzo - Ancona on following schedule:

<u>No. 78</u>		<u>No. 75</u>	
<u>Tue-Thur-Sat.</u>		<u>Thur-Sat-Mon.</u>	
2030	Lv.	Ar.	0745
2330	Ar.	Lv.	0445
<u>No. 3400</u>		<u>No. 3401</u>	
2345	Lv.	Ar.	0325
0104	Ar.	Lv.	0125
0112	Lv.	Ar.	0109
0245	Ar.	Lv.	2345
0315	Lv.	Ar.	2315
0520	Ar.	Lv.	2100
2400	Lv.	Ar.	0425
0048	Ar.	Lv.	0334
0120	Lv.	Ar.	0315
0253	Ar.	Lv.	0145
0305	Lv.	Ar.	0130
0432	Ar.	Lv.	0007
0443	Lv.	Ar.	2348
0548	Ar.	Lv.	2242
0555	Lv.	Ar.	2232
0626	Ar.	Lv.	2200
0636	Lv.	Ar.	2148
0650	Ar.	Lv.	2130
<u>Wed-Fri-Sun.</u>		<u>Wed-Fri-Sun.</u>	

Rome-Arezzo stock will consist of one (1) luggage van and three (3) coaches with 180 seats.

Rome-Ancona stock will consist of one (1) luggage van one (1) mail van and seven (7) coaches with 420 seats.

FOR THE DIRECTOR:

1846

2330 Ar. Lv. 0445

ORTE

No. 3400	No. 3401
2345 Lv.	Ar. 0325
0104 Ar.	Lv. 0125
0112 Lv.	Ar. 0109
0245 Ar.	Lv. 2345
0315 Lv.	Ar. 2315
0520 Ar.	Lv. 2100

2400 Lv.	Ar. 0425
0048 Ar.	Lv. 0334
0120 Lv.	Ar. 0315
0253 Ar.	Lv. 0145
0305 Lv.	Ar. 0130
0432 Ar.	Lv. 0007
0443 Lv.	Ar. 2348
0548 Ar.	Lv. 2242
0555 Lv.	Ar. 2232
0626 Ar.	Lv. 2200
0636 Lv.	Ar. 2148
0650 Ar.	Lv. 2130

Wed-Fri-Sun. Wed-Fri-Sun.

Rome-Arezzo stock will consist of one (1) luggage van and three (3) coaches with 180 seats.

Rome-Ancona stock will consist of one (1) luggage van one (1) mail van and seven (7) coaches with 420 seats.

FOR THE DIRECTOR:

cc -DMRI

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

S. E. London

S. E. LONDON

Major, TC

Supt. Transportation

Equip. Sec., 774 RGD

D&D Tn 3 (C) Bldg.

AD Tn 3 (M) Bldg.

Movements Rome

1846

NEW

CIVILIAN PASSENGER

TRI-WEEKLY TRAIN SERVICE

(ROME)-ORTE-AREZZO

100/65
COM MON 4 JUNE

Tr. 3401	p. 2100	Arezzo	p. 0520	0520	Tr. 3400
a. 2135	2137	Castiglion P.	0441	p. 0443	
a. 2155	2157	Genova	0422	" 0424	
" 2209	2213	Castella	0401	" 0411	
" 2315	2345	Chiasi	0345	" 0315	
" 0013	0015	Piella	0243	" 0215	
" 0109	0125	Orvieto	0104	" 0112	
" 0237	0243	Arezzo	0010	" 0012	
a. 0355	0445	Orte	2330	" 2345	
continues as			continues as		
Train 75 75			Train 78 78		
0745 0745		Roma Termini	p. 0030		

From ROMA on Tuesdays - Thursdays - Saturdays

" AREZZO on Mondays - Wednesdays - Fridays.

