

785021

ACC

AC/100/86

10000/148/1586

BOLOGNA
FEB. 1944

O/148/1586

BOLOGNA - LECCE
FEB. 1944 - SEPT. 1945

100/86 80

TRANSPORTATION SUB-COMMISSION AC,

(RAIL DIVISION)

C/o Transportation (Pr) Main,

C.M.P.

REFERENCES:

Riferimento:

APPLICATION:

Richiesta n°: M.211/3808/211/C

I.S.R.

FF.SS Direzione Generale - Servizio Movimento

A.C.

C.A. Sottocommissione Trasporti-Divisione Ferroviaria = SEDE

Date:

Date: 27/9/1945

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAINS BY ISR

Richiesta effettuazione treni viaggiatori da parte delle FF.SS.

Prolungamento tra Monopoli e Ostuni treni 7145 e 1816 attualmente effettuati nei tratti Bari - Monopoli e Ostuni - Brindisi

COMPARTIMENTO:

BARI

FROM:

De: Monopoli

TO:

a: Ostuni

LINES NUMBER:

Numero della linea:

86

PRIORITY NUMBER:

Numero di precedenza:

FREQUENCY

Frequenza

giornaliera

COAL CONSUMPTION (WEEKLY)

Consumo carbone (Settimanale) Tom. 10

EQUIPMENT NEEDED:

Materiale occorrente:

LOCO, COAL, OR ELECTRIC

Vapore

COACHING STOCK

Materiali viaggiatori

F.S.

LIFTORINS

WHO WILL PROVIDE COACHING STOCK?

Chi fornirà il materiale per i viaggiatori?

2073

agosto

Data: 27/9/1945

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISH

Richiesta effettuazione treni viaggiatori da parte delle FF.SS.

Prolungamento tra Monopoli e Ostuni treni 7145 e 1816 attualmente effettuati nei tratti Bari - Monopoli e Ostuni - Brindisi

COMPARTIMENTO: BARI

FROM:

Da: Monopoli

TO:

a: Ostuni

LINE NUMBER:

Numero della linea:

86

PRIORITY NUMBER:

Numero di precedenza:

FREQUENCY

Frequenza giornaliera

COAL CONSUMPTION (WEEKLY)

Consumo carbone (Settimanale) Tonn. 10

EQUIPMENT NEEDED:

Materiale occorrente:

LOCO, COAL, OR ELECTRIC Vapore

COACHING STOCK

Materiali viaggiatori F.S.

LITTONINE

2073

WHO WILL PROVIDE COACHING STOCK?

Chi fornirà il materiale viaggiatori?

FROM WHERE?

Da dove? Stesso materiale attuali treni

TIMINGS - KILOMETHAGE AND TRAIN NUMBERS

Orari -- Kilometraggio e numeri dei treni.

(To be inserted over leaf)

(Da essere inserito nella pratica)

<u>TRAIN NO</u>	<u>Km.33</u>	<u>TRAIN NO</u>
7145(1)		1816 (1)
<u>TIMINGS:</u>		<u>TIMINGS:</u>
(14.12)	(Bari)	(17.50)
(15.16)	Monopoli	(16.46)
15.19		16.40
16.21	Ostuni	15.41
(16.31)		(15.35)
(17.48):	(Brindisi)	(14.30)

(1) I treni 7145 e 1816 si effettuano attualmente tra Bari a Monopoli e tra Ostuni e Brindisi.

TE SECRETATION SUB-COMMISSION AG,
(RAIL DIVISION)
C/o Transportation (Fr) Main,
C.M.F.

REFERENCES
Riferimento:

APPLICATION:

Richiesta n°211/3833/211A

I.S.R.

FF.SS. - Direzione Generale - Servizio Movimento

A.C.

C.A. Sottocommissione Trasporti - Divisione Ferroviaria - S.M.

Date:

Data: 27/9/945

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta effettuazione treni viaggiatori da parte delle FF.SS.

Prolungamento fino Rimini attuali treni operai TV1 e TV2 fra Ancona e Pesaro, e fino Pescara attuali treni operai 4233 e 4236 fra Ancona e Civitanova M.

COMPARTIMENTO:

FROM:

Da: **Pesaro**

e **Civitanova**

TO:

a: **Rimini**

Pescara

LINE NUMBER:

Numero della linea: **186**

PRIORITY NUMBER:

Numero di precedenza:

FREQUENCY

Frequenza **giornaliera**

EQUIPMENT NEEDED:

Materiale occorrente:

COAL CONSUMPTION (WEEKLY)

Consumo carbone (Settimanale) **Ann. 28**

LOCO, COAL, OR ELECTRIC **Varore**

COACHING STOCK

Materiali viaggiatori

LITTORINE

2072

WHO WILL PROVIDE COACHING STOCK?

Chi fornirà il materiale viaggiatori? **F.S.**

FROM WHERE?

Da dove? **Stesso materiale treni attuali.**

COMPARTIMENTO:

FROM:

Da: Pesaro
e Civitanova

TO:

a: Rimini
Pescara

LINE NUMBER:

Numero della linea:

PRIORITY NUMBER:

Numero di precedenza:

FREQUENCY

Frequenza giornaliera

EQUIPMENT NEEDED:

Materiale occorrente:

COAL CONSUMPTION (WEEKLY)

Consumo carbone (Settimanale)

LOCO, COAL, OR ELECTRIC Vapore

COACHING STOCK

Materiali viaggiatori

LITTORINE

WHO WILL PROVIDE COACHING STOCK?

Chi fornirà il materiale viaggiatori? F.S.

FROM WHERE?

Da dove? Stesso materiale treni attuali.

TIMINGS - KILOMETRAGE AND TRAIN NUMBERS

Orari - Kilometraggio e numeri dei treni.

(To be inserted over leaf)

(Da essere inserito nella pratica)

2072

(1) - I treni 4333 e 4336 già si effettuano fra Ancona e Civitanova M.

(2) - I treni 3 e 6 già si effettuano fra Pesaro e Ancona.

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

REFERENCES:
Riferimento:

APPLICATION: M. 210/3600/41 B
Richiesta n°:

I.S.P. Direzione Generale Servizio Movimento
F.T.SS

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

Date: 4-9-45

S E D E

Date:

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta effettuazione treni viaggiatori da Porto Gall. F.T.SS.
Effettuazione coppia treni diretti Bologna-Bari-Lecce.

COMPARTIMENTO Bologna-Ancona-Bari

FROM: Bologna TO: Lecce
Da: a: Numero della linea: 86

Via Ancona

PRIORITY NUMBER:

Numero di precedenza:

FREQUENCY

Frequenza

COAL CONSUMPTION (WEEKLY)

Consumo carbone (Settimanale)

200 tonn.

EQUIPMENT NEEDED:

Materiale occorrente:

LOCO, COAL, OR ELECTRIC & vapore

COACHING STOCK

Materiali viaggiatori 32 carrozze & bagagliai

LITTORENE

2071

WHO WILL PROVIDE COACHING STOCK?

Chi fornirà il materiale viaggiatori? Le F.S.

FROM WHERE?

2

Can be done
Deferred

S E D E

Date: 4-9-45

Data:

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta di attivazione treni viaggiatori in parte della rete SS.
Effettuazione coppia treni diretti Bologna-Bari-Lecce.

COMPARTIMENTO Bologna-Ancona-Bari

FROM: Bologna TO: Lecce LINE NUMBER:
Re: a: Numero della linea: 86

Via Ancona

PRIORITY NUMBER:

Numero di precedenza:

FREQUENCY

Frequenza

Giornaliera

COAL CONSUMPTION (WEEKLY)

Consumo carbone (Settimanale) 300 tonn.

EQUIPMENT NEEDED:

Materiale occorrente:

LOCO, COAL, OR ELECTRIC a vapore

COACHING STOCK

Materiale viaggiatori 32 carrozze 4 bagagliai

LITTORINE

2071

WHO WILL PROVIDE COACHING STOCK?

Chi fornirà il materiale viaggiatori? Le F.S.

FROM WHERE?

Da dove? dal Compartimenti del Nord

TIMINGS - KILOMETRAGE AND TRAIN NUMBERS

Orari - Kilometraggio e numeri dei treni.

(To be inserted over leaf)

(Da essere inserito nella pratica)

Agreed

Can be done
Deferred

157	Km. 799	158
<u>TRAIN NO</u>		<u>TRAIN NO</u>
<u>TIMINGS:</u>		<u>TIMINGS:</u>
23.15 p.	Bologna	a. 4.55
5.00 a.	Ancona	p. 22.30
5.30 p.		a. 21.00
20.37 a.	Bari	p. 5.50
21.00 p.		a. 5.24
0. 50 a.	Lecco	p. 1.25

TRANSLATION

MINISTRY OF TRANSPORTS
ISH MOVEMENT SERVICE.

Rome 4 September 45.

Ref.: M.211.3602.41-B/R 41 A

SUBJECT: Lecce's Communications.

TO : To Sub-Commission A.C.,
Rail Division

Blsg.

1. In order to improve rail communication between Lecce and Bari-Foggia; we propose to take the following provisions:
 - a) To anticipate train n°4798 Lecce-Brindisi: dep. from Lecce 0245 hrs. arr. at Brindisi 0350 hrs.
 - b) To postpone train n°1845 Brindisi-Lecce: dep. from Brindisi 2150 hrs. arr. at Lecce 2310 hrs.
 - c) To assign stops at only stations to train n°4711 Brindisi-Lecce with arr. in Lecce at 1935 hrs.
 - d) To assign stops at all stations to train n°4716 Lecce-Brindisi - S.Vito dep. from Lecce at 0530 and arr. at S.Vito at 0742 hrs.
2. Neither additional rolling stock nor greater coal consumption are required.
3. Please give your favourable attention to the matter and let us know your decision.

Chief of Movement Service

Sgt. BIONDI

Tr/al/6/2/45.

2070



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

OGGETTO

Comunicazioni interessanti
Lecce.

Roma, 4 SET 1945

194 - A

N. M.211.3602.41-B/R41A

Al N. del

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

S E D E

ALLEGATI N.

- I - Per migliorare le comunicazioni di Lecce con Bari e Foggia, si rendono necessari i seguenti provvedimenti:
- a) - Anticipazione del treno 4798 Lecce-Brindisi, con partenza da Lecce alle 2.45 ed arrivo a Brindisi alle 3.50.
 - b) - Posticipazione del treno 1815 Brindisi-Lecce, con partenza da Brindisi alle 21.50 ed arrivo a Lecce alle 23.10.
 - c) - Assegnare fermata in tutte le stazioni al treno 4711 Brindisi-Lecce con arrivo a Lecce alle 19.35.
 - d) - Assegnare fermata in tutte le stazioni al treno 4716 Lecce-Brindisi-S.Vito, con partenza da Lecce alle 5.30 ed arrivo a S.Vito alle ore 7.42.
- II - Detti provvedimenti non importano aumento di materiale nè maggior consumo di combustibile.
- III - Si prega per un benevolo esame e si resta in attesa di comunicazioni in merito.

IL CAPO DEL SERVIZIO MOVIMENTO

Miano

2069

100/86

- 1 -

3609			3608		
da Napoli			per Napoli		
come 821			come 820		
a. 8.37	p. 8.55	Brindisi	a. 15.55	p. 16.20	
" 9.10	" 9.12	Turano	" 15.40	" 15.42	
" 9.21	" 9.23	S. Pietro V.	" 15.28	" 15.31	
" 9.32	" 9.35	Squinzano	" 15.15	" 15.19	
" 9.42	" 9.44	Tropuzzi	" 15.06	" 15.09	
" 9.50	" 9.51	Surbo	" 14.59	" 15.00	
" 10.00		Lecce		" 14.50	

2068

ACP/1c

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

27 September 45

Tel. 843238
Ref. AC/100/86/Tn 4

SUBJECT : Bari-Bologna service.

TO : Ing. di Raimondo
Director General
ISR - Bldg.

1. Reference is to letter AC/100/86/Tn 4 of 31st August 45.
2. It is again reported by Military Railway Service that Bari Compartimento is ignoring instructions in connection with the make up of the civilian passenger train Bari-Bologna.
3. In spite of strict instructions to the contrary, box cars continue to be attached, as follows :-

September 11	26 box cars
13	24 box cars
15	15 box cars
18	17 box cars

On these dates, the train was late running to the extent of 818, 298, 180, and 348 minutes, causing considerable difficulties in the operation of military trains, and special working from Ancona to Bologna.

4. The use of these freight cars is obviously a contributory cause to the late running, and Director, Military Railway Service has complained strongly to Allied Commission of this refusal to comply with instructions.
5. The civilian passenger service has now been authorized to operate daily, but before this can be done, it is desired to know that passenger stock is available.
6. The satisfactory running of this train will undoubtedly assist us in other needed services in the area.

(Signed) REP MOSS
CHIEF, RAIL DIVISION
for Director

2067

Military Railway Service.
CMF

Tele: Firebox 9302
Tn.A.3(0) 24/6
24 September 45

Copy to: 192 Rly Op Coy, Ops Office, ANCONA.

Further to your AC/100/86/Tn4 dated 31 August,
copy to us.

The practice of attaching box cars to this service still continues. The following examples are quoted:--

Sep	11	26	box	cars.
	13	24	"	"
	15	15	"	"
	18	17	"	"

Additionally this train in consequence of consistent late running, which on the above quoted dates was 818, 298, 180 and 348 minutes respectively, causes delay to military traffic and invariably by reason of late running, involves special working from ANCONA to BOLOGNA.

It is considered the ISR have been repeatedly told of the irregularity of utilising box cars, which is largely responsible for the bad running times. Accordingly Liaison Officer, BARI has been signalled to cease immediately the use of box cars on these services.

Finally it must be stated to the ISR that unless these instructions are adhered to, and running times improved, the service will be withdrawn.

M. J. L. 2066
Lt-Col R.E.
for Brigadier,
Director, Military Railway Service.

2066
W. J. Schuchman
Lt-Col R.E.
for Brigadier,
Director, Military Railway Service.

PCM/lc

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

25 September 45

Tel: 843238
Ref: AC/100/66/Tn 4

SUBJECT : Passenger train service Bologna-Milan
TO : ISR - Bldg.

1. Reference your M.210/3694/41/3 of 22 September .
2. The Time Table Committee of Sept. 20 authorized the additional service you request between Bologna and Alessandria.
3. Your request to make trains 1262-1263 between Alessandria and Milan daily instead of bi-weekly will be sponsored by us but approval of the Time Table Committee is necessary.

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

2065

TRANSLATION

MINISTRY OF TRANSPORTS
I.S.R. MOVEMENT SERVICE

Rome, 22 Sept. 1945
Ref. M.210/3694/41 B
Your File AC/100/86/Tn.4
of 13/9/.

No 1 Enclosure.

SUBJECT: Additional daily train Bologna-Alessandria.

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

Copy to: Direction M.R.S. Bldg.

1. Please find herewith enclosed schedule of a new through trains round trip between Alessandria and Bologna in connection at Alessandria with the present trains to and from Turin and to and from Milan, and in connection at Voghera with trains to and from Genoa.
2. As present trains n°1262 and 1263 between Alessandria and Milan are bi-weekly, a daily connection with Milan will be assured by authorizing their daily operation. No more equipment is required, coal consumption will increase of about 30 weekly tons.
3. The additional through trains (n°37 and 38) will get a tri-weekly sleeping-car for Turin: on Tuesdays, Fridays and Sundays departing from Turin; and on Wednesdays, Fridays, and Sundays departing from Bologna in connection with the present sleeping-car Rome-Bologna which, commencing on Sept. 27, will run 6 days a week except on Thursdays from Bologna and except on Sundays from Rome, which is scheduled to be later on used for the tri-weekly sleeping-car service Bologna-Bari to be put into effect when the additional through trains round trip Bologna-Lecce is authorized (see proposal n°1 of meeting held on 13 Sept.).
4. Please authorize operation of additional through trains n°37 and 38 in departure from Alessandria on Sept. 27, and from Bologna on Sept. 28; and the daily operation of trains n°1262 and 1263 between Alessandria and Turin commencing on Sept. 27, 1945.