2/

CIVILIAN PASSENGER
NEW TRI WEEKLY TRAIN SERVICE

COM MON 4 JUNE

100/65

ROMA-ORTE-ANCONA

<u>Tr. 75</u>	<u>Tr. 78</u>		<u>Tr. 75</u>	<u>Tr. 78</u>
a. 2748	2200	Ancona	0650	p. 0636
" 2232	2242	Falconara	0526	" 0555
" 2748	0007	Jesi	0548	" 0443
" 0032	0036	Fabbriano	0432	" 0406
" 0044	0045	Fossato	0421	" 0353
" 0104	0106	Guado P.	0350	" 0332
" 0130	0145	Macera	0327	" 0305
" 0217	0222	Poligno	0253	" 0220
" 0315	0334	Spoletto	0215	" 0120
" 0353	0358	Terni	0048	" 0030
" 0425	0445	Kami	0026	" 0030
" 0557	0607	Orto	2330	" 2400
" 0627	0629	Foggia Mirteto	2103	" 2213
" 0648	0650	Para Sabina	2139	" 2141
a. 0745	0745	Montecorone	2116	" 2120
		Roma Termini		p. 20.30

From ROMA on Tuesdays - Thursdays - Saturdays

" ANCONA on Mondays - Wednesdays - Fridays.

Composition: Rome + Orte - Ancona : Baggage Car, Mail Van,
6 Passenger Coaches

Rome : Orte - Ancona Baggage Car, Mail Van
6 Passenger Coaches.

Train 3801 joins Train 75 at Orte
Train 3400 splits from Train 78 at Orte

1844

CONFIDENTIAL

TN

MAY 15/1435B

FOR INFORMATION ONLY

W/857

MAY 15/1700B

ROUTINE

FIRENZE

COMMUNICATIONS SUB COMMISSION VIA VENETO ROME

CONFIDENTIAL.

Mrs E MO FIRENZE have no objections to a daily train ROME FIRENZE. No difficulty for trains south possibly some for those north bound due to lack of volume. Major BLAIR has called or tried to call Major FINE concerning same. Must be cleared in ROME first.

A J ALLEN, 1st Lt, CAV

DIST

ACTION : COMMUNICATIONS

INFO : A/PRESIDENT
 CHIEF COMMISSIONS
 TN SC (2)
 FILE (2)
 FLOAT

TN 4
TN 3**CONFIDENTIAL**

1843

MAY 151615B

T/N
P/872

MAY 151025B

ROUTINE

FLORENCE SIGNED A. J. ALLEN 1st Lt Cav
HQ ALCON COMMUNICATIONS SC

FOR INFORMATION ONLY

IN CLEAR

FLORENCE BOLOGNA rail line to be completed about end of
the month. Suggest a bid of 5 tons a day for this line KRM T N V
FLORENCE have no objections.

Dist

Action - Communications SC

Info - 1/President

Chief Commissioner

Vcon Sec

Tn 80 2

File 2

Fleet

T/N 4
T/N 3

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

Tel. 643238

Ref. AC/100/65 S/Pn 4

5 May 1945

SUBJECT: Transportation of sick persons to Loreto.

TO: Unione Nazionale Italiana Trasporti Ammalati
a Lourdes e Santuari d'Italia
Presidenza Generale
Roma

1. Reference is to your letter 28 April 1945.
2. It is somewhat premature to seek information in respect of the possibility of providing special trains for pilgrimages from Rome to Loreto, south of Ancona.
3. Military demands have so far prevented the establishment of even a tri-weekly civilian passenger service between Rome and Ancona, but within that military demand must also be pictured the conveyance of food and essential materials for the sustenance of the Italian people. The line between Ortona and Ancona is not yet open for traffic, but when it is, it is anticipated that the demand for movement will be so heavy that the provision of civilian passenger train facilities will not be possible for some time. Part of the heavy freight movement will be wheat and grain for the feeding of the people of Rome.
4. Apart from these difficulties, the supply of locomotives, of passenger coaching stock, and the limited capacity of the lines, ^{as} such that it would be most imprudent to plan on any special trains being possible during the present summer. In any case, it is felt that travel conditions would be so unsatisfactory that considerable unnecessary discomfort would be brought to sick people.

5. In conjunction with Military Railway Services, Allied Commission is most anxious to assist in the rehabilitation of the Italian State Railways, but quite obviously, after military requirements have been met, every possible preference must be given to the distribution of food, and the provision as soon as possible of some civilian passenger services. It is not felt that more than this will be possible during the present year.

ACB/1c

File 108/65

1. Reference is to your letter 28 April 1945.
2. It is somewhat premature to seek information in respect of the possibility of providing special trains for pilgrimages from Rome to Loreto, south of Ancona.
3. Military demands have so far prevented the establishment of even a tri-weekly civilian passenger service between Rome and Ancona, but within that military demand must also be pictured the conveyance of food and essential materials for the sustenance of the Italian people. The line between Ortona and Ancona is not yet open for traffic, but when it is, it is anticipated that the demand for movement will be so heavy that the provision of civilian passenger train facilities will not be possible for some time. Part of the heavy freight movement will be wheat and grain for the feeding of the people of Rome.
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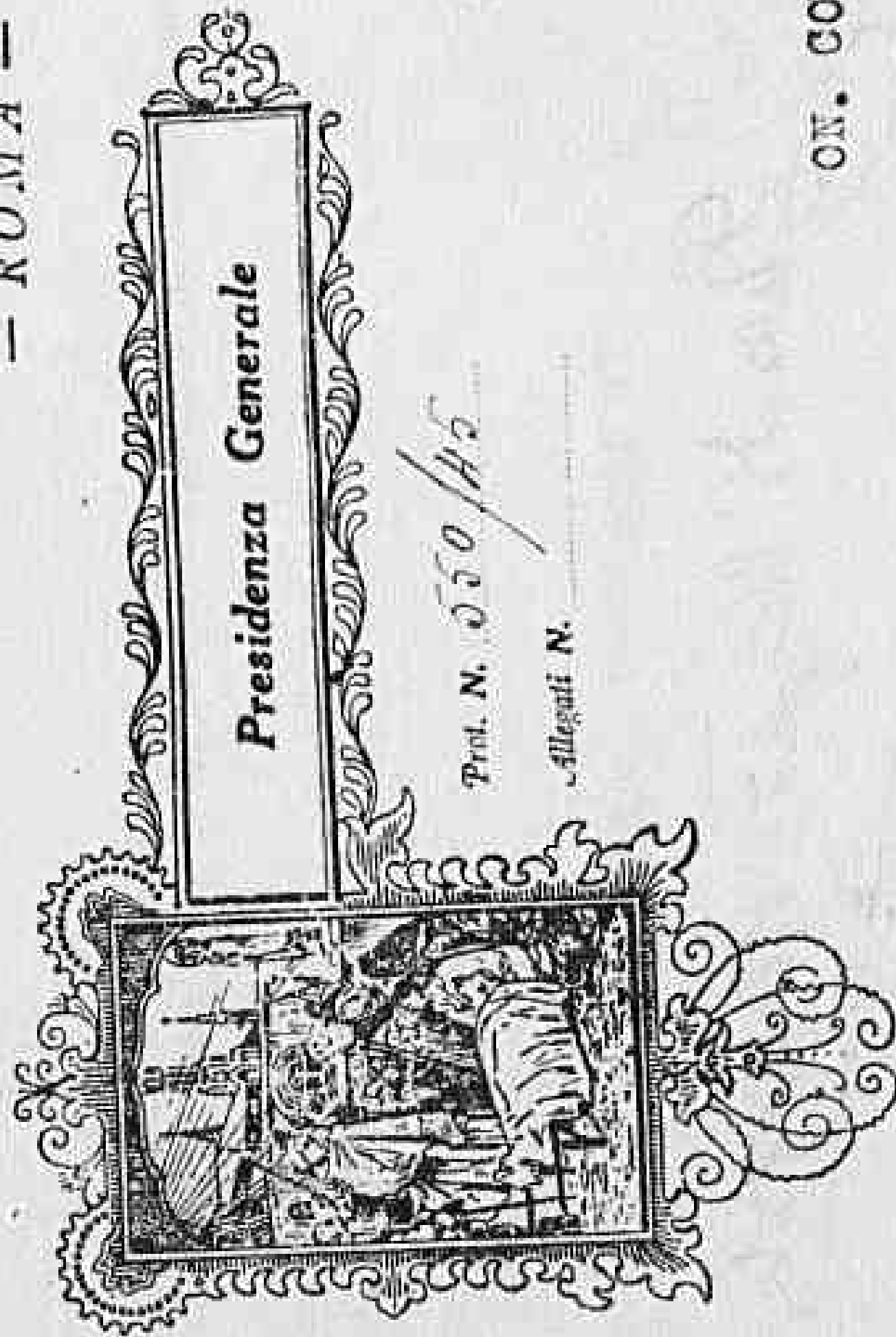
W. H. Thomas Colonel
Deputy Director

Copy to: MRS Bdg.
" " Movement (Rail)
" " ISR - Bldg.