Director General
Sgd.: Di Raimondo.

12/22/9/45.

2064

round trip between Alessandria and Bologna in connection at Alessandria with the present trains to and from Turin and to and from Milan, and in connection at Voghera with trains to and from Genoa.

2. As present trains n°1262 and 1263 between Alessandria and Milan are bi-weekly, a daily connection with Milan will be assured by authorizing their daily operation. No more equipment is required, coal consumption will increase of about 30 weekly tons.

3. The additional through trains (n°37 and 38) will get a tri-weekly sleeping-car for Turin: on Tuesdays, Fridays and Sundays departing from Turin; and on Wednesdays, Fridays, and Sundays departing from Bologna in connection with the present sleeping-car Rome-Bologna which, commencing on Sept. 27, will run 6 days a week except on Thursdays from Bologna and except on Sundays from Rome, which is scheduled to be later on used for the tri-weekly sleeping-car service Bologna-Bari to be put into effect when the additional through trains round trip Bologna-Lecce is authorized (see proposal n°1 of meeting held on 13 Sept.).

4. Please authorize operation of additional through trains n°37 and 38 in departure from Alessandria on Sept. 27, and from Bologna on Sept. 28; and the daily operation of trains n°1262 and 1263 between Alessandria and Turin commencing on Sept. 27, 1945.

Director General
Sgd.: Di Raimondo.

TR/al/22/9/45.

2064



MINISTERO DEI TRASPORTI
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Movimento

OGGETTO

Nuovo treno giornaliero
Bologna-Alessandria

Roma,

22 SET 1945

1945 - A.

N. M.210/3694/41 B

Al N. A.C./100/86/Tn. 4 del 13 corr.

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

S E D E

p.n. Direzione M.R.S.

S E D E

ALLEGATI N. 1.

1°) - Allegato alla presente si trasmette l'orario della nuova coppia di treni diretti fra Alessandria e Bologna in collegamento ad Alessandria con gli attuali treni da e per Torino e da e per Milano ed a Voghera con i treni da e per Genova.

2°) - Poichè i treni 1262 e 1263 fra Alessandria e Milano sono attualmente bisettimanali si rende indispensabile, per assicurare il collegamento giornaliero con Milano di autorizzare la loro effettuazione giornaliera, facendo presente che non occorre maggior impegno di materiale e che il maggior consumo di combustibile sarà di circa 30 tonnellate settimanali.

3°) - La nuova coppia di diretti (37 e 38) avrà tre volte la settimana una carrozza letti per Torino e precisamente nei giorni di martedì, venerdì e domenica in partenza da Torino e di mercoledì, venerdì e domenica in partenza da Bologna in collegamento con l'attuale carrozza letti Roma-Bologna che dal 27 corrente si effettuerà 6 giorni la settimana escluso il giovedì in partenza da Bologna e la domenica da Roma per essere poi messa in turno con il servizio di carrozza letti trisettimanale Bologna-Bari da istituirsi quando verrà autorizzata la nuova coppia di treni diretti Bologna-Lecce già proposta (ved. n.1 della riunione del Sottocomitato Orari del 13 corr.)

4°) - Si prega di voler autorizzare l'attivazione della nuova coppia di treni 37 e 38 in partenza da Alessandria il 27 e da Bologna il 28 corrente e la resa giornaliera dei treni 1262 e 1263 fra Alessandria e Torino dal 27 corrente.

II/ DIRETTORE GENERALE

Indi Rasimondi : 2063

RPM/lml

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

Tel. 845209
Ref. AG/100/86/Tn4

21 September 1945

SUBJECT. : Change out of Short Rails-
Ancona-Pescara Line.

TO : Director, Military Railway Service
Attention: Col. McMurdo
Chief Engineer, Rail Division,
Lt. Col. Street

1. Ing. Lo Gigno of the Works Section, DM, advises that it is the intention to change now, only 19 Kms. of track on Line 86 between Ancona and Pescara. It is the intention to leave the rails furnished by MRS in place for the time being and only change out the short sections which were used in the reconstruction.

2. Ing. Lo Gigno has issued orders that 12 Kms. of the track will come from the north in the Milan area, and 5 Kms. will be removed from the Orte-Chiusi line.

R. P. MOSS
Chief, Rail Division

2062

T r a n s l a t i o n .

MINISTRY OF TRANSPORT.

Rome, 17th September 45

N° L.3.XI.52058.

SUBJECT : Ancona-Pescara line.
Change out of short
rails.

TO : Col.Moss
Transportation Sub-Commission.

1. Reference is made to the verbal request on above subject
It is confirmed to change out short rails over 19 Kms lenght of
track on line Ancona-Pescara.

2. The necessary material for 12 Kms will be despatched
from the Works Section Milan. The remaining will be removed
from the double track not in operation, between Orte and Chiusi.

THE CHIEF OF WORKS SERVICE
/s/ Lo Cigno

2061

MINISTERO DEI TRASPORTI
MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE



(1)

OGGETTO: Ancona - Pescara
Ricambio spezzoni rotaie

ROLE 17.IX.45 10 - A
N. L 3.XI.52058

Al N. del

Al Sig. Colonnello Moss
Commissione Alleata
Sottocommissione Trasporti
(piano terzo)

- 1). In relazione alla richiesta verbale confermo che sarà provveduto al ricambio di Km. 19 di binario armato con spezzoni di rotaie sulla linea Ancona Pescara.
- 2). Il materiale occorrente verrà spedito per Km. 12 dai concentranti di rotaie della Sezione Lavori di Milano. Il rimanente verrà prelevato dal secondo binario fuori esercizio fra Orte e Chiusi.

Il Capo del Servizio

2060

ACP/AC

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

31 August 45

Tel. 8.3238
Ref. AC/100/86/Tn 4

SUBJECT : Bari-Bologna passenger train.

TO : Director General
I.S.F.

1. We are informed by HRS that the Bari-Bologna train arrived at Ancona this morning four hours late, with the result that the connecting Rome-Ancona section had to be sent forward as a separate unit.
2. It is understood the train from Bari was made up of 1 Baggage Car, 1 Postal Van, 6 Coaches and 9 Freight Cars.
3. Quite obviously, this unauthorised use of box cars on a long distance passenger train was a contributory cause to the late running, and such action on the part of Bari Compartimento is liable to prejudice our negotiations for other passenger train services.
4. Please give immediate instructions to Bari to cease using Box Cars on this train, and to have the late-running enquired into. The Bari-Ancona line is already carrying a heavy tonnage, and any failure to keep to time may lead to withdrawal of the civilian passenger train.

for Director

Copy to: DIRMIS.

2059

Subject: Passenger Train Service.
Bari - Bologna.

Military Railway Service.
 C.M.F.
 Tele. Firebox 9313
 LWAS(O)24/6 - 274A
 20th August 1943

To Tn. Sub-Comm. A.C.
 Rail Division (bag)

Copy to G-4 (Mov & Tn) AFHQ.
 192 RLY Op Coy, Ops Office ANCONA

Commencing August 20th through passenger service will be established between Bari and Bologna, tri-weekly, and the following has now been agreed.

The present ROME-FALCONARA-BOLOGNA train will operate only to ANCONA, but the usual ROME-BOLOGNA coaches will be attached to the BARI-BOLOGNA train at FLACONARA.

The sleeping car formerly operated on the ROME-BOLOGNA will be discontinued and used on the BARI-BOLOGNA service.

Dep. Tues. Thur. Sats. 1094.		Arr. Mon. Thurs. Sat. 1791
0745 dep.	BARI	arr. 1745
0905 arr.	BARLETTA	dep. 1610
0915 dep.	"	arr. 1600
1055 arr.	FOGGIA	dep. 1415
1125 dep.	"	arr. 1332
1442 arr.	TERMOLI	dep. 1007
1502 dep.	"	arr. 0950
1738 arr.	ORTONA	dep. 0720
1745 dep.	"	arr. 0715
1860 arr.	PESCARA	dep. 0600
1935 dep.	"	arr. 0515
2324 arr.	P.S. GIORGIO	dep. 0132
2328 dep.	"	arr. 0128
0218 arr.	ANCONA	dep. 2250
0420 dep.	"	arr. 2210
0450 dep.	FALCONARA	Dep. 2200
0631 dep.	PESARO	" 2013
0740 "	RIMINI	" 1900
0848 "	FORLI	" 1752
0928 "	FAENZA	" 1706
1050 arr.	BOLOGNA	dep. 1540
Arr. Wed. Fri. Sun.		Dep. Wed. Fri. Sun. 467

The composition of the train will be

The sleeping car formerly operated on the ROME-BOLOGNA will be discontinued and used on the BARI-BOLOGNA service.

<u>Dep. Tues. Thurs. Sats.</u>		<u>Arr. Mon. Thurs. Sat.</u>
<u>1094.</u>		
0745 dep.	BARI	arr. 1745
0900 arr.	BARLETTA	dep. 1610
0510 dep.	"	arr. 1600
1035 arr.	FOGGIA	dep. 1415
1125 dep.	"	arr. 1332
1442 arr.	TERMOLI	dep. 1007
1502 dep.	"	arr. 0950
1738 arr.	ORTONA	dep. 0720
1745 dep.	"	arr. 0715
1850 arr.	PESCARA	dep. 0600
1935 dep.	"	arr. 0515
2324 arr.	P. S. GIORGIO	dep. 0132
2328 dep.	"	arr. 0128
0218 arr.	ANCONA	dep. 2250
0420 dep.	"	arr. 2210
0450 dep.	FALCONARA	Dep. 2200
0631 dep.	PESARO	" 2013
0740 "	RIMINI	" 1900
0843 "	FORLI	" 1752
0928 "	FAENZA	" 1706
1050 arr.	BOLOGNA	dep. 1540
<u>Arr. Wed. Fri. Sun.</u>		<u>Dep. Wed. Fri. Sun.</u>
<u>460</u>		<u>467</u>
		<u>1791</u>

The composition of the train will be
10 coaches.

- 1 Baggage Van
- 1 Postal Van
- 1 Sleeping Car.

2058

R. G. Wilson

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

Ministry of Transports
Movement Service

Rome 17 SET 1945

N. 221/1223/65 Decal 6452/28

Transportation and Commission A.S.

- Rail Division -

Rome

1) Ref. to your AC/100/26/Tn 4 letter, dated Sept. 4, 1945 covering the civilian passenger service operated by the new communication Bari-Ancona-Bologna.

2) Besides Bari Capo Compartimento, the Capi Compartimenti of Ancona and Bologna have been interested to intervene promptly and energetically about both the coupling of the trains and the passengers' discipline to avoid the regretted inconveniences.

The Ministry of the Interior have been also interested for the required urgent police actions.

3) It is our hope that through the intervention of the a/m bodies, we could reach our aim and especially that we can get the due discipline by the public.

4) We point out that the regretted want of discipline is due mainly to the insufficiency of the trains according to the needs of the populous regions where these trains operate.

The Director General
Di Raimondo

Cu ng 15/2

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The Ministry of the Interior have been also interested for the required urgent police actions.

3) It is our hope that through the intervent of the a/a bodies, we could reach our aim and especially that we can get the due discipline by the public.

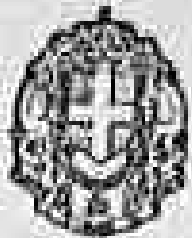
4) We point out that the regretted want of discipline is due mainly to the insufficiency of the trains according to the needs of the populous regions where these trains operate.

Cu ng 15/9

The Director General

Di Raimondo

2057

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

SERVIZIO MOVIMENTO

OGGETTO

Roma, 17 SET. 1945

194 - A.

N. M. 221/1223/65/Duca/bu 52/28

Al N.

del

Sottocommissione Trasporti dell'A.C.
Divisione FerroviariaS E D E

ALLEGATI N.

1 - Riferimento nota AC/100/86/tn.4 del 4 andante relativa al servizio viaggiatori civili con la nuova comunicazione Bari - Ancona - Bologna.

2 - Oltre che il Capo Compartimento di Bari, sono stati interessati pure i Capi Compartimento di Ancona e Bologna perchè intervengano prontamente ed energicamente, allo scopo di eliminare il lamentato disservizio, per quanto si riferisce sia alla composizione, sia alla disciplina dei viaggiatori.

Si è pure interessato il Ministero dell'Interno per gli urgenti provvedimenti di polizia che il caso richiede.

3 - Si spera che, mercè l'interessamento degli organi anzicennati cui questa Sede, come detto, si è rivolta, si consegua lo scopo e soprattutto si ottenga la doverosa disciplina da parte del pubblico.

4 - Trovasi opportuno far presente che la lamentata indisciplina è dovuta prevalentemente, se non totalmente, alla insufficienza del treno rispetto alle esigenze delle popolose regioni da esso attraversate.

IL DIRETTORE GENERALE

Indi Raimondo

2056

ACP/1a1

TRANSPORTATION SUBCOMMISSION, A. C.
(Rail Division)
\$ TRANSPORTATION (BR) MAIN, C. M. F.

Tel. 845238
Ref. AC/100/86/Tm6

17 September 1945

SUBJECT : Speed Restrictions Line 86.

TO : Italian State Railways.

1. Effective immediately speed restrictions on Line 86 between
Ortona and Silvi may be raised to 60 Km. per hour.

2. The following permanent restrictions remain in force:

- a. 15 Km. per hour over all facing points;
- b. River Furo Bridge at 303.05 Km., Pescara River
Bridge at 350.89 Km.

acting
for Director

Copy to: DECS
Movements Division, Rail Section

2055

TRANSPORTATION SUB-COMMISSION, A. C.
(Rails Division)
% TRANSPORTATION (DR) MAIN, C. M. F.

Tel. 843238
Ref. AC/100/86/Tn4

13 September 1946

SUBJECT : Introduction of Daily Service -
Bologna - Bari.

TO : Director General, Italian State Railways.

1. The question of introducing a daily service between Bologna and Bari was dealt with at the meeting of the Traffic Sub-Committee held on Tuesday 11 September.
2. In view of the extremely bad running of the present tri-weekly train and the apparent inability of the Bari Compartimento to realize their responsibility for the movement of passengers and freight traffic, we were unable to obtain any further concession at the present time.
3. In order that the people in the Ancona district should not suffer from the inability of the Bari Compartimento to make a worthy contribution to the restoration of civilian passenger facilities, it was agreed that the present tri-weekly service from Rome to Bologna via Ancona should operate daily and be extended from Bologna to Alessandria.
4. Please supply particulars of the through service to Alessandria and the date of intended operation.

Arthur May
for Director

Copy to : DEMRS

2054

TRANSLATION

Rome, 4 September 45.

Note for Major A.C. PING.

Our service too, has noticed that the present train service between Puglia Region and Bologna, running three times a week and started from August 28th, is absolutely insufficient to meet the local and long distance civilian passenger traffic between southern and northern Italy along a line which, in normal times, was operated by many ever-crowded direct and fast trains on account of the important economic relations between Puglia and Lombardy regions. Relations which have been discontinued during two years.

In order to anyhow improve such service, it would be indispensable and urgent:

1. To operate as daily the present trains n°1894/460 and 467/1791 between Foggia and Bologna.
2. To operate an additional couple of direct trains for long distance ~~land~~ passengers between Bologna, Bari and Lecce with one sleeping-car Bologna - Bari.

Timings of said additional service, also daily running, should be approximately the followings:

<u>Train n°127</u>		<u>Train n°158</u>	
2315 hrs dep.	BOLOGNA	arr. 0455 hrs	
0500 " arr.	ANCONA	dep. 2230 "	
0530 " dep.		arr. 2100 "	
1110 " arr.	PERCASA	dep. 1515 "	
1145 " dep.		arr. 1445 "	
1725 " arr.	FOGGIA	dep. 0905 "	
1740 " dep.		arr. 0850 "	
2046 " arr.	BARI	dep. 0550 "	
2100 " dep.		arr. 0530 "	
2330 " arr.	BRIINDI	dep. 0300 "	
2345 " dep.		arr. 0230 "	
0100 " arr.	LECCE	dep. 2359 "	

2053

/./././.