1872

Unione Nazionale Italiana Trasporto Ammalati a Lourdes e Santuari d'Italia

— ROMA —



Presidenza Generale

Prot. N. 550/45

Allegati N.

Roma, 28 aprile 1945

VIA DELLA PIGNA 13-A (VICARIATO)

TEL. 65.378

ON. COMMISSIONE ALLEATA

Sezione Trasperti

ROMA
Via Vittorie Veneto

L'assistata Unione, dipendente dal Vicariato di Roma essendo venuta a conoscenza che le linee ferroviarie da Roma ad Ancona e da Ancona ad Orte sono nuovamente in funzione si enna chiedere che le venga concesso di poter riprendere nel corrente anno, sia pure limitatamente la sua normale attività dei pellegrinaggi religiosi di ammalati al Santuario di Loreto.

Detti pellegrinaggi che per il corrente anno si potrebbero limitare a pochi treni speciali potrebbero venir effettuati nei mesi di agosto e settembre in date che verranno fissate non appena c'è On. Commissione avrà fatto conoscere il suo pensiero in merito.

Ci permettiamo segnalare che i poveri ammalati desiderano ardentemente di poter partecipare a questo atto di fede e di pietà e che si tratta dell'unica consolazione spirituale che rimane loro nella vita.

Fiduciosi pertanto che C'è On. Commissione Alleata verrà consentire

ON. COMMISSIONE ALLEATA

Sezione Trasporti

ROMA
Via Vittorio Veneto

L'ajuntestata Unione, dipendente dal Vicariato di Roma essendo venuta a conoscenza che le linee ferroviarie da Roma ad Ancona e da Ancona ad Ortona sono nuovamente in funzione si enera chiedere che le venga concesso di poter riprendere nel corrente anno, sia pure limitatamente la sua normale attività dei pellegrinaggi religiosi di ammalati al Santuario di Loreto.

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Fiduciosi pertanto che Cotesta On. Commissione Alleata verrà consentire

1841

nella nostra richiesta ci permettiamo presentare i sensi della nostra rispettosa osservanza.



IL SEGRETARIO GENERALE

Giovanni Napolitano

VICARIATO DI ROMA - Il sottoscritto Arcivescovo Vicesgerente di Roma, ramanda caldamente la suesposta domanda perchè venga accolta benevolmente.



+ semp. Zingheri Vicesgerente

National Italian Union for the transport of sick persons
to Lourdes and to the Sanctuaries of Italy

ROME

General Management

Rome, 28 April, 1945
Via delle Pigne 13a (Vicariate)
Tele: 65376

Ref: 550/45

To: Allied Commission
Transportation Division

Rome
Via Vittorio Veneto

The mentioned Union, which depends from the Rome Vicariate, having been informed that railway lines have been reoperated from Rome to Ancona and from Ancona to Ortona, takes the opportunity to ask permission to reinstitute during this year the religious pilgrimages of sick persons to the Sanctuary of Loreto.

Then pilgrimages, which for this year can be limited to few special trains, could be operated in the month of August and September at a date which will be fixed as soon as the Transportation Sub Commission will inform us of its decision.

We point out also that these poor sick persons are really eager to accomplish this religious act which is the unique spiritual comfort of their life.

Hoping that the Allied Commission will approve our application, please accept our best regards.

Via Vittorio Veneto

The mentioned Union, which depends from the Rome Vicariate, having been informed that railway lines have been reoperated from Rome to Ancona and from Ancona to Ortona, takes the opportunity to ask permission to reinstitute during this year the religious pilgrimages of sick persons to the Sanctuary of Loreto.

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We point out also that these poor sick persons are really eager to accomplish this religious act which is the unique spiritual comfort of their life.

Hoping that the Allied Commission will approve our application, please accept our best regards.

The General Secretary

(sgd. illegible)

1820

C O P Y

100/50/65

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

SEL/cd

531.7 T

A.P.O. 512
25 April 1945

SUBJECT: ISR Workers's 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
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.

1839

100/65
ACP/icTRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation Increment
C.M.F.

Tel. 843238

24 April 1945

Ref. AC/100/50/65/Tn 4

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 MRS 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.

DIRECTOR

1838

Roma,

M.211/2737/41-A

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

Trasporto personale linee
di Grosseto e Orte

R O M A

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

1.00 di Roma

100/65/

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 a.

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 DIRECTOR:

R. P. MOSS
R. P. 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, MRSI, AFHQ.
ADD-Engineering.
ADD-Equipment.
ADD-Provost Marshal
Supt. Trans. - 774th Ry Grand Div
RTO-Rome.

100/65
S

0 1

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 (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, 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, PES

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.

1835

IGM/av

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

Tel. 843238
Ref: AC/100/65/Tn 4

12 April 1945

SUBJECT : Passenger Service on Workers Train

TO : Ministry of Communications Bldg.

1. Reference letter W.210/2659/154-C dated 2 April.
2. Request to carry passengers on the present workers train leaving Zone 0634 daily for Para Sabina is denied.
3. It is hoped that a thru passenger service may be established over this line in the near future.

For the Chief Commissioner

P.G. MATSON, Major T.C.

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

SEL/cd

531.7 T

A.P.O. 512
12 April 1945

SUBJECT: Passenger Service on Workers' Train

TO: AC Tn Sub/Comm (Rail Division)
ATTENTION: Major P. G. Matson

1. Reference your letter 7 April, file AC/100/65/In 4.
2. MRS does not approve adding two box cars to the workers' train now running between Rome Termini and Fara Sabina for the purpose of handling pay passengers.

FOR THE DIRECTOR:

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

istry of Transports
General Direction
Commercial & Traffic Dept.

Roma, 20 March 1945
C.3.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-Arezzo, 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) 1928 1941
Roma-Grosseto	133	163.000 353.000
Grosseto-Livorno	123	162.000 343.000
Roma-Orte	33	498.000 760.000
Orte-Chiusi	32	378.000 540.000
Chiusi-Firenze	150	417.000 619.000
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 network, 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 requirement 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 centers of Toscana, Umbria, Marche, Lazio are required to keep in touch with the peripheral Offices of Statel and Parastatal Administration as well as of private Bodies. Students, merchants, manufacturers and, more generally, all categories of people must be in a position to re-assume their normal activity, thus speeding up the reconstruction process. And we must also consider that the lines we are dealing with, representing, pending the lack of other connections, three arms reaching towards North, thus making it possible to re-establish economical and

Roma-Orte	126	162,000	500,000
Orte-Chiusi	33	428,000	760,000
Chiusi-Firenze	83	378,000	540,000
	150	417,000	619,000
Orte-Ancona	412	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.

- 3 -

9. The reoperation of these natural connections btw. Roma 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.

Sgd. Laloni
Chief of Commercial Dept.

seen
G. di Raimondo
Director General

PGM/lc

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

Tel; 843238
Ref. AC/100/65/Tn 4

7 April 1945

TO : A.P. DMMS Italy, HQ 774 Ry.Gr.Division
APO 512 (Attention Major London)

SUBJECT : Passenger services on workers train.

1. It is requested that two box cars be placed on the present workers train between Rome Termini and Para Sabina for the purpose of handling pay passengers.
2. The present workers train leaves Rome at 0634 and return at 1832.

For Chief Comm.

P.C. MATSON, Major T.C.

Copy to: Movements Tn Sub-Comm. HQ AC
" " Movements I.O. Bldg.

100/655

MINISTRY OF TRANSPORTS
ISR.GENERAL DIRECTION
MOVEMENTS DEPT.

Roma, 2 April 1945
M.210/2659/154-C

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

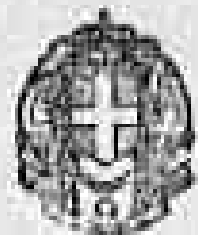
SUBJECT: Workers' trains

1. You letter AC/100/65/Tn 4 dated 11 February ult. refers.
2. HQ Roma Division ISR advises that an enquiry has been effected from which it resulted that no civilians are being abusively conveyed with the workers' trains in operation btw. Roma and Monterotondo.
3. To meet the requirements of the population of Monterotondo it would be necessary to operate a train arriving at Roma early in the morning and leaving Roma in the evening, while existing workers' trains btw. Roma-Monterotondo and Fara Sabina leave Roma in the morning and return to Roma in the night.
4. Anyhow, pending the operation of civilian passenger train services on the Roma-Arezzo line, we suggest that 2 box-cars for fare paying passengers be attached to the existing workers' trains leaving Roma Termini for Fara Sabina at 0634 hrs and arriving at Roma at 1832 hrs.
5. Passengers (80 people) would be admitted with the same restrictions as btw; Roma and Mandela and btw.Roma and Uivitavecchia .
6. We await that S/Commission's decision.