(2)

The use of boxes instead of prescribed coaches in Bari-Bologna train has probably been occasional and suggested by the necessity of facing the great amount of passengers of train 1894 from Bari which, as known, is not a contingentated train.

We will call, however, the attention of Bari Compartimento on this subject in order that this inconvenience will not happen any more.

Sgd. Biondi

Tx/41/5/2/45.

2052

Roma, 1.9.1945

APPUNTO PER IL MAGG. PING

E' stato rilevato anche da questo Servizio, che la comunicazione trisettimanale istituita dal 28 agosto fra le Puglie e Bologna, è assolutamente insufficiente a fronteggiare il traffico viaggiatori civili, sia locale che a lungo percorso, fra l'Italia Meridionale e Settentrionale, su di una linea (l'Adriatica) che in tempi normali era percorsa da diverse coppie di treni diretti ed accelerati, sempre molto affollati, dati i grandi rapporti economici che intercorrono fra le Puglie e la Lombardia in modo particolare - relazioni rimaste interrotte per 2 anni.

Per migliorare in qualche modo il servizio di detti treni, si rende indispensabile ed urgente:

I - Effettuazione giornaliera tra Foggia e Bologna dei treni attuali 1894/460 e 467/1791.

II - Istituzione di una coppia di treni diretti per viaggiatori a lungo percorso fra Bologna - Bari e Lecce, con carrozza letti Bologna-Bari.

L'orario di questo nuovo treno, pure giornaliero, dovrebbe essere approssimativamente il seguente:

157		158	
23.15	p. Bologna	a.	4.55
5.00	a. Ancona	p.	22.30
5.30	p.	a.	24.00
11.10	a. Pescara	p.	15.15
11.45	p.	a.	14.45
17.25	a. Foggia	p.	9.05
17.40	p.	a.	8.50
20.46	a. Bari	p.	5.50
21.00	p.	a.	5.30
23.30	a. Brindisi	p.	3.00

2051

interrotte per 2 anni.

Per migliorare in qualche modo il servizio di detti treni, si rende indispensabile ed urgente:

I - Effettuazione giornaliera tra Foggia e Bologna dei treni attuali 1894/460 e 467/1791.

II - Istituzione di una coppia di treni diretti per viaggiatori a lungo percorso fra Bologna - Bari e Lecce, con carrozza letti Bologna-Bari.

L'orario di questo nuovo treno, pure giornaliero, dovrebbe essere approssimativamente il seguente:

<u>157</u>		<u>158</u>	
23.15	p. Bologna	a.	4.55
5.00	a. Ancona	p.	22.30
5.30	p.	a.	24.00
11.10	a. Pescara	p.	15.15
11.45	p.	a.	14.45
17.25	a. Foggia	p.	9.05
17.40	p.	a.	8.50
20.46	a. Bari	p.	5.50
21.00	p.	a.	5.30
23.30	a. Brindisi	p.	3.00
23.45	p.	a.	2.30
1.00	a. Lecce	p.	23.59

2051

L'utilizzazione dei carri nel treno Bari-Bologna, in luogo delle
./.

prescritte carrozze, deve essere stata occasionale per fronteggiare il grande movimento dei viaggiatori del treno 1894 da Bari che, come è noto, non è un treno contingentato.

Comunque si richiamerà al riguardo l'attenzione del Compartimento di Bari, per fare tutto il possibile affinché l'inconveniente non si ripeta.

Trivelp

ACR/ic

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

Tel: 843230
Ref: AC/100/86/Tn 4

4 September 45

SUBJECT : Civilian passenger train, Bari-Ancona.

TO : Ing. Marin
Deputy Director
ISR.

1. Continued difficulty is being experienced on the operation of the Bari-Ancona-Bologna civilian passenger train.
2. Immediately the train was put into service, ISR at Bari put box cars on it, against instructions.
3. Ing. di Raimondo was asked to instruct Bari not to put freight cars on the train, but yesterday 13 freight cars were used and the train was 5 hours 40 minutes late at Ancona.
4. To-day, it is understood 15 coaches and 5 box cars arrived at Ancona and at Bari the travellers rushed the train and overcame the ISR staff.
5. It is obvious that there is a lack of control at Bari, and unless immediate steps are taken to ensure orderly loading, use of the agreed number of coaches, and running on time, undoubtedly the Director, Military Railway Service will instruct withdrawal of the train until such a time as the ISR are able to handle the passengers in proper fashion.
6. Please treat this matter as one of immediate urgency so far as ISR are concerned and advise at once what action it is intended to take to ensure ISR at Bari are aware of their responsibilities. Full notification will be given to the Press as to the reasons for withdrawal of the train if such action becomes necessary.

Alberto May
for Director

Copy to: Movements (Rail) Tn Sub-Comm.

2050

ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (DMRSI)

Tr. A. 8(0)/24/12/90A

8 August 1945.

To : 4 Capo Servizio Movimento I.S.R. (Bldg).

Copy to : 192 Hly Op Coy M.E. Ops Office

J.R.C. Rome

Tn Sub-Commission Rail Division (Bldg) ✓

Supt Transportation.

Subject:- Rome - Ancona - Civil Passengers
Extension to Bologna.

Effective Tuesday 14 August 1945 the Rome Ancona civil passenger train will be extended to Bologna and will run on the attached schedule.

The train composition ex Rome will be for Arezzo 3 coaches 1 luggage van, for Bologna 7 coaches 1 luggage van 1 mail van 1 sleeping car.

As a special case it is agreed that the car limit of thirteen vehicles in this case, be exceeded between Rome and Orte by one vehicle.

R. A. Wilson

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

min
24 Aug 1945
J. A. Wilson

Subject:- Rome - Ancona - Civil Passengers
Extension to Bologna.

Effective Tuesday 14 August 1945 the Rome Ancona civil passenger train will be extended to Bologna and will run on the attached schedule.

The train composition ex Rome will be for Arezzo 3 coaches 1 luggage van, for Bologna 7 coaches 1 luggage van 1 mail van 1 sleeping car.

As a special case it is agreed that the car limit of thirteen vehicles in this case, be exceeded between Rome and Orte by one vehicle.

R. A. Wilson

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

min 441
24.9
24.9
24.9

Wed - Fri - Sun (457)

Wed - Fri - Sun

24 16.35	P. 15.40	Bologna	8.10.50
" 17.00	10.39 39	Imola	" 9.30 P. 9.39
" 17.12	" 17.28 06	Faenza	" 5.36 " 9.28
" 17.32	" 17.47 52	Forlì	" 5.45 " 9.48
" 17.42	" 16.17 17	Cremona	" 9.21 " 9.24
" 18.50	" 19.00	Rimini	" 7.37 " 7.40
" 20.09	" 20.18	Pesaro	" 8.25 " 8.31
" 20.34	" 20.39	Fano	" 5.00 " 6.05
" 21.19	" 21.14	Sanigallia	" 6.31 " 5.38
" 21.40	2140	Falconara	" 4.50

a. 23.10	P. 21.55	Falconara	a. 4.25
		Ancona	(460) P. 4.20

a. 21.43	P. 21.30	Ancona	a. 5.10
		Falconara	d. 5.00

a. 22.52	P. 22.00	Falconara	a. 4.30
" 22.48	" 22.42	Jesi	" 3.54 P. 3.58
" 0.32	" 0.07	Fabriano	" 2.50 " 2.55
" 0.44	" 0.46	Fossato	" 2.28 " 2.27
" 1.04	" 1.06	Osiedo S.	" 3.12 " 3.13
" 1.30	" 1.45	Macera F.	" 1.32 " 1.33
" 2.17	" 2.27	Foligno	" 0.50 " 1.00
" 3.15	" 3.34	Spoleto	" 0.12 " 0.13
" 2.55	" 0.58	Terni	" 22.15 " 23.30
" 1.25	"	Verona	" 21.12 " 22.57
		Orte	20.8

a. 2.03	d. 4.45	Givite Castell	a. 21.28
" 5.04	" 5.04		d. 21.40

P. 21.55

Falconara
Ancona

a. 22.10

a. 4.25

P. 4.20

P. 21.30

Ancona
Falconara

a. 21.48

a. 5.13

d. 5.00

P. 22.00

Falconara

a. 22.32

a. 4.30

Jesi

" 22.42

" 3.54

Fabbriano

P. 3.58

" 0.07

" 2.55

Fossato

" 2.55

" 0.46

" 2.27

Gualdo T.

" 2.27

" 1.03

" 2.42

Macera N.

" 2.42

" 1.45

" 1.34

Poligno

" 1.34

" 3.27

" 0.50

Spoleto

" 1.00

" 3.54

" 0.14

Terni

" 0.14

" 5.58

" 23.15

Terni

" 23.15

" 4.25

" 22.57

Terni

" 22.57

" 751

" 20.28

Orto

" 20.28

a. 4.45

a. 3.45

Civita Castell.

a. 3.45

" 5.04

" 5.04

Poggio Mirteto

a. 5.45

" 5.44

" 5.44

Pala Sabina

a. 5.45

" 0.02

" 0.02

Monte Rotondo

a. 5.45

" 5.20

" 5.20

Roma Tormini

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(78) Zues-Zues-dot

Falconara depart. ved. P. 1. 200

AGP/lml

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

Tel. 843238
Ref. AG/100/86/Tn4

27 August 1945

SUBJECT : Line 86 - Ancona-Bari.

TO : Movements Division, Rail Section.

1. With the introduction of the daily wine train from Brindisi to the North and a tri-weekly passenger service, the capacity on Line 86 will become very limited for any additional movements for the time being. Therefore, you are asked to bear this in mind when planning any particular movement between south and north as these conditions will continue until such time as it is possible to lift the ~~many~~ restrictions now in existence.

spud

R. P. Moss
R. P. MOSS
Chief, Rail Division

Copy to: DEMERS
Civil Engineering Branch
Lt. Jeffrey, Operations Branch

- 207

100/86/

10/30

TRANSPORTATION SUB-COMMISSION, 80
(R. L. WILSON)
c/o Transportation (Br) Main
C. R. F.

19 August 68

Tel. 31330
Ref. 100/86/10 4

REMARKS : Spokane-Moore Passenger Service.

RE : L. S. A. - Albg.

1. Reference L. 211/3.20/211-5 of 10 August.

2. The Traffic Sub-Committee of August 10th authorized the Spokane-Moore passenger service provided the LSR can make available necessary passenger equipment. If this cannot be done service to be inaugurated as early as possible by use of two coaches, coupled, which will be provided by the LSR.

3. It is suggested that you follow the instructions as contained in minute 5-6 submitting details of schedule to LSR and this office for approval advising how new schedule can be made effective.

P. G. MATSON

MAJOR T.C.

For Director

Copy to: Movement Rail - To Sub-Commission
L. S. A. - Albg. (Major Wilson).
Movement L. S. A. c/o LSR (Capt. Gray)

2046

MINISTRY OF TRANSPORTS
ISRAELI MOVEMENT SERVICE

10 August 1945
M.211/3420/211-B

SUBJECT: Passengers service on
Ancona-Pescara.

TO : En Sub-Comm A.C.
(Rail Div) Rome.

1. On Ancona Pescara Line re-opened to the exercise from long time, are not running passengers trains, and those populations one back of whatever railway communication, have not still the possibility of traffic recommencement.

2. We propose the institution of a couple of passengers train that should run with the following timing:

Train 1792	Pescara	dep. 0200	Ancona	arr. 0810
" 1795	Ancona	" 1700	Pescara	" 2330

3. Composition of said trains should be the following:
1 baggage car 1 mail van 4 coaches (or 6 cars with coaching).
Daily consumption is about of tons.4.500.

4. We beg kindly examine the proposal and let us know which decision will be taken on regard.

The Chief Movement Service
Ing. Sottile

Train No's

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

Roma

10 AGO 1945

194 - Anno

N. M.211/3420/211-B

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

OGGETTO

S E D E

Ancona-Pescara
Servizio viaggiatori

I) - Sul tratto di linea Ancona-Pescara, da tempo riaperto all'esercizio, non si effettuano treni per viaggiatori civili, e quelle popolazioni quindi, privi di qualsiasi comunicazione ferroviaria, non hanno ancora la possibilità di una ripresa di traffico.

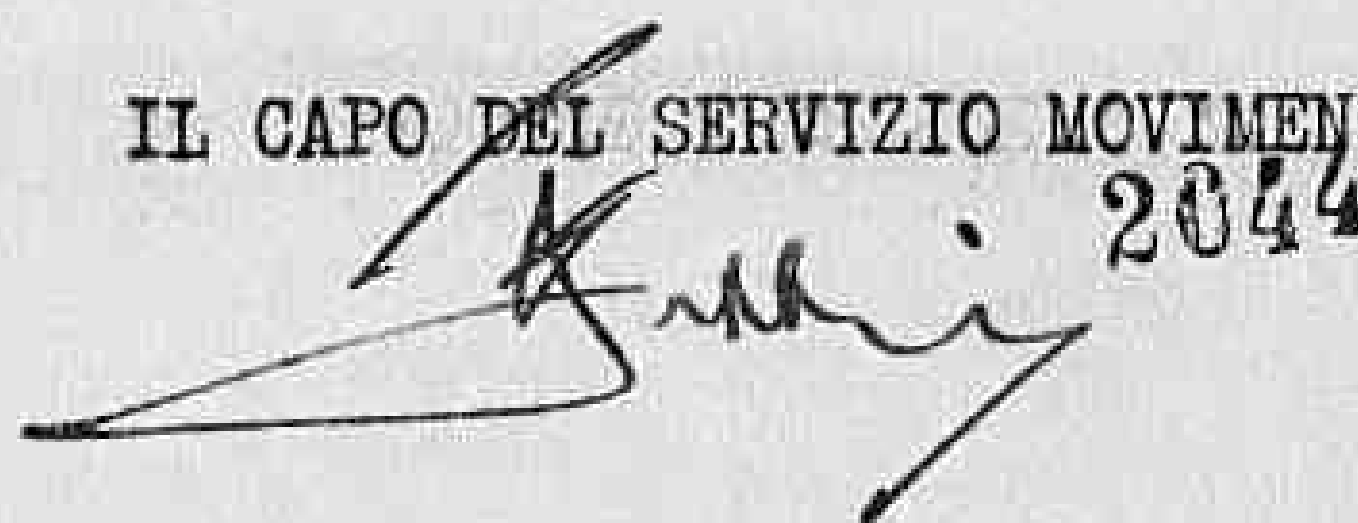
II) - Si propone pertanto l'istituzione di una coppia di treni viaggiatori, regolati dal seguente orario approssimativo:

1790	Pescara	p. 2.00	Ancona	a. 8.18
1795	Ancona	p. 17.00	Pescara	a. 23.30

III) - La composizione dei treni suddetti dovrebbe essere la seguente: 1 bagagliaio, 1 postale, 4 carrozze (oppure 8 carri attrezzati) e il consumo giornaliero di carbone è di circa tonn. 4500.

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

IL CAPO DEL SERVIZIO MOVIMENTO


2044

102/03

TRANSPORTATION SUB-COMMITTEE, I.C.C.
(RAIL DIVISION)
c/o Transportation (Rr) Main,
C.E.P.

File : 023230
Our ref: AC/100/864/21.4

5 August 1983

TO : General Direction
I.C.C.

SUBJECT: Speed Restrictions - Annon-Orbain.

1. The following alterations in speed restrictions on the Annon-Orbain line are approved

Aspre-Orbain

40 km/h

Porte d'Annon-Orbain

40 km/h

Restriction of 15 km/h Annon must continue whilst work is in progress on the tunnel, and all other restrictions at present in force must continue to be observed.