Existing arrangements are (I think)

Workers train goes out in the morning
from Roma to Fara Sabina
Engine returns with some box cars.
Engine goes up light in evening
Returns with workers in box cars

sgd. G.DI RAIMONDO
Director General



MINISTERO
DELLE COMUNICAZIONI

PORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

ROMA, 2 APR 1945

194 - A.

N. M. 210/2659/154-C

Al N. AC. 100/65/Tn 4 del 1.11/2 c.a.

OGGETTO

Treni operai.

Alla Sotto Commissione Trasporti dell'A.C.
Divisione Ferroviaria

S E D E

ALLEGATI N.

I - Il Compartimento di Roma interessato a riferire in merito a quanto segnalato con la lettera a riferimento comunica che da accertamenti fatti eseguire non risulta che si effettuino viaggi abusivi da parte di civili sui treni operai fra Roma e Monterotondo.

II - I desideri della popolazione di Monterotondo sono rappresentati da una comunicazione mattutina per Roma con ritorno serale a Monterotondo mentre l'orario degli attuali treni operai fra Roma-Monterotondo e Fara Sabina è impostato in senso inverso.

III - Comunque, in attesa che sulla linea Roma-Arezzo possano essere istituiti apposite comunicazioni per civili, si propone dell'interesse degli abitanti di Roma, di aggiungere 2 carri per viaggiatori civili paganti agli attuali treni operai per Fara Sabina in partenza la mattina da Roma Termini alle ore 6,34 e con arrivo a Roma Termini la sera alle ore 18,32.

L'ammissione dei viaggiatori (80) verrebbe regolata

come per Mandela e Civitavecchia.

IV - Si resta in attesa di decisione.

IL DIRETTORE GENERALE

Udi Raimondi

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

Tel. 543215

Ref. AC/100/87/30/55/TN 4

13 March 1945

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 foregoing extract from Minutes of Traffic Sub-Committee, Allied Railway Board, held on 3 March 1945.

a. CIVILIAN PASSENGER MAINTENANCE, NORTH OF ROME, originated by the Sub-Commission, Allied Commission, Lt. Col. O.B. Lindberg's letter, 17 February 1945.

It was agreed that the Allied Commission could 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 (Rov & Tn) 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 at 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.

1826

4. The Italian Ministry concerned has been pressing for such facilities for some months past, and it is requested that the necessary authority from the Area Commander, the IRT can be relied upon to expedite the loading of trains.

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

a. CIVIL PASSENGER FACILITIES. ROME-ARREAS. Originated by the Sub-Committee, Allied Commission, Lt. Col. C.H. Lindberg'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-1 (Boy & Th) 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 at 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.

1826

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 safeguard the loading of trains.

A. Lindberg, Lt. Col.

O.E. HINDBERG

Lieut. Col. E.S.,

for MURPHY H. TAYLOR
Director.

Ministry of Transport,
ISR General Direction
Works Dept.

ROMA, 6 March 1945
L. 3/10758/8.2

To: Tn. S/Commission - Rails

VERY URGENT
=====

Subject: Roma-Orte line; redoubling of track.

1. Our Works Section informs us that the Contractor Travaglini has been obliged to suspend works on hand for redoubling of the track at Monterotondo work-yards, because local labourers claim a pay which is nearly double than that agreed upon when establishing the contract.

2. In order to put an end to above state of things the Contractor is prepared to engage labourers from Roma and to carry out his purpose he requests that:

a) the workers' train leaving Roma Termini at 0640 hrs be anticipated at 0600 hrs and a stop of one minute be arranged at Monterotondo work-yards to enable the labourers to reach their working place;

b) the return train leaving Settebagni at 1600 hrs be extended to Monterotondo, leaving latter station at 1630 hrs.

3. As it is necessary that above works be re-summed at once, you are kindly requested to investigate the possibility to grant above request, in as much as it would greatly help also ISR personnel, owing to the lack of other means of communication.