All special provisions in respect of bridges remain in force.

acting
for Director.

Copy to: MRG Cgo.
Type: Sub-Comm. Nov.
Major Station, Cptn. Sub-Comm.

2023

Apr 20 1961

Porto d'Ascoli-Ortore

40 NMI

40 NMI

Restriction of 15 NMI Area and continue relief
work is in progress on the tunnel, and all other restrictions
at present in force must continue to be observed.

All special precautions in respect of bridges remain
in force.

Auting may
for Director.

Copy for Mr. Gye.
Capt. Sub-Com. Nov.
Major Watson, Capt. Sub-Com.

2043

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

Tel.: 843239

27th July 1945

Ref.: AC/Tn/18/155 C.E.

SUBJECT: Speed restrictions Line 86.

TO : D.M.R.S.
Attn. Tn.4

1. Reference your letter Tn 44/98 of 25th July.
2. I have inspected the track between Ancona and Ortona with a view to raising the speed restriction.

3. The track is still very new, with stretches of very short rails. The new track is laid with the rails joints too close with the result, that due to the heat there is a certain amount of bumping.

4. The maintenance gangs are too weak for new track and orders have been issued for the strenght to be increased.

5. However to cooperate and increase line capacity I am agreeable to the restrictions being raised as follows:

Aspro - Osimo	40 KPH
Porto D'Assoli - Ortona	40 KPH

The restriction Ancona must remain at 15 KPH whilst work is still in progress on the tunnel, it should be possible to lift this at the end of August.

6. Please ensure that the new restrictions are strictly adhered to.

7. Special precautions at bridges remain in force.

2022

A.H. STREET, Lt. Colonel.

2. I have inspected the track between Ancona and Ortona with a view to raising the speed restriction.

3. The track is still very new, with stretches of very short rails. The new track is laid with the rails joints too close with the result, that due to the heat there is a certain amount of humping.

4. The maintenance gangs are too weak for new track and orders have been issued for the strenght to be increased.

5. However to cooperate and increase line capacity I am agreeable to the restrictions being raised as follows:

Aspro - Osimo	40 KPH
Porto D'Ascoli - Ortona	40 KPH

The restriction Ancona must remain at 15 KPH whilst work is still in progress on the tunnel, it should be possible to lift this at the end of August.

6. Please ensure that the new restrictions are strictly adhered to.

7. Special precautions at bridges remain in force.

2042

A.H. STREET, Lt. Colonel.

FGM/la

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

12 July 45

Tel. 843238
Ref. AC/100/86/Ta 4

SUBJECT : ANCONA -RIMINI Passenger.

TO : MRS Blag. (Major Wilson)

1. Workers train now operates daily between Pesaro and Ancona on following schedule :

420	PESARO	1907
741	ANCONA	1615

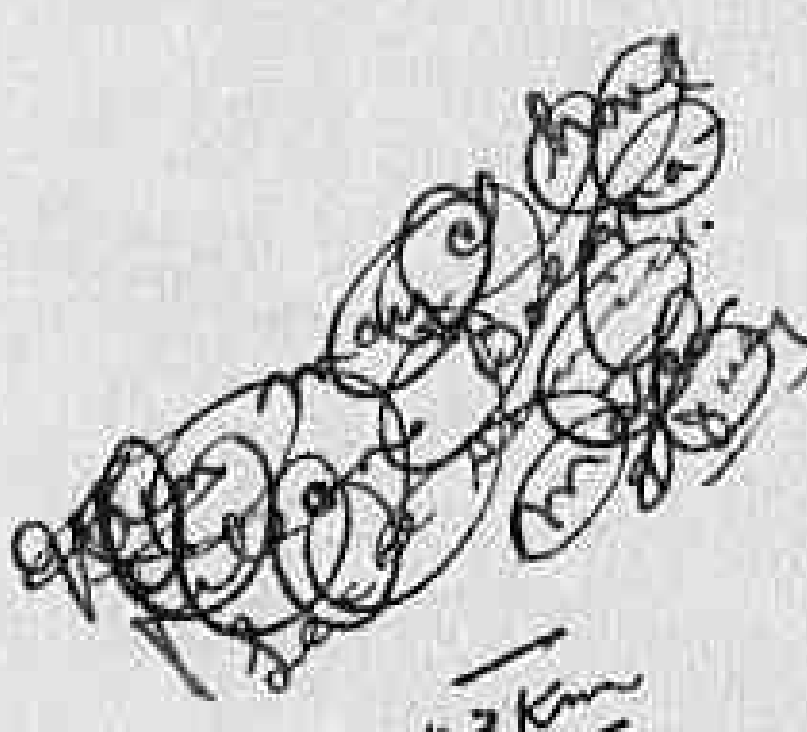
2. IIR has requested that permission be given to carry fare paying passengers also on this train and extend same to Rimini.
3. Preference will be given to workers; no additional stock will be required and the additional coal consumption will be one ton daily.
4. Will you kindly examine the proposal and advise if request can be considered.

For the Chief Commissioner:

P.C. HATSON, Major

Copy to: Movementa LC c/o MRS (Capt Gray)
" " " Rail Tn Sub-Commission.

2041



Hand-drawn sketch of a coastline with various locations marked and distances indicated. The sketch shows a series of bays and points. A bracket indicates a distance of 43 km between Pesaro and Ancona. Another bracket indicates a distance of 60 km between Senigallia and Ancona.

TV.1				TV.4		
		p. 4.20	Pesaro	a. 19.07		
a. 4.50	"	4.56	Fano	" 18.32	p. 18.42	
" 5.26	"	5.36	Mondolfo	" 18.00	" 18.06	
" 6.00	"	6.06	Senigallia	" 17.38	" 17.40	
" 6.24	"	6.26	Marzocca	" 17.21	" 17.23	
" 6.42	"	6.44	Montemarciano	" 17.03	" 17.05	
" 7.12	"	7.17	Falconara M.	" 16.45	" 16.47	
" 7.41			Ancona		" 16.15	

Ministry of Transports
I.S.P. Direction General
Stores Service

Rome July 5 1945

M.211-3109-211-2/500/5295/28

Subject:

Passenger service between
Ancona and Pesaro.

To Tn. Sub Commission A.C.

Rail Division

R o m e

1. Ref. is to your AC.ICC-86/211-2 letter of June 19, '45.
2. A part from the new service Ancona - Bologna now under examination, we deem it necessary to point out the previous proposal, at least for the section Ancona - Pesaro. Namely on said section the trains are already in operation and assigning at the very trains the passenger service a great improvement could be granted to the traffic of that area.
3. We point out that the new trains, now under examination, would operate no local service and they would run completely on the opposite way of the present worker trains that reach the Province Chief-city in the morning and return in the evening.
4. You are kindly requested to examine our proposal and let us know your decision on the matter

The Director General

Sgd: Di Raimondo

1. Ref. is to your AC.ICC-25 Tr. 4 letter of June 19, '45.
2. A part from the new service Ancona - Bologna now under examination, we deem it necessary to point out the previous proposal, at least for the section Ancona - Pesaro. Namely on said section the trains are already in operation and assigning at the very trains the passenger service a great improvement could be granted to the traffic of that area.
3. We point out that the new trains, now under examination, would operate no local service and they would run completely on the opposite way of the present worker trains that reach the Province Chief-city in the morning and return in the evening.
4. You are kindly requested to examine our proposal and let us know your decision on the matter

The Director General

Sgd: Di Raimondo

Cu.5/7/cb.

229

MINISTERO DEI TRASPORTI



~~MINISTERO~~ ~~DEI~~ ~~TRASPORTI~~
 FERROVIE DELLO STATO - DIREZIONE GENERALE

(1)

Roma, li 5 LUG. 1945 194 . A

N. M. 211*3109*211 A/Decca/

Al N. del 5295/28

OGGETTO, Servizio viaggiatori fra
 Ancona e Pesaro.

Sottocommissione Trasporti dell'A.C.
 Divisione Ferroviaria
R O M A

- I)-Si fa riferimento alla lettera AC-100-86-Tn 4 del 19 andante.
 II)-A prescindere dal nuovo servizio fra Ancona e Bologna in corso di studio, si ritiene opportuno insistere sulla proposta precedente, limitatamente almeno al tratto Ancona-Pesaro, dove i treni in questione sono già in funzione, in quanto, assegnando a detti treni il servizio viaggiatori, ne trarrebbe grande vantaggio il traffico locale di quella regione.
 III)-Si osserva che i nuovi treni in corso di studio non potrebbero espletare il servizio locale, e d'altra parte avrebbero un'impostazione completamente inversa a quella degli attuali treni operai che portano al Capoluogo di Provincia al mattino per farne ritorno la sera.
 IV)-Si prega riesaminare benevolmente la nostra proposta e far conoscere quale decisione sarà presa al riguardo.

IL DIRETTORE GENERALE

Indi Ramond

2038

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

Tel.: 843238

6 July 1945

Ref.: AC/100/86/Fn.4

SUBJECT: Bari-Monopoli passenger
train.

TO : I.R.R. Bldg.

1. Reference yours E.211/2355/211/C of 14 May and our reply above file 16 May regarding the extension of the Bari-Monopoli service to include Fasano.
2. Petitions from the chamber of commerce of Fasano have also been forwarded to us thru our transportation officer at Bari.
3. The subject has been again handled with the Military Railway Service and they have definitely stated that the extension cannot be agreed to for the present.

Christian Meyer
For Director.

Copy to: Chief Transportation Officer Bari.

207

Subject:- Extension of BARI - MONOPOLI trains
to include FASSANO.

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

Military Railway Service,
CMF.

Tele: Firebox 9313,
Tn.A.3(O)/24/6 - 247A.
2 July 1945.

Reference your letter AC/100/86/Tn 4 dated
23 June 1945.

It is considered that there is, under the circumstances, a reasonable passenger service in the BARI Compartimento; and also, that as trains 815/816 have been extended to operate between BARI and BRINDISI, it cannot be agreed that trains 1816/1845 be extended to FASSANO.

R. G. Wilson

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

jk.

PGM/10

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

Tel. 843238 /
Ref. AC/100/36/Tn 4

28 June 45

SUBJECT : Extension of Bari-Monopoli trains to include Pesano.

TO : SAC - Bldg. (Attn. Maj. Wilson)

1. Train 1616-7145 now operates between Bari and Monopoli and request has been made by ISH to extend this service to include Pesano a distance of 13 km.

2. Will you kindly examine and advise if it is possible to authorize this request.

For the Chief Commissioner:

P.G. MATSON, Major

Copy to: Movement's L.O. c/o MRS
"Rails To S/O."

2035

A.C. TRANSPORTATION OFFICER (RAIL)
R O M E D I V I S I O N

Date 25 June 1945

Ref. Tsc/RD/184

TO: Major MATSON

Regarding attached request for extension of train ¹⁸¹⁶~~7146~~ Monopoli
to Fasano. ₇₁₄₅

My opinion is that train could be extended without any interference of traffic on this line and would be a very good help to the people of Fasano who are unable to ride on the Bari Brindisi Through trains.

This at a very small additional expense in operation.

S. C. Hall

S. C. HALL, Capt. T.C.,
A.C. RAIL T.N. OFFICER,
Rome DIV.

SUBJECT:- Mail Schedules -
BARI.

Senior Tn Officer AC, BARI,
Tel.: 12519,
Ref.: RL/9/650

18 June 1945

TO/- Transportation Sub Commission, AC.
(Rail Division)
c/o Transportation (Br) Main.
C.M.F.

Attached is translation of letter dated 11 June 45
received from the President Chamber of Commerce BRINDISI.



Major RA,
(C.W.G. TAYLOR),
Senior Tn Officer AC,
Bari.

CWGT/GT

TRANSLATION

Subject:- Rail Communications.

From:- Chamber of Commerce BRINDISI

To:- Allied Commission BARI
Capo Compartimento ISR BARI

Inf.: Mayor FASANO

Town Hall of Fasano, with letter 6841 dated 11.11.44, in order to help the population of Fasano, wrote to us asking to inform concerned Authorities of the need to extend the trip of train 7145 to Fasano that arrives to Monopoli at 1520 hrs.

Capo Compartimento ISR BARI to whom we wrote letter 112/103/9 dated 5.6.45 informs us that the Allied Commission did not think it necessary because said section of line has enough trains in comparison of other lines served yet by one couple of trains.

Due to special strong need of the town of Fasano in comparison to other Towns on the line between Bari and Brindisi, being at even distance from the two provincial Capitals, we beg the Commander to re-consider with all good-will what the population of Fasano, a Town of this Province, granting the prolongation of the trip at Fasano of train 7145. ✓

We will appreciate kind urgent answer.

BN.

Sgd. Provenzano,
President.

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

WKS/vp

531.7 T

A. P. O. 512
23 June 1945

SUBJECT: Military and Civilian Passenger Service between
Naples and the Heel.

TO: "SEE DISTRIBUTION"

1. The Bari Belle operating between Naples - Caserta -
Benevento - Barletta - Bari - Brindisi with daily service in
each direction except Saturdays will be extended into and out
of Taranto effective with train departing Naples Sunday
1 July 1945 using the following schedule:

1705 dep.	NAPLES	arr. 0815
0130 arr.		dep. 0001
0215 dep.	CERVARO	arr. 2330
0230 arr.		
0232 dep.	B. Cervaro	
0419 arr.		dep. 2157
0430 dep.	BARLETTA (meal)	arr. 2057
0645 arr.		dep. 1930
0705 dep.	BARI	arr. 1856
0922 arr.		dep. 1630
0940 dep.	BRINDISI	arr. 1610
1121 arr.	TARANTO	dep. 1427

2. Effective Tuesday 3 July 1945, military passenger
train "Taranto Limited" operating between Naples - Brindisi -
Bari will be cancelled and the civilian passenger train which
now operates on alternative days to the military passenger
will run on the following amended schedule effective Tuesday
3 July from Naples and Wednesday 4 July from Brindisi. It
will be noted that service is being extended into and out of
Brindisi:

<u>Wed.Fri.Sun.</u>		<u>Wed.Fri.Sun.</u>
1620 dep.	BRINDISI	arr. 0837
1815 arr.		dep. 0639
1848 dep.	TARANTO	arr. 0558
2315 arr.		dep. 0230
2335 dep.	POTENZA	arr. 0215
0605 arr.	NAPLES	dep. 1925
<u>Thurs.Sat.Mon.</u>		<u>Tue.Thurs.Sat.</u>

(1)

2031

MAEA V MEYW NR 20

FROM MAJOR MCLEW/C ISR 61 AREA 13 JUNE

TO TN INC

GR 41 BT

ARC13/1 . RESTB . AC TN SUB COMM . LINES 242-245-246 . IMPRESA

PUCCINI REQUESTS 3 RAILWAY WAGGONS TRANSPORT PLANT TIBURTINA TO

STATIONS ON LINE 65 CENTRAL . PUCCINI INSTRUCTED TO MAKE BID

AT ROME THROUGH MAJOR WORTHINGTON . PLEASE REQUEST WORTHINGTON

TO EXPEDITE MATTER

BT 130950B

SENT EGS AR

RD 20 1010 JB B



2030

PGH/1c

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

Tel. 843238
Ref. AC/100/86/Tn 4

13 June 45

SUBJECT : Passenger service Ancona-Rimini

TO : ISR - Bldg.

1. Reference M.211+2993-2112 of 12 June 45.
2. It is suggested that you not press for passenger service Ancona-Rimini at present because we are soon going to negotiate with MRS for a passenger service Ancona-Bologna.

Almaida Mayor
For Director

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

2079

MINISTRY OF TRANSPORTS
I.S.R.
GENERAL DIRECTOR OFFICE

Rome June 12, 1945

M.211-2993-211 A

SUBJECT: Communications between
Rimini and Ancona.

TO: In. Sub-Comm. A.C.,
(Rail Division)
R O M E

1. On the area between Ancona and Rimini are included populous remarkable traffic centers now unsupplied of any communication.
2. To alleviate the not easy conditions of said populations, we suggest to fix a passenger civilian service to worker trains at present operating between Pesaro and Ancona deferring, that section line till Rimini with the following schedule:

Rimini d. 0420 Ancona arr. 0740
Ancona d. 1615 Rimini arr. 2010
3. From that will result not a greater rolling stock engagement but only a large coal consumption of about 1 ton each day.
4. We beg you to examine kindly such proposal and let us know your decision on the matter.

THE GENERAL DIRECTOR
Signed DI RAIMONDO



MINISTERO DEI TRASPORTI
MINISTERO DELL' COMUNICAZIONI
 FERROVIE DELLO STATO DIREZIONE GENERALE

(1)

12 GIU. 1945
 Roma, 11 12 GIU 1945 - A
 M. 211-2993-211 A

Al N.

del

OGGETTO. Comunicazioni tra Rimini e Ancona

Alla Sottocommissione
 Trasporti dell'A.C.
 Divisione Ferroviaria

R O M A

- I) La zona tra Ancona e Rimini comprende centri popolosi e di notevole traffico, oggi completamente sprovvisti di qualsiasi comunicazione.
- II) Per alleviare le disagiati condizioni di quelle popolazioni, si propone di assegnare il servizio viaggiatori civili ai treni operai che attualmente si effettuano tra Pesaro e Ancona, prolungandone il percorso fino a Rimini, col seguente orario:
- | | |
|-----------------|-----------------|
| Rimini p. 4.20 | Ancona a. 7.40 |
| Ancona p. 16.15 | Rimini a. 20.10 |
- III) Non ne risulterebbe maggior impegno di materiale, ma soltanto un maggior consumo di circa 1 tonnellata di carbone al giorno.
- IV) Si prega esaminare con la massima benevolenza la proposta e far conoscere quale decisione sarà presa al riguardo.

IL DIRETTORE GENERALE 2027

Ind. Ramondi

(1) Servizio.

ARMY FORM C1736 (Small)

MESSAGE FORM

Register No.

Call

Srl. N.

Priority

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
(A)

D.M.R.S.

Originator

Date - Time of Origin

254

Office Date Stamp

For Action

DEPRAIL CMF

TO

(W) For Information (INFO)

Message Instructions

GR

FREEDOM CITE FHGDM RPT. BARI OPS OFFICE
RPT. TH SUB COMM 40 (RAIL SECTION) BUILDING

Originator's No.

860

TH.A.3(0) (...) RESTRICTED (...) REFERENCE THIS HEADQUARTERS IN...
 3(0)/24/6 - 22RA DATED 10 MAY NOT TO DEPRAIL FOGGIA - ORTONA CIVILIAN
 SERVICE (...) EFFECTIVE THURSDAY 31 MAY THIS TRAIN WILL BE EXTENDED TO
 PESCARA ORTONA DEP. 1745 PESCARA 1840/0813 ORTONA 0715/0720 (...) NO
 ADDITIONAL STOCK OR POWER NEEDED AS LOCOMOTIVE ALREADY RUNS LIGHT
 BETWEEN STATION POINTS ADVISE ISR ASK

Copy to:- Supt. Transportation (Building).

THIS MESSAGE MAY BE SENT AS WRITTEN
BY ANY MEANS { EXCEPT

WIRELESS

IF LIABLE TO BE INTERCEPTED OR TO
FALL INTO ENEMY HANDS, THIS MES-
SAGE MUST BE SENT IN CIPHERORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

IMPORTANT.

SIGNED

SIGNED

Time

System

Op.

THI or TOR

Time cleared

PGM/1c

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

Tel. 843238
Ref. AC/100/86/S/Tn 4

16 May 1945

SUBJECT : Passenger Service Bari-Brindisi.

TO : ISR - Bldg.

1. Reference M.211/2855/211/C of 14 May.
2. It is noticed that this Section of line is well taken care of by passenger service, three round trips daily, which is rather liberal when compared with other areas.
3. Therefore it is felt that we should not press the Military Railway Service to approve additional service for the present.

For Director
For Director

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOVEMENTS DEPT.

Rome, 14 May 1945

M.211/2355/211/C

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

SUBJECT: Rail communications with
Fasano.

1. Further to our letter 24 January ult. file M.210/2342/211/C we beg to inform you that we are being continually pressed by the Mayor of Fasano and by other Official Bodies in order that train 7145 presently operating btw. Bari and Monopoli be extended as far as Fasano.
2. We therefore again submit our previous application aiming to establish a through communications btw. Bari and Brindisi by means of trains 7145 and 1816.
3. Please favourably investigate the possibility to grant present application and let this General Direction know your decision on the matter.

The Director General
G. DI RAMONDO

MINISTERO DEI TRASPORTI

~~MINISTERO DELLE COMUNICAZIONI~~

FERROVIE DELLO STATO - DIREZIONE GENERALE

(1) SERVIZIO MOVIMENTO

Roma, 14 MAG 1945

1945 A

N. M.211/2855/211/C

Al N. ael

OGGETTO. Comunicazioni di Fasano Settecommissione Trasporti dell'A.C.
Divisione Ferroviaria R O M A

I) - Si fa riferimento alla nostra lettera M.210/2342/211/C del 24 gennaio u.s.

II) - Da parte del Sindaco di Fasano e di altri Enti interessati continuano a pervenire premure per il prolungamento fino Fasano del treno 7145 attualmente limitato al tratto Bari - Monopoli.

III) - Si rinnova pertanto la nostra precedente proposta per ottenere una comunicazione continuativa tra Bari e Brindisi con i treni 7145 e 1816.

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

IL DIRETTORE GENERALE

Indi Faruand

2024

Subject: Civil Passenger Train
Services - Line 86 Central

Allied Force Headquarters
Genl (Mov & Tn)
Tel: Freedom 320

Mov 3/312/2

8 May 45

To : DMRS

Copy to: AC Tn Sub Commission
Mov LG DMRS
Mov South Italy

1. Confirming telephone conversation (Major WILSON/Lt. Col. JAGGER), the extension of the present BARI-TERMOHI civil passenger train to ORTONA is agreed on the understanding that this will not involve additional demands upon either power or stock.
2. It is agreed that the train will be taken into account in assessing line capacity.
3. Please advise date of inception and timings which will be used.

F. L. Jagger
F. L. JAGGER, Lt. Col.
for Brigadier,
DMG (Mov & Tn).

12/3

2023

Military Railway Service,
CMF
Tele: Firebox 9313
Tn. AS(0)/24/6 - 228A
10 May 45

Subject: BARI-ORTONA-PESCARA
Passenger Service.

TO : Tn. Sub-Comm. AC
(Rail Div) c/o Tn. (Br) Main.

Copy to: G-4(Mov & Tn)-AFHQ
Tn. Liaison Officer,
Bari Ops Office,
HQ ISR BARI.

Reference your AC/100/86/Tn4 dated 5 May 45.

Instructions have been given to our representative at BARI to introduce the following service between BARI - ORTONA starting 10 May 45. On no account will this service be extended to PESCARA without authority from this HQ. Mov & Tn. have agreed to accept this train within the tonnage capacity of this section of line, and an allowance of 350 tons/journey will be given Foggia - Northward and return:-

TUE THU & SAT		MON WED FRI	
1840	arr PESCARA	0613	dep
1745	dep ORTONA	0715	arr
1738	arr "	0720	dep
1502	dep TERMOLI	0950	arr
1442	arr "	1007	dep
1125	dep FOGGIA	1332	arr
....	... "		dep
....	... BARI		arr
....	... "		dep
....	... BARI		arr
1894 DAILY		1791 DAILY	
1055	arr	1415	
0915	dep	1500	
0905	arr	1610	
0743	dep	1745	

Power and Stock will be obtained for the above service by cancelling TVAT 142/141 BARI - TERMOLI and by extending 1894 & 1791 from BARLETTA to FOGGIA which previously used to lay over at BARLETTA.

The composition of the train FOGGIA to ORTONA will be 4 passr cars and 1 BV - a postal van may be added if required. Composition of 1894 & 1791 will be 8 passr cars plus BV as at present.

R. G. Wilson
Major, R.E.

(R.G. WILSON)
for Brigadier,
Director, Military Railway Service.

without authority from this HQ. Mov & Tn. have agreed to accept this train within the tonnage capacity of this section of line, and an allowance of 330 tons/journey will be given Foggia - Northward and return:-

TUE THU & SAT		MON WED FRI	
1840	arr	PESCARA	dep
1745	dep	ORTONA	arr
1738	arr	"	dep
1502	dep	TERMOLI	arr
1442	arr	"	dep
1125	dep	FOGGIA	arr
1894 DAILY			1791 DAILY
1055	arr	...	1415
0915	dep	...	1600
0905	arr	...	1610
0743	dep	...	1745

Power and Stock will be obtained for the above service by cancelling TVAT 142/141 BARI - TERMOLI and by extending 1894 & 1791 from BARLETTA to FOGGIA which previously used to lay over at BARLETTA.

The composition of the train FOGGIA to ORTONA will be 4 passr cars and 1 BV - a postal van may be added if required. Composition of 1894 & 1791 will be 8 passr cars plus BV as at present.

R. C. Wilson
Major, R.E.

(R.C. WILSON)
for Brigadier,
Director, Military Railway Service.

2022

JHC

Filing AC 180/86
effett. dal 10/5 *S*

TV1894 (2)

Ortona	17.38
S. Vito Lanciano	17.23/17.27
Fossacesia	17.02/17.10
Torino di Sangro	16.49/16.53
Casal Bordino	16.32/16.36
Lebba	16.19/16.22
Istonia	15.54/16.04
S. Salvo	15.41/15.44
Montenero	15.26/15.30
Termoli	14.42/15.02
Campomarino	14.20/14.25
Chieti	14.01/14.05
Ripalta	13.40/13.46
Poggio Imperiale	13.09/13.13
Apricena	12.52/12.56
S. Severo	12.21/12.31
Rignano	11.50/11.55
Poggia	10.55/11.25
Incoronata	10.40/10.42
Ortonova	10.25/10.29
Cerignola C.	10.04/10.09
Candida	9.49/9.50
Trinitapoli	9.34/9.37
Margherita di S.	9.26/9.28

9.12 2021

TV1791 (1)

7.20
7.31/7.35
7.48/7.52
8.00/8.04
8.16/8.20
8.32/8.36
8.54/9.00
9.09/9.13
9.24/9.29
9.50/10.07
10.20/10.24
10.38/10.42
11.00/11.04
11.46/11.52
12.03/12.07
12.28/12.40
13.03/13.08
13.32/14.15
14.23/14.30
14.41/14.44
15.05/15.10
15.21/15.23
15.32/15.35
15.41/15.44

16.00

Barletta

(1) - Da Ortona a Barletta soltanto il lunedì, mercoledì e venerdì
 (2) - Da Barletta ad Ortona soltanto il martedì, giovedì e sabato

10.38/10.42	Campomarino	14.20/14.25
11.00/11.04	Chiesuti	14.01/14.05
11.46/11.52	Ripalta	13.40/13.46
12.03/12.07	Poggio Imperiale	13.09/13.13
12.28/12.40	Apricena	12.52/12.56
13.03/13.08	S. Severo	12.21/12.31
	Rignano	11.50/11.55
13.32/14.15	Foggia	10.55/11.25
14.23/14.30	Incoronata	10.40/10.42
14.41/14.44	Ortonova	10.25/10.29
15.05/15.10	Cerignola C.	10.04/10.09
15.21/15.22	Candida	9.49/9.50
15.32/15.35	Trinitapoli	9.34/9.37
15.41/15.44	Margherita di S.	9.26/9.28
16.00	Barletta	
		9.12 2021

- (1) - Da Ortona a Barletta soltanto il lunedì, mercoledì e venerdì
 (2) - Da Barletta ad Ortona soltanto il martedì, giovedì e sabato

PGM/lc

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

Tel. 843238
Ref. AC/100/86/Tn 4

5 May 1945

SUBJECT : Bari-Ortona-Pescara passenger service.

TO : MRS - Bldg. (attention Major Wilson)

1. Reference your Tn A 3 (O)/24/6/221 a, April 26-45.
2. The schedule submitted by you is satisfactory and trains will run north Tuesday-Thursday and Saturday, south Monday-Wednesday and Friday.
3. ISR wish to commence this Service as far as Ortona on 10 May, and extend same to Pescara when MRS agrees.

For the Chief Commissioner :

P.G. MATSON, Major

Copy to: Movements Rail Tn Sub-Commission HQ AC
" L.O. Maj. Howes - Bldgs
Chief, Tn Officer, Bari.

2200

PGM/1c

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

Tel. 843238
Ref. AC/100/86/Tn 4

5 May 1945

SUBJECT : Passenger service Bari-Ortona-Pescara.

TO : I.S.R. - Blég.

1. Reference yours M.210/2846/211-B of 3 May and M.211/2755/211B of 14 April.
2. Service as suggested in my AC/100/86/Tn 4 of 30 April may be started between Bari and Ortona on 10 May 45.
3. Trains will operate northbound on Tuesday-Thursday-Saturday and southbound Monday-Wednesday and Friday.
4. MRS will advise when it will be possible to extend the service to Pescara.

Walter Rupp
2nd Director

Copy to: Chief Tpn Officer Bari

2019

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOVEMENTS DEPT.

Roma, 3 May 1945
M.210/2846/211-B

TO: Th S/Commission A.C.
Rail Division

SUBJECT: Passenger service Bari-Ortona.

1. Reference is made to your letter AC/100/86/Th.4 dated 30 April ult.
2. According to our opinion the extension as far as Pescara of existing trains 1894/1791 Bari-Barletta is not convenient on account of following reasons:

a) Trains 1894/1791 are operated daily and are therefore not suitable for connection with the new trains, to be operated only on alternative days, as a double amount both stock and tractive power would be required.

b) The timings suggested by MRS are not suitable because the passengers btw. Barletta and Pescara would not be able to effect one round trip in the same day, while those btw. Termoli, and Pescara upon arrival at their destination in the evening, as they could not leave on the following morning because they would not be able to attend to their business, would be obliged to spend three nights and two days outdoors.

3. To partially prevent above inconveniences, we suggest the operation of following trains, quite independent from trains 1894/1791:

1330	dep Pescara	arr	0700
1430	Ortona		0600
1435			0550
1705	Termoli		0215
1720			, 0255
2045	Foggia		2335
2105			2305
2250	Barletta		2125
2255			2110
0030	arr Bari	dep	1930

4. Southbound trains to be operated on Mondays, Thursdays and Saturdays northbound trains on Sundays, Wednesdays and Fridays.

5. The stock required would be obtained as suggested by your under para 4 of your a/m letter.

The Director General
G. DI RAIMONDO

2318

*X Just ISR think a daily
service was offered
but stopped after
1945 - 1946
only 3 days
per week*



Roma 3 MAG 1945 194 - Anno

N. M.210/2846/211B

al n°AC/100/86 Tn.4 del 30-4 c.a.

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

OGGETTO

S E D EServizio viaggiatori
Bari - Ortona.

I - Non si ritiene opportuno ricavare la nuova comunicazione fra Bari e Pescara col prolungamento degli attuali treni 1894/1791 Bari - Barletta, per le seguenti ragioni:

a) I treni 1894 e 1791 sono giornalieri e quindi non possono inserirsi nel turno dei nuovi treni fra Bari e Pescara che, secondo la proposta del M.R.S., dovrebbero essere effettuati a giorni alterni, per non essere costretti ad un doppio impiego di materiale e locomotive.

b) L'orario proposto dal M.R.S. avrebbe l'inconveniente che i viaggiatori delle stazioni fra Barletta e Pescara non potrebbero mai effettuare nella stessa giornata un viaggio di andata e ritorno e quelli del tratto Termoli-Pescara arrivando a destino di sera, non potrebbero ripartire nelle prime ore del giorno seguente, non avendo ore diurne a disposizione per i loro affari e dovrebbero quindi sostare tre notti e due giorni prima di poter far ritorno in residenza.