The Chief of the Dept.

sgd. Lo Cigno

1825

INTER-OFFICE MEMORANDUM

CHW/elc

100/65

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

22 February 1945

Tel : 478704

341/11/Tn 3

SUBJECT : Castelnovo Lignite Mine

TO : Industry Sub-Commission (Mining Division)

1. Further to my 341/4/Tn 3 dated 20 January '45.
2. It has since been decided that the rehabilitation of the line Arezzo-Florence be divided into two phases.
 - a. Clearing debris, salvaging squared masonry, bricks etc. and any other useful preparatory work which can be done without the expenditure of fresh materials.
 - b. The rebuilding of the line from the end of phase 1 to completion.
3. It is the intention that phase 1 be put in hand immediately, but that phase 2 be deferred until such time as there is sufficient abundance of materials to execute the work.
4. In view of decisions outlined in paras 2 & 3 above it is not possible to state when the reconstruction work is likely to be completed and in fact the suggested period of 12 months may be increased.
5. Industry Sub-Commission will be kept informed of any further alterations regarding the rehabilitation of this line.

C. H. Woolthorpe
for MERRITT H. TAYLOR
Director, Transportation Sub-Commission

Copy to : Transportation Sub-Commission - Rail Division

1824

ACP/10

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

Tel. 843238

Ref. AC/100/65/Tn 4

11 February 1945

TO : ISR
Building

SUBJECT : Workers Service between Rome and Monterotondo.

The attached papers are sent you.

1. Whilst AC will take up the question of a coach on any existing workers' train for the use of civilian personnel, it appears quite obvious from the correspondence that the existing trains, officially designated for the use of ISR workers, are being used by others.

2. Please investigate the matter, and ensure that only the personnel authorised by the MRS are travelling on the trains mentioned. If there is a case for coaches for other civilian workers, on receipt of detailed information, efforts will be made to get box cars or coaches attached to the trains.

for *Albert May*
O.H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Division.

Copy to: MRS with translation.

COPY

/nf

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

100/65

Ref: ACC.WN/R/1/6

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 Vada - 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.

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

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

1822

Translation

Ministry of Communications
M.R. - The General Director

Re: 28 Sept. 1944
our ref. M 323/8294/109/58/
100a/857/42
reply is to n.ACC/tn/42/68
dated 1/9/44

Subject:

Proposal for an additional
freight trains programme

1 Enclosure

To : Allied Control Commission
Transp. Sub. Commission

Copy to General Direction M.R.S.
= R O M E =

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 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

182/

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.

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- 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 requested additional trains was in relation with the remarkable daily average availability of cars (2500), which resulted as not utilized by the Compartiment1.

./.

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 1969 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. Compartmenti. We beg, too, to prolongate this service to the localities outwards of said Compartmenti.

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 exceptionally 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

HRR/HL

100/65

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 324

Our Ref: ACC.Trn/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/210/8791/41/13 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.

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- 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. 2. (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 West to West and West East, via Potenza.

1819

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:-

via
Rome - Naples, -/Formia
Rome - Naples, - via Cassino

6. Your para. 3 (d) Rome - Grosseto.
 Your para. 3 (e) Rome - Arezzo.
 Your para. 3 (2) 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 (c) Naples - Fondra - 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) Verona - Legno.
 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 Verona providing a bid is submitted through the proper channels.

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

7. Your para. 3 (c) Naples - 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 12 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) Pescara - 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 - Sigüenza.
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) Zaragoza - Potense. 1818
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-Laronegro
This application has been dealt with under para 4 (c).
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) Poggia-Potenza
Your para. 4 (e) Poggia-Menfredonia
Your para. 4 (f) Poggia-Lucora

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 organized at a later date.

13. Your para. 4 (g) Rocchetta-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, G.S.
Director, F.S.C.

TRANSLATION

Rome, 22 August 1944
our ref. M 210/8791/41/13

MINISTRY OF COMMUNICATIONS
ITALIAN STATE RAILWAY
GENERAL DIRECTION

To Allied Control Commission
Transportation Sub-Commission

(R O M E)

Copy to General Director
M.R.S.