II - Per rimediare in parte agli inconvenienti predetti si propone di effettuare i seguenti treni, indipendenti dagli attuali 1894 e 1791 con gli estremi di massima qui riportati:

13.30	p.	Pescara	a.	7.00
14.30	a.	Ortona	p.	6.00
14.35	p.		a.	5.50
17.05	a.	Termoli	p.	2.15
17.20	p.		a.	2.55
20.45	a.	Foggia	p.	23.35
21.05	p.		a.	23.05
22.50	a.	Barletta	p.	21.25
22.55	p.		a.	21.10
0.30	a.	Bari	p.	19.30

III - Il treno Nord-Sud dovrebbe effettuarsi con partenza da Pescara od Ortona nei giorni di lunedì, giovedì e sabato ed il treno Sud-Nord nei giorni di domenica, mercoledì e venerdì in partenza da Bari.

IV - Il materiale occorrente sarà ricavato come da voi indicato al punto IV della lettera a riferimento.

IL DIRETTORE GENERALE

Ind. Rimond

RCK/af

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)C/o Transportation Embowment,
C.R.P.

Sgt Rivers

Is reply available,
yet?

Tel.: 543218

30 April 1945

Ref.: AC/100/86/Tn.4

SUBJECT: Passenger service Bari-Ortona-PescaraTO: I.S.R. Bldg

1. Reference your file N.211/2755/211-B April 14.

2. R.S.S. do not agree to the schedule submitted but have offered an alternative service by extension of trains 1894-1791 as follows

1894	1640	PESCARA	0613	1791
	1745	ORTONA	0715	
	1738		0720	
	1502	TORREOLI	0950	
	1442		1007	
1055	1125	FORTIA	1312	1415
0919		BARLETTA		1600
0905				1610
0743		BARI		1745

3. The new service will operate only to Ortona first and will be extended to include Pescara by mutual agreement.

4. It is understood part of the stock will be that which was irregularly substituted for Diesel trains T.V.A.T. 142/141 as necessity for this service no longer exists, however one passenger coach and one baggage van will have to be obtained from present civil service, and no box cars substituted.

5. Additional stock must not be placed in passenger services on military controlled lines without first taking the subject up with this Sub-Commission so we may handle with the Military Railway Service?

6. Advise if the new schedule as submitted is satisfactory.

Planned major

U.S. do not agree to the schedule submitted but have offered an alternative service by extension of trains 1894-1791 as follows:

1894	1791
1840	0613
1745	0715
1738	0720
1592	0950
1242	1007
1055	1332
0919	1415
0905	1600
0743	1610
	1745

3. The new service will operate only to Orleans first and will be extended to include Peacocks by mutual agreement.

4. It is understood part of the stock will be that which was irregularly substituted for Diesel trains 1.V.A.T. 142/141 as necessity for this service no longer exists, however one passenger coach and one baggage van will have to be obtained from present civil service, and no box cars substituted.

5. Additional stock must not be placed in passenger services on military controlled lines without first taking the subject up with this Sub-Commission so we may handle with the Military Railway Service?

6. Advise if the new schedule as submitted is satisfactory.

Phyllis Major
Director.

2210

Copy to: Movements Rail in Sub-Comm.

" L.O. A.P.R.Q. Big Hoves.

Military Railway Service,
CMF. Tel: Firebox 9313
Tn. 43(O)/24/6 -221A
26 APR 45.

Subject: Passenger Train Service
BARI - ORTONA.

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

Reference AC/100/86/Tn4 dated 18 Apr 45.

This Headquarters does not agree to the proposed schedule, but suggests the following alternative:-

Civil Passengers 1894 - 1791 to be operated into and out of FOGGIA, a new train to be introduced FOGGIA to ORTONA (extension to PESCARA to be arranged mutually at a later date). TVAT 142/141 to be cancelled as ISR state necessity for this service no longer exists. Please examine the proposed schedules and advise this Headquarters whether acceptable to all concerned:-

1721

1824	1840	err	PESCARA	dep	0613
	1745	dep	ORTONA	arr	0715
	1738	arr		dep	0720
	1502	dep	TERMOLE	arr	0950
	1442	arr		dep	1007
	1125	dep	FOGGIA	arr	1332
1055.....arr				dep.....	1415
0915	dep		BARIETTA	arr	1600
0905	arr			dep	1610
0743	dep		BARI	arr	1745

It is understood that the stock which ISR stated could be obtained by re-arrangement is that which has been irregularly substituted for the ISR Workers' Diesel Service TVAT 142/141, therefore, the additional vehicles (one passgr & one bagg. van) will have to be obtained from the present civil service, and no box cars substituted.

Please inform all concerned that if another case of placing additional stock in civil passenger services takes place without authority from this HQ drastic action will be taken.

2015

R. G. Wilson

Major, R.E.

for Brigadier,
Director, Military Railway Service.

PGM/ax

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

18 April 1945

Tel.: 843238 ✓

Ref.: AC/100/86/Tn.4

SUBJECT: Passenger train Service - Bari-Ortona.TO: M.R.C. Bldg.

1. Permission is requested for a daily passenger service between Bari and Ortona.
2. One type 685 loco will be required.
3. Passenger stock consisting of four coaches and one baggage van will be produced by I.S.R. by rearrangement of stock in present services.
4. Coal consumption will be six ~~tons~~ ^{tons} per day.
5. Following is the proposed schedule:

1345.	dep. Ortona	arr. 1205
1605	dep. Teraoli	dep. 1000
1900	dep. Foggia	dep. 0728
2100	dep. Barletta	dep. 0526
2255	arr. Bari	dep. 0355

For the Chief Commissioner:

P.O. MATSON,
Major T.O.

2014

Copy to:- Chief Officer Bari
Movements Rail Tn. 3/Commission.

17/4
Coal consumption: 6 tons daily.

as existing workers' trains could be cancelled,
the actual coal consumption, in addition to
the present one, would be abt. 3 tons daily.

Loco: class 685

Stock: 4 coaches
1 mixed luggage and mail van

fair

2013

Ministry of Transports
ISR General Direction
Movements Dept.

Roma, 14 April 1945
M.211/2755/211-B

Memorandum for Maj. Watson

1. Reference is made to yours 13 April ult. ref. AC/100/86/Tn 4
2. For the new passenger train service Bari-Ortona we suggest following schedule:

1345	dep	Ortona	arr	1205
1555	arr	Termoli	dep	1000
1605	dep		arr	0948
1751	arr	S. Severo	dep	0820
1758	dep		arr	0814
1842	arr	Foggia	dep	0728
1900	dep		arr	0713
2052	arr	Barietta	dep	0526
2100	dep		arr	0518
2225	arr	B a r i	dep	0355

3. Stops at all intermediate stations should be arranged.

The chief of the Depto
Biondi

2012


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

Roma, 10. 4. 1945 - Anno

N. M.211/2755/211-B.

A P P U N T O
 per il Maggiore Matson

OGGETTO

I) - Si fa riferimento alla lettera AC/100/86/Tn.4 del 13 andante.

II) - L'orario da assegnarsi ai treni che dovrebbero istituirsi tra Bari e Ortona, per servizio viaggiatori, è il seguente:

13.45	p.	Ortona	a. 12.05
15.55.	a.	Termoli	p. 10.00
16.05	p.		a. 9.48
17.51	a.	S. Severo	p. 8.20
17.58	p.		a. 8.14
18.42	a.	Foggia	p. 7.28
19.00	p.		a. 7.13
20.52	a.	Barletta	p. 5.26
21.00	p.		a. 5.18
22.25	a.	Bari	p. 3.55

III) - I suddetti treni fermerebbero in tutte le stazioni intermedie.

IL CAPO DEL SERVIZIO MOVIMENTO

2311

100/86

ACP/1c

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel. 643238
Ref. AG/292/1/Tn 4

3 April 1945

TO : Col. W.P. Wilson, DRRS
Chairman Traffic Sub-Committee
Allied Railway Board.

SUBJECT : Train Service Bari-Ortona.

1. May the following items be included on Agenda of next Traffic Sub-Committee for discussion :

- (a) Civilian Passenger Service, Bari-Ortona
- (b) General provision of rolling stock (passenger coaches or box cars) for civilian passenger services.

HARRITT H. TAYLOR,
Director.

Copy to: Lt. Col. Baker, Rail Movements AG.

2010

100/86

PGM/ic

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

Tel. 843191-11 ✓
Ref. AC/100/91/86

3 April 1945

TO : MRS-Building

SUBJECT : Stop of trains 3537-3538 at Pisticci and Grassano.

1. It is desired that trains 3537-3538 make station stop at Pisticci and Grassano.
2. Since the train between Naples and Bari via Foggia has been authorized the pressure has been somewhat reduced on trains 3537 and 3538 therefore this request is submitted so the people in these communities can be served.
3. The present schedule will be maintained.
4. The trains now make operating stop at Grassano.

P.G.MATSON, Major T.C.

2009

100/86
PGM/avTRANSPORTATION SUB-COMMISSION, AC.
(RAIL DIVISION)
C/o Transportation Increment
C.M.F.Tel. 843238
Ref: AC/100/86/Tn 4

13 April 1945

SUBJECT : Passenger Service Bari Ortona

TO : Ministry of Communications Bldg.

1. By adjustment of present services, it is understood that four passenger coaches could be provided for a Bari-Ortona passenger service or a Barletta-Ortona service.
2. On this basis it is possible that M.R.S. will give favorable consideration to such a service.
3. We request that a schedule be submitted to us so we can handle this with M.R.S.

For the Chief Commissioner:

P.G. MATSON, Major T.C.

2008

ACP/1c

INTER-OFFICE MINUTE

Ref. AC/100/86/Tn 4

TO : Movements Division (Rails)
Transportation Sub-Comm. HQ AC

SUBJECT : Re-opening of Line 86 Ortona-Ancona -
Siding at intermediate stations.

1. Reference is your letter 408/3/Tn 3.
2. Your communication raises matters of considerable importance, in that the tonnage mentioned therein represents about 70% of the intended scheduled movement on the Ancona-Ortona line.
3. It is felt the matter ought to be discussed with MRS, and Movements Liaison Officer, for whilst the physical job of inserting sidings could be met, the loss of box wagons to meet the demands of the traffic, and the capacity of the line would suggest that many of the sidings, which would have to be on a fairly large scale would not be used.
4. The expectation of traffic ex line 242 and 245 appears to be based on the possibility of such lines being available for operation. Some part of the narrow gauge line P.San Giorgio-Amendola is available for operation, but power has not been authorised.
5. Col. Early DPM Ancona MRS is likely to be in Rome early next week. An opportunity will be taken to fix a meeting if possible on the subject, say on April 6 or 7, and you are asked to arrange to be represented.

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

Copy to: Major Street (Rails)
MRS (Major Wilson).

in that the tonnage mentioned therein represents about 70% of the intended scheduled movement on the Ancona-Ortona line.

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L. Lindberg

C. H. LINDBERG
Lieut. Col. R.E.,
Chief, Rail Division.

Copy to: Major Street (Rails)
MRS (Major Wilson).

Transportation Sub-Commission (Rails)
Tel. 843238
20 March 1945.

2007

Subject:- Civilian Rail Services, Ortona District.

Military Railway Service,
CMF.

Tele: Firebox 13,

To:- Transportation Sub-Commission, Tn.A.3(0)/24/6-1951.
AC. (Rail Division)(Building). 25 Mar.'45.

Reference your letter AC/100/86/Tn.4 dated 22 Mar'45.

It is regretted that there is no passenger equipment available for this service and this Headquarters cannot agree to the use of box cars, but it is suggested, if you are able to supply the necessary coaches, that the matter be put up to the Traffic Sub-Commission at their next meeting.

R.A. Wilson

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

*JSR said they would be able to provide
4 passenger coaches by adjustment
of existing services.
JK. Traffic Sub Committee on this approach
basis approve a service.*

2006

ACT/27

TRANSPORTATION SUB-COMMISSION, AG.
(RAIL DIVISION)
C/o Transportation Department
U.S.P.

22 March 1940

To: 943238
Ref: 43/100/06/TM 4

TO : DIRECTOR,
Military Railway Service

SUBJECT : Civilian Rail Services, Ottoman District.

1. Requests have been received from the T.C.R. in the past for passenger rail facilities on the Ortom, to link that territory with Bari.

2. In the past it has not been possible to meet this request, because Ortom was used as an army railroad, but now that the latter is no longer advanced, the question is again submitted.

3. The Sub-Commission Officer at Bari writes as under:

"The following is an extract of a report ref B/3/420 dated 11 March 40 of the Train and Railway Guards Italy:

"1. CIVILIANS. A large number of civilians are arriving at Gervani from Benevento, and many are endeavouring to travel between Benevento and Foggia. The introduction of a passenger train between Benevento and Foggia on at least three days a week is considered essential and would materially assist in combating pilferage."

2. The Sub-Commission Officer at Bari writes as under:

"Movements EAST ITALY state that the extension would be welcomed."

This Office recommends that the extension be authorized."

4. If favorable consideration is now possible, T.C.R. will be asked to furnish findings for your subsequent approval."

For Chief Commissioner

20. 3. 40, Major

2. In the past it has not been possible to meet this request, because anyone who used an army railroad, but now that the latter is no longer advanced, the question is again submitted.

3. The Sub-Commission Officer at Bari writes as under:

"The following is an extract of a report ref H/3/410 dated 11 March 45 of the train and railway director Italy:

enl. CIVILIAN. A large number of civilians are arriving at Genova from Benevento, and many are endeavouring to travel between Benevento and Foggia.
Engine drivers facilitate travel by slowing down or halting just outside stations.

A large number of these civilians are in the black market and travel solely with intent to pilfer. The introduction of a passenger train between Benevento and Foggia on at least three days a week is considered essential and would materially assist in combating pilferage.

Movements EAST ITALY state that the extension would be welcomed.

This office recommends that the extension be authorized.

4. If favourable consideration is now possible, I.S.A. will be asked to furnish findings for your subsequent approval.

For Chief Commissioner

A.S. RICH, Major

Copy to: Movements, The Sub-Commissioner
G-4 Mov & Tr A.F.H.S.
Mov. Liaison Officer, c/o M.A.B.

2035

Transportation Sub Comm (Rails)
Allied Commission
c/o Movement E. Italy
Ref.: M/16/243
Date: 16 Mar 45

SUBJECT: Extension of Civil Passenger Train Service
BARLETTA - ORTONA.

TO : Tn Sub Commission c/o Tn Inc.

1. It is understood that the question of an extension to ORTONA of the existing passenger services running on the BRINDISI - BARLETTA sections is under consideration.

2. The following is an extract of a report ref R/3/420 dated 11 Mar 45 of OC Train and Railway Guards Italy:-

"1. CIVILIANS. A large number of civilians are arriving at Cervaro from Benevento, and many are endeavouring to travel between Barletta and Foggia. Engine drivers facilitate travel by slowing down or halting just outside stations.

A large numbers of these civilians are in the black market and travel solely with intent to pilfer. The introduction of a passenger train between Barletta and Ortona on at least three days a week is considered essential and would materially assist in combatting pilferage".

3. Movements EAST ITALY state that the extension would be welcomed.

4. This Office recommends that the extension be authorised.

C.W.G. Taylor
C.W.G. TAYLOR, Major R.A.
AC Tn Sub Comm
Bari Div

CWGT/GT

2004

ACP/ic

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

Tel. 843238 ✓
Ref. AC/100/91/86

26 February 45

TO : ISR
Building

SUBJECT : Halt of Trains at Trinitapoli.

1. In view of the very recent introduction of this train, it is not felt desirable to introduce additional stops at the moment. Every opportunity was given before the train paths were submitted to MRS for amendments, and even then additional stops were installed in the Bari district at the request of your Bari office.

2. As this is also a through train NAPLES-BARI, affording connections from and to Rome, it is felt that additional stops should not be introduced which might prejudice the running time and open opportunities for making the train one to stop at all stations. If the stop is introduced at Trinitapoli, then the previous station has the right to demand a stop, and the service is accordingly reduced as a through connection.

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

Copy to: M.R.S. - Building.

2003

ACP/10

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

Tel. 843238 ✓
Ref. AC/100/91/86

26 February 45

TO : ISR
Building

SUBJECT : Halt of Trains at Trinitapoli.

1. In view of the very recent introduction of this train, it is not felt desirable to introduce additional stops at the moment. Every opportunity was given before the train paths were submitted to MRS for amendments, and even then additional stops were installed in the Bari district at the request of your Bari office.

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

Copy to: M.R.S. - Building.

2323

SUBJECT : Train Services BARI - FASANO

Transportation Sub-Comm(Rails)
Allied Commission
c/o Movements East Italy
Ref : AC/Tn/BD/4/16/114
Date : 8 Feb. 45

TO : Tn Sub-Commission AC (Rail Div)
c/o Tn. Increment - C.M.F.

Ref. your AC/100/86/Tn 4 dated 30 Jan. 45.

1. In Nov. 44 at the request of the ISR the then existing services on the BARI - BRINDISI line were extended by one train daily BRINDISI - MONOPOLI and one FASANO - BRINDISI. This was effected by the introduction of TV 4718, the extension of 1791 from MONOPOLI to BRINDISI, the cancellation of 4706, 1812 and 59 Z and the cancellation of 4714 between MONOPOLI and FASANO.
2. The cancellations were the suggestion of the ISR who stated in their letter M/210/8933/211 - C/ICCA/1168/28 dated 31 Oct. 44 to AC requesting the extended service. "In such a way the requested increase of running would be limited in the whole to 38 Kms, namely to the double ride FASANO - OSTUNI and back."
3. The cancellations amounted to FASANO - MONOPOLI one way, MONOPOLI - BARI one way and BRINDISI - OSTUNI both ways.
4. The present requests (of which the first MONOPOLI - FASANO and return has already been put before you in this Office letter AC/Tn/BD/4/16 dated 2 Jan. 45) are for further extensions on the same line as these previously mentioned and are partly a replacement, with different timings, of a train cancelled at ISR request. If the previous request was granted in consideration of the their suggested cancellations it appears that the present requests should be refused.
5. Apart from the above there is no objection from an operating view nor from an AC point of view to the requests except that the new traffic would not benefit the Allies in any way and is purely for the convenience of civilians.

W. G. Taylor
C.W.G. TAYLOR, Major R.A.
AC Tn Sub-Comm
Bari Div

of running would be limited in the whole to 38 Kms, namely to the double ride FASANO - OSTUNI and back."

3. The cancellations amounted to FASANO - MONOPOLI one way, MONOPOLI - BARI one way and BRINDISI - OSTUNI both ways.

4. The present requests (of which the first MONOPOLI - FASANO and return has already been put before you in this Office letter AC/Tn/ED/M/16 dated 2 Jan. 45) are for further extensions on the same line as those previously mentioned and are partly a replacement, with different timings, of a train cancelled at ISR request. If the previous request was granted, in consideration of the their suggested cancellations it appears that the present requests should be refused.

5. Apart from the above there is no objection from an operating view nor from an AC point of view to the requests except that the new traffic would not benefit the Allies in any way and is purely for the convenience of civilians.

W. G. Taylor
C.W.G. TAYLOR, Major R.A.
AC Tn Sub-Comm
Bari Div

COPY TO : Operating Office - BARI

2322

CWGT/BT

100/86

TRANSPORTATION SUB COMMISSION
(RAIL DIVISION)
C/o Transportation Increment,
O.R.S.

ACF/adi

TEL. B43202
Ref.: AC/100/36/Tn.4

30 January 1945

TO : Regional Commissioner, Southern Region
Attn. Major G.W.G. Taylor.

SUBJECT : Train service Bari-Pesano.

Please report on attached submission, after consultation with
local I.S.R. and M.R.S.

Sa RCP

G.W. LINDBERG,
Lieut-Colonel, R.S.,
Chief, Rail Division.

*copy to: Major G.W.G. Taylor,
C/o Mov. E. Italy.*

252001

Ministry of Transports
ISR General Direction
Movement Dept.

Rome 24 January 45.

To Tn S/Commission A.C.

Ref.: M.210/2342/2II-C/Segr 2/2267/28

Bldg.

Sub.: Train service Bari-Fasano.

- 1) All students, employees, professional men travelling on the morning from Fasano to Bari to attend their business must wait till 1818 hrs to get a train back.
- 2) The Major of Fasano as well as the Chamber of Commerce of Brindisi and the Prefect of Bari have repeatedly requested that train 7145, presently stopping at Monopoli, be extended up to Fasano, with following schedule:

Monopoli dep. 1519 - Fasano arr. 1540

On the return trip we would suggest to employ train 1816 in replacement of present one originating from Monopoli, with following schedule

Fasano dep. 1622 - Bari arr. 1750

Our Chief Compartment Bari informs us that local Allied Authorities have no objections to above extension, bearing an increase of mileage of 13 Km.

- 3) This Direction remarks that both trains 7145 and 1816 in the Brindisi section, are presently stopping at Ostuni and consequently if it could be possible to arrange also for the extension of said trains from Ostuni to Fasano with an increase of mileage of only 20 Km we would obtain a very good through service in the afternoon btw Bari and Brindisi, no further stock being required and the coal consumption being only slightly increased by abt 19 Tons monthly for both extensions. Also the operation would be improved by avoiding that the engines shall run tender first, as no turn - tables are available at both Ostuni and Monopoli

The timing btw. Fasano and Ostuni would be as follows.

Train	7145	dep. Fasano	1548	arr. Ostuni	1621
	1816	" Ostuni	1540	" Fasano	1616

- 4) Please take into kind consideration also this latter proposal.

Sgd. G. di Raimondo

R.O.A., 2 GEN 1945

N. 216/2344/211-5/3 exp. 29/2267/28

SERVIZIO MOVIMENTO

Treno Bari-Pesano

ALLA COMMISSIONE ALIMENTAZIONE
SOTTOCOMMISSIONE TRASPORTIR O A

I - I numerosi studenti, impiegati, professionisti che dal polo-
so centro di Pesano si recano la mattina a Bari e che alle 14 sono
già liberi dai loro impegni debbono attendere fino alle ore 18.12
per rientrare in residenza.

II - Il Sindaco di Pesano, nonché la Camera di Commercio Industria
e Agricoltura di Brindisi e S.S., il Prefetto di Bari fanno vivo
premere affinché il treno 7143 attualmente limitato a Monopoli
sia prolungato fino a Pesano. L'orario da assegnare sarebbe il
seguente:

Monopoli part. 15.19 Pesano arr. 15.40.

Per il ritorno si potrebbe effettuare da Pesano il T.V. 1816,
in sostituzione dell'attuale 1816, originario da Monopoli, asse-
gnandogli il seguente orario:

Pesano part. 16.22 Bari arr. 17.30.

Il Capo Compartimento di Bari informa che il locale Comando
Allento nulla avrebbe in contrario per tale prolungamento che in-
porterebbe soli 13 Km. di maggior percorrenza.

III - Da parte di questa Direzione si osserva che i treni 7143 o
1816 anche dal lato di Brindisi sono attualmente limitati ad Ostu-
ni, pertanto se contemporaneamente al prolungamento di cui al pun-
to II si disponesse dall'altro lato il prolungamento da Ostuni a

602/

I - I numerosi studenti, impiegati, professionisti che dal polo-
so centro di Fasano si recano la mattina a Bari e che allo 14 sono
già liberi dai loro impegni debbono attendere fino alle ore 18.18
per rientrare in residenza.

II - Il Sindaco di Fasano, nonché la Camera di Commercio Industria
e Agricoltura di Brindisi e S.M. il Prefetto di Bari fanno viro
preure affinché il treno 7145 attualmente limitato a Monopoli
sia prolungato fino a Fasano. L'orario da assegnare sarebbe il
seguente:

Monopoli part. 15.13 Fasano arr. 15.40.

Per il ritorno si potrebbe effettuare da Fasano il T.V. 1816,
in sostituzione dell'attuale 1816, originario da Monopoli, asse-
guadegli il seguente orario:

Fasano part. 16.22 Bari arr. 17.30.

Il Capo Compartimento di Bari informa che il locale Comando
Allento nulla avrebbe in contrario per tale prolungamento che in-
porterebbe soli 13 Km. di maggior percorrenza.

III - Da parte di questa Direzione si osserva che i treni 7145 e
1816 anche dal lato di Brindisi sono attualmente limitati ad Ostu-
ni, pertanto se contemporaneamente al prolungamento di cui al pun-
te II si disponesse dall'altro lato il prolungamento da Ostuni a

1209

Fasano, con una maggiore percorrenza di soli 20 Km. senza maggiore impegno di materiale, ma solo con lieve maggior consumo di combustibile (circa 10 Tonni. complessive al mese) si realizzerebbero due ottime comunicazioni continue pomeridiane fra Bari e Brindisi con vantaggi anche per l'esercizio perchè si eviterebbe il viaggio a ritroso di locomotive, che oggi è necessario, essendo le stazioni di Monopoli ^{ed Ostuni} sprovviste di piattaforme per il giro delle locomotive.

L'orario fra Fasano ed Ostuni sarebbe il seguente:

7145 parte da Fasano ore 15.45 arriva a Ostuni 16.21

1316 parte da Ostuni ore 15.40 arriva a Fasano ore 16.16

IV - Si prega di voler esaminare benevolmente anche questa seconda proposta.

IL DIRETTORE GENERALE

Foto Di RAIMONDO

100/86

C O P Y

(Translation) Rome 20 Dec. 1944

Ministry of Communications
I S R - Direction General

N.M. 210/5170/100A/1775/28

Subject: Improvements for
passenger serviceTo Allied Commission
Transportation S/Comm.
R O M Efor information: Military Railway Services
Building

According to the additional program for passenger service as by the presented scheme, we call the attention of your Commission on the following trains the operation of which is very urgent -

1) Line Naples - Reggio Calabria

Salerno	d. 1630	Sapri	a. 2105
Sapri	" 0350	Salerno	" 0830

With the operation of these trains, indispensable for the travel of students, as a compensation, the workers trains 5102 and 5845, that are at present operating from Battipaglia to Sapri - might be suppressed. The new trains might have a consist of 4 cars: 2 for workers (just as it is at present) and two for students or other travellers, authorized to ride the train.

II) Line Naples - Brindisi - Lecce

a) Eboli	d 0400	Nocera	a. 0622
Nocera	" 1900	Eboli	" 2135

This train, besides being used by the students that from the important centre of Eboli and intermediate stations must go to Salerno, would also be a good communication between the provinces of Salerno and Naples by 1940 and 1943 trains, operated at present between Nocera and Naples for the communications with the Province of Avellino -

b) Taranto	d 1722	Francavilla	a 1838
Francavilla	" 0350	Taranto	" 0700

For this train requested on behalf of the workers of the 98

Supri " 0350
Salerno" 0530.

With the operation of these trains, indispensable for the travel of students, as a compensation, the workers trains 5102 and 5849, that are at present operating from Battipaglia to Supri - might be suppressed. The new trains might have a consist of 4 cars: 2 for workers (just as it is at present) and two for students or other travellers, authorized to ride the train.

II) Line Naples - Brindisi - Lecce

a) Eboli d 0400 Nocera a. 0621
Nocera " 1900 Eboli " 2135

This train, besides being used by the students that from the important centre of Eboli and intermediate stations must go to Salerno, would also be a good communication between the provinces of Salerno and Naples by 1940 and 1943 trains, operated at present between Nocera and Naples for the communications with the Province of Avellino -

b) Taranto d 1722 Francavilla a 1838
Francavilla " 0550 Taranto " 0700

For this train requested on behalf of the workers of the Naval Yard, we refer to the letter M. 211/2115/194 dated 9 dec. We point out that in case your Commission would think it more convenient there is no objection for said train to start from Taranto at 1615 instead of 1700, arriving at Francavilla at about 1730 hrs.

c) Brindisi d 0630 Lecce a 0745
Lecce " 1420 Brindisi " 1540

././.

= 2 =

This train is especially required for students as 3701 train coming from Bari arrives at Lecce too late (0935) for the beginning of lessons and the evening train bound to Bari leaves Lecce too late (1700 hrs).

c) Line Stignano-Lagonegro

Stignano	d. 0620	Lagonegro	a. 0920
Lagonegro	" 1500	Stignano	" 1750

With the daily operation of this train indispensable for students as a compensation, the triweekly couple of 3991/3996 trains might be suppressed.

III) Line Foggia - Naples

(Caserta)	d. 0605	Naples	a. 0745
(Napoli)	" 1825	Caserta	" 1940
(Napoli)	" 0605	Benevento	a. 1015
(Benevento)	" 1713	Naples	" 2145
(Benevento)	" 0450	Foggia	" 0800
(Foggia)	" 1700	Benevento	" 2043

By the operation of these trains we will enable the students to go to school without obliging them to stay away from their houses, as this is very expensive nowadays and it is not possible for all classes of people. As a partial compensation of the couple Benevento-Foggia, the couple of trains 5057 and 5058 for workers now operating between Ariano and Foggia might be absorbed, coupling to the new proposed train Benevento-Foggia two cars for workers between Ariano and Foggia; cars that must be sent back by the evening train leaving Foggia at 1700 hours.

IV) Line Foggia-Potenza

Rocchetta	d. 0525	Potenza	a. 0835
Potenza	" 0540	Rocchetta	" 0830

It is suggested especially to provide for the travels of the students of the Instruction Institute of Melfi. The local authorities and the concerned people are urging us for this matter.

V) Communications in the Foggia area:

(Termoli)	d. 0430	Foggia	a. 0720
(Foggia)	" 1730	"	" 2015

1997

By the operation of these trains we will enable the students to go to school without obliging them to stay away from their houses, as this is very expensive nowadays and it is not possible for all classes of people. As a partial compensation of the couple Benevento-Foggia, the couple of trains 5057 and 5058 for workers now operating between Ariano and Foggia might be absorbed, coupling to the new proposed train Benevento-Foggia two cars for workers between Ariano and Foggia; cars that must be sent back by the evening train leaving Foggia at 1700 hours.

IV)

Line Foggia-Potenza

Rocchetta	d. 0525	Potenza	a. 0835
Potenza	" 0540	Rocchetta	" 0830

It is suggested especially to provide for the travels of the students of the Instruction Institute of Melfi. The local authorities and the concerned people are urging us for this matter.

V) Communications in the Foggia area:

(Termoli	d. 0430	Foggia	a. 0720	1997
(Foggia	" 1730	Termoli	" 2015	
(Manfredonia	" 0500	Foggia	" 0704	
(Foggia	" 1800	Manfredonia	" 2306	
(Lucera	" 0630	Foggia	" 0730	
(Foggia	" 1705	Lucera	" 1810	

These trains are requested by the Prefect of Foggia for the employees students and workers displaced in the neighbouring places because of war events.

We beg you to examine these proposals in the next meeting of Transportation Sub Commission on 22nd December.

For the General Director

Director of the Office

100/86

ACP/10

TRANSPORTATION SUB-COMMISSION(AC)
(Rail Section)
C/o Transportation Increment
C . M . F.

Tel: 843207

Our Reference : AC/36/Tn.

8 December 44.

TO : MRS
Building

SUBJECT : Extension of Workers' Diesel Service.

1. Please say if you agree the extension of Workers Diesel 0600 Bari-Termoli and return 0600 to be extended to S.Vito Lanciano to collect mail.
2. ISR have no objection, our Bari Officer recommends the extension.
3. The request is made by the Postal Authorities.

Active Capt
f- O.H. LINDBERG,
Lt. Col. R.E.,
Chief, Rail Section.

Copy :
Communications Sub Commission
HQ. AC. APO 394.