Subject:

Passenger trains
programme

Building

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 08.13 in upward direction-

-two daily trains between Salerno and Reggio C. with trains-shipment at Gioia Tauro (about 2 Km.) and stay in such locality of 10.08 hrs. in descending direction.

b) The daily train Naples-Bari (Sunday excluded) operates the passengers service exclusively at the stations of Naples, Salerno, Battipaglia, Salignano, 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 aims the Nation to recuperate promptly the normal activity, although limited by war exigencies, is necessary to intensify the services for civil passengers where such services

liberated Italy's lines, that resulting from the attached fascicle.
The following inconveniences are pointed out from such situation

a) The communications between Naples and Reggio is, at present, operated by:

-two daily trains between Naples and Salerno. Such trains have a stay at Salerno of 07.30 hrs in descending direction and of 08.19 in upward direction-

-two daily trains between Salerno and Reggio C. with train-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, Giugliano, Potenza, Metaponto, Taranto, Brindisi, Bari.

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

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 someone imported 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 for granted that the inconveniences (mentioned in the paragraph I-a) would be removed by the operation of the Naples-Reggio S. 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 S., already proposed with dated 7 August 1944 file n.M.210/8761/193-C.

Rome	lv. 0700	arr. Naples	1400
Naples	lv. 1200	arr. Rome	1900

These trains will stop at Littoria, Formia, Villa Littorio, 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	arr. Naples	0645	with line's
Naples	lv. 1930	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 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 elementary Rome supply, as generally the refugees live in the Southern Italy, we should deem a 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	Grosseto	arr. 1400
Grosseto	lv. 1930	Rome	arr. 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	Arezzo	arr. 0400
Arezzo	lv. 2000	Rome	arr. 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. 1845

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

These trains will be stopped at the most important stations.

g) Napoli-Formia-Sari line. A couple of three weekly

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, Gaeta, Speranise, Capua, Marsa, will be realized through such two communications.

c) To facilitate the removal from Rome of the refugees with the consequent evident benefit of the elementary 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	Grosseto arr.	1400
Grosseto lv.	1230	Rome	arr. 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	Arezzo arr.	0400
Arezzo lv.	2000	Rome	arr. 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. 1845

Rome lv.	0710	Terni arr.	1130	Terni lv.	1400	Foligno	arr. 1840
Foligno lv.	0830	"	"	"	8	1340	Rome
							arr. 1930

These trains will be stopped 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	"	"	"	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 Puglie's communications, at present very deficient, we propose:

a) Pesera 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. 0800 " " 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) Bettinaglia-Brindisi line. 1) Transformation into mixed of the goods trains N. 8133 and 8137 - Potenza-Taranto. (Potenza lv. 0655 Metaponto arr. 1133 - lv. 1358 Taranto arr. 1516) and N. 9136/8130 Taranto-Potenza:

(Taranto lv. 0532 Metaponto arr. 0658 - lv. 0915 Potenza arr. 1456)

To these trains will be added passengers cars.

2) Transformation into mixed of the trains:

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

To these trains will be allotted 2 passengers 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) Sığnane 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. 1200
Rocchetta lv. 1245 Foggia arr. 1407

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

Rocchetta lv. 0500
Potenza lv. 1430

Potenza arr. 0830
Rocchetta arr. 1200

Transformation into mixed of the trains:

N.7000 Potenza lv.0505 Sicignano arr.1144
N.7003 Sicignano lv.1152 Potenza arr.1800

To these trains will be allotted 2 passengers 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 be-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. 1200
Rocchetta lv. 1245 Foggia arr. 1407

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

Rocchetta lv. 0500 Potenza arr. 0630 1814
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) Foggia-manfredonia line. A couple of daily trains.

Foggia lv. 0730 Manfredonia arr.0930
Manfredonia lv. 1555 Foggia arr.1730

Foggia lv. 0640
Lucera lv. 1550

Lucera arr. 0740
Foggia arr. 1650

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

The requests (mentioned in paragraph d)-l)-e) and f) are justified by the decentralization of the Foggia public Officers and by the population displacing owing to the destructions operated by air-bombing.

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

Spinazzola lv. 0200 Gioia del Colle arr. 0320
Gioia del Colle lv. 1600 Spinazzola arr. 1930

In all passengers trains the luggage wagon should be utilized also for goods (forwarded in small stock, by passengers 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.

The General Director
sgd. Di Raimondo

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