1996

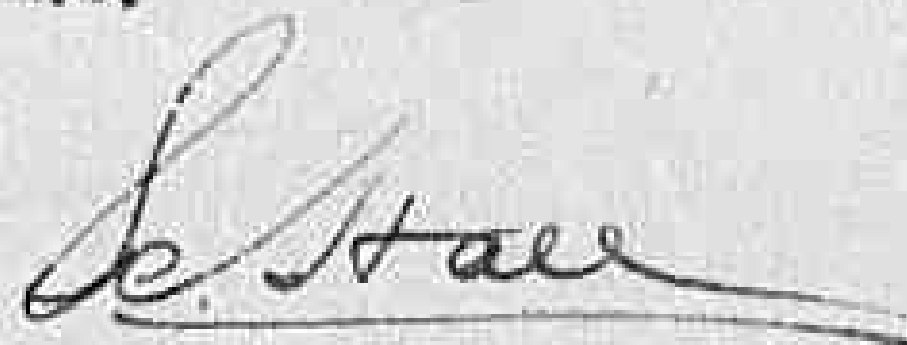
Tm SIC

Tn Sub-Comm. Repr
c/o Mov. East ItalyTO : Hqs Tn Sub-Comm
Att. Capt. A.C. PINGDate : 3 Nov. 44
Ref : ACC/Tn/BN/XVI/52

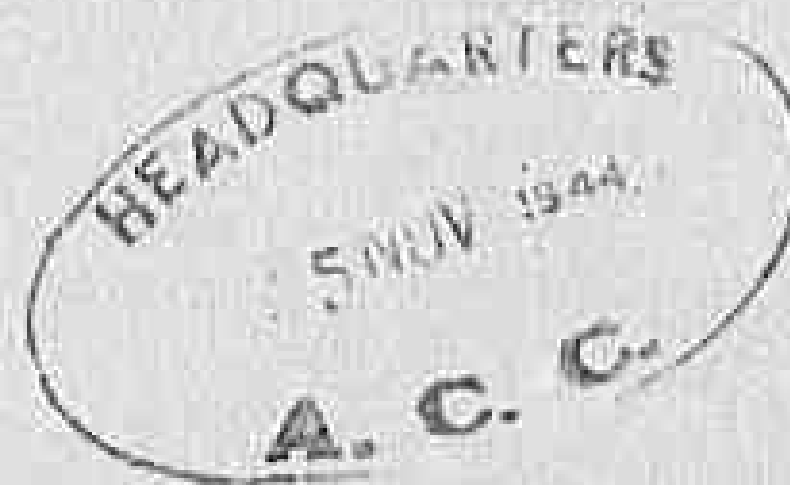
SUBJECT : Pass Service

Attached is letter from Lt. Col. GILES of Headquarters Southern Region requesting one passenger coach be attached to the local goods trains from POGGIA to the following cities SAN SEVERO, LUCERA, MAFREDONIA, and CERIGNOLA.

It is agreed by this office that this service is required in this territory and is passed to you for consideration by D.C.M.R.S.

Capt. T.C.
ACC Div. Supt.
BARI

SH/PT



1995

86
244
298



Transport - Rail

HEADQUARTERS
SOUTHERN REGION, ALLIED CONTROL COMMISSION
APO 394, U.S. Army



TN/SR/22

SUBJECT: Passenger traffic.

TO : Transportation Sub-Commission, Representative BARI

Will you please investigate the possibility of attaching a minimum of one passenger coach to the daily goods trains operating on the branch lines from Foggia to Sansevero, Lucera, Manfredonia and Cerigmola.

This service is urgently required and the Regional Commissioner would be glad of your prompt assistance.

J. A. N. GIES
J. A. N. GIES
Lt. Colonel,
Regional Tptn. Officer.

JG/aml

Copy to: Adjutant's File.

C O P Y

HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
Office of the Regional Commissioner
AFO 594

R/1253

13 December 44.

SUBJECT: Railway Transportation

TO : Headquarters, Allied Commission.

1. With further reference to the visit paid to this H.Q. by Lt. Col. LINDBERG and to the conference held here, I wish to bring to your notice the urgent necessity for rail communications on the lines:

- a. Foggia-Lucera
- b. Foggia-Manfredonia
- c. Foggia-San Severo
- d. Foggia-Cerignola

2. In the cases b, c, and d, a railroad workers' train already exists, shown on pages 5 and 7 of the railway time-table. It is asked that the train might also be made available for civilian passengers.

sgd: J. E. DUNLOP
Brigadier,
Regional Commissioner

Copies to: Comr, Foggia Zone,
Transp. Sec (HQ SE AC)

1994

100/ 86/ 91

TRANSLATIO

/fd

MINISTRY OF INTERIOR
General Direction
Public Security

Division : Police . Section IV

Rome, 23rd Nov. 1944

Ref.: No. 10/35099

To : ALLIED COMMISSION
Transportation Sub-Commission
Rome

Subject : Daily service for passengers Bari-Foggia-Naples.

Reference to letter Tn/42 of 2nd October, sent by that Commission to the Ministry of Communications and with which it was approved the daily service, see above subject, and to the letter No. 211/8904/224 R 211 C of the 7th October, we assure that this Ministry has provided the dislocation of necessary reinforcement to the compartmental public-security offices of Naples and Bari and has issued instructions to the competent Prefects to establish special services in the stations where the trains will stop.

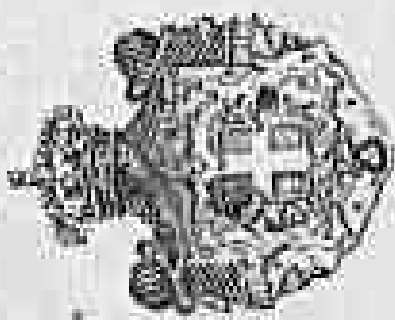
We hope that the instructions, we have given, will avoid also here the repeating of the inconvenients which happened in other lines.

For the Minister
sgd. illegible

.. 1993

Off. 872

Roma, 23 Novembre 1944



Ministero dell'Interno

DIREZIONE GENERALE
DELLA PUBBLICA SICUREZZAALLA COMMISSIONE ALLEATA
Sottocommissione Trasporti

ROMA

Divisione Polizia Sez. IV
Prot. N. 10/35099 AllegatiRisposta al Foglio del
Dir. Sez. N. 2

OGGETTO Servizio giornaliero per viaggiatori Bari-Foggia-Napoli

Con riferimento alla lettera Tn/42 del 2 ottobre u.s., inviata da codesta On. Commissione al Ministero delle Comunicazioni, con la quale venne annunciata l'approvazione del servizio giornaliero segnato in oggetto ed alla nota responsiva n. 211/8904/224 R. 211 C del 7 ottobre, si assicura che questo Ministero ha predisposto la dislocazione dei necessari rinforzi ai competenti uffici compartimentali di P.S. di Napoli e Bari ed ha dato disposizioni ai Prefetti interessati per l'approntamento di speciali servizi nelle stazioni di fermata dei treni.

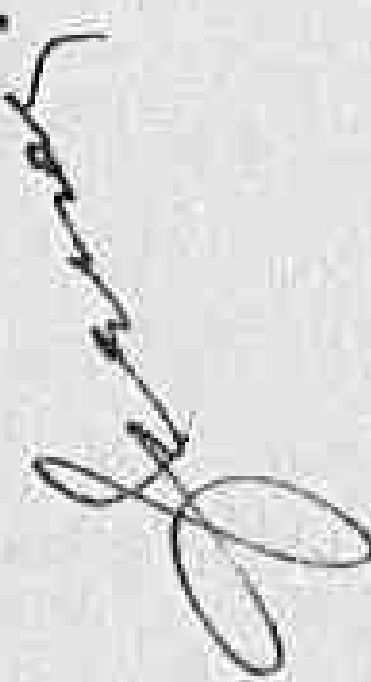
Si confida che l'esatta attuazione delle disposizioni date valga ad evitare il ripetersi anche qui, dei noti inconvenienti riscontrati in talune altre linee.

PEL MINISTRO

Con riferimento alla lettera Tn/42 del 2 ottobre u.s., inviata da codesta On. Commissione al Ministero delle Comunicazioni, con la quale venne annunciata l'approvazione del servizio giornaliero segnato in oggetto ed alla nota responsiva n.211/8904/224 R.211 C del 7 ottobre, si assicura che questo Ministero ha predisposto la dislocazione dei necessari rinforzi ai competenti uffici compartimentali di P.S. di Napoli e Bari ed ha dato disposizioni ai Prefetti interessati per l'approntamento di speciali servizi nelle stazioni di fermata dei treni.

Si confida che l'esatta attuazione delle disposizioni date valga ad evitare il ripetersi anche qui, dei noti inconvenienti riscontrati in talune altre linee.

PEL MINISTRO



1-92

100/86

SUBJECT : Passenger Train Service
Bari Division ISR

TO : The Director
Transportation Sub-Comm
Allied Commission

Tr. Sub-Comm. Repr.
c/o Movements E. Italy
Date : 11 Nov. 44
Ref : ACC/Tr/ED/LI/167

A request has been received from the students and Civil Servants of the State of Brindisi and Lecce for the extension of Train I812 from Brindisi to Lecce and for Train TV I816 to start from Lecce instead of Brindisi as follows :

Train I811

FASANO dep. 0535
Brindisi(arr) 07.15
" (dep
Lecce arr. 0830

Train TV I816

Lecce dep. 1300
Brindisi(arr.
" (dep. 1430
Fasano arr. 1535

with intermediate stops at S. Pietre V.,
Squinzano and Trepuzzi.

May this be submitted to DGMRS for
favourable consideration please ?

Copy to : ISR MOVEIT

Barry Duffey
MAJOR R.E.

Sm. S/C

100/86

A group of students and employees living at S. Pietro Vernotico, Squinzano Trepuzzi and Surbo (Provinces of Lecce), who must go every morning to school or to their Offices in Lecce, apply to obtain the continuation to Lecce of the workmen's train starting in the early morning from Ostuni and stopping at Brindisi. This train should start again in the after-noon from Lecce to Ostuni.

If that is impossible to realize, it would be advisable to advance of some hours the train starting from Bari at four o'clock in the morning.

Alla Spett.le Commissione Superiore Alleata di Con-

Trollo ROMA

Alla Spettabile Commissione Alleata di Controllo

B A R I

Ak Capo Compartimento delle Ferrovie dello Stato

B A R I

e per conoscenza alle LL.EE. I F R E N Z E T T I
delle Province di LECCE e di BRINDISI

I sottoscritti Studenti, Impiegati dello Stato, di

Uffici pubblici e privati, e padri di Studenti delle

scuole Medie dei Comuni di S. Pietro Vernotico, Squin-

zano Trepuzzi e Surbo *cellini Tarduno e P. D. M.* sentono la necessità di rivol-

gere viva preghiera affinché si metta in condizione g

Gli scriventi di raggiungere il capoluogo di LECCE

alle ore 8 ant/ne per poter recarsi alle scuole, ed

ai rispettivi Uffici.

Per far ciò potrebbero far proseguire alle ore ant/e

il treno operai in partenza la mattina da Ostuni e

che si ferma a Brindisi per poi farlo ritornare par-

tendo da Lecce alle ore pomeridiane, oppure si potreb-

be far ritornare a Lecce la mattina il treno che

parte da questacità e muore a Restingo.

Nella peggiore delle ipotesi si potrebbe far antici-

pare di qualche ora il treno che

1989

BARI
e per conoscenza alle LL.BB. I P R E F E T T I
delle Province di LECCE e di BRINDISI

I sottoscritti Studenti, Impiegati dello Stato, di

Uffici pubblici e privati, e padri di Studenti delle

scuole Medie dei Comuni di S. Pietro Vernotico, Squinzano

Cellino G. Achille e P. Donno

Trepuzzi e Surbo sentono la necessità di rivol-

gere viva preghiera affinché si metta in condizione g

li scriventi di raggiungere il capoluogo di LECCE

alle ore 8 ant/ne per poter recarsi alle scuole, ed

ai rispettivi Uffici.

Per far ciò potrebbero far proseguire alle ore ant/e

il treno operai in partenza la mattina da Ostuni e

che si ferma a Brindisi per poi farlo ritornare par-

tendo da Lecce alle ore pomeridiane, oppure si potreb-

be far ritornare a Lecce la mattina il treno che

parte da questacittà e muore a Nestingo.

Nella peggiore delle ipotesi si potrebbe far anticipa-

re di qualche ora il treno che parte alle ore 4 da

Bari.

1989

Nella speranza di essere accontentati con la più
alta stima e considerazione sentitamente ringrazia-

no. 11 1^o Novembre 1944

Pennetta Bonemica

Wichita Puffin
Billy Larkin
Frank
Carsten

de Alen Vincente
Franko
Chentile
W. R. P. P.
W. R. P. P.
W. R. P. P.
W. R. P. P.
W. R. P. P.

W. R. P. P.
Pietro
W. R. P. P.
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W. R. P. P.

Estuni Francesco
Bonno Pietro

Bucco Baricci
Offredo Verrienti
Gordini Paolo

Ruffo Francesco
Offredo Verrienti
Bardi Paolo

Geovanni Elia
Julia Blasi
W. R. P. P.
W. R. P. P.

W. R. P. P.
W. R. P. P.
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W. R. P. P.

Vincenzo Calanora
W. R. P. P.
W. R. P. P.
W. R. P. P.

[illegible]

Charles Laboratory
Santa Angela
Prof. Frzdo
Lindis Centre
Giovanni Michel
Harold Erman

Wm. B. Davis
Thank you.

*Ronizio Corrado
Lomiccio Raffaele
A. Crescimato
Gianfranco
Rizzo Aldo*

Valterio Vignani
 Ottavio Francescos
 Gennaro Petrus
 Rocco Baricci
 Offredo Verrienti
 Ferdinando Fabbri
 Ruffo Francescos
 Antonio Raffaele Caccioppoli
 Ezzele Sollo
 Giovanni Elia
 Julia Bstani
 La Zaccaria
 Giovanni Angio
 Impeleto Camer
 Antonio Paoliana
 Maria Fabbri
 Vincenzo Caluso
 Antonio Bonato
 Michele Fabbri
 Leonardo De Marco
 Giovanni Fabbri
 Antonio Fabbri

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DEPUTY DIRECTOR, ITALY

A P O 512
8 November 1944

SUBJECT: Extension of Passenger Train Service.

TO: CO, 701st Ry Grand Div, APO 512, U S Army.
D.A.D. Tn. 3 (O)
D.A.D. Tn. 3 (M)
Director, Tn. Sub-Commission, A.C.
Director General, I.S.R.

1. Effective with first train from Bari and from Brindisi 13 November the Naples-Bari via Cervaro passenger train will be extended to operate between Bari and Brindisi, on the schedule outlined below.

2. The two civilian coaches and one civilian mail car now operating between Naples and Bari on this train will operate through between Brindisi and Naples.

3. Schedule will be:

Bari Central	Dep.	0705
Brindisi	Arr.	0922
Brindisi	Dep.	1320
Bari Central	Arr.	1550.

4. This train will operate daily except Saturday from Naples and from Brindisi.

By Order of Lt. Col. WILSON:

R. P. MOSS

R. P. MOSS
Lt. Col. T.C.
Deputy Director-Operations

File
1988

Subject - Fasano - Brindisi Service.

To:- Director,
Tn. Sub. Comm.

Transportation Increment,
C.M.F.

Tele: Firebox 50 & 52,
Rome 843128,
Tn.A.3/24/6.

Copy to:- D.M.R.S.,
(attention Lt. Col. MOSS.)

5 Nov. '44.

Reference your letter AG/Tn./100/86 dated
2 Nov., and schedule attached which is agreed, and
is returned herewith as requested.

attach file

R. G. Wilson

Major R.E.
D.A.D.Tn.3.

for Brigadier,

Director of Military Railway Services.

785021

A.C. TRANSPORTATION SUB-COMMISSION (RAILS).
TRAIN SERVICE CIRCULAR No 1.

Date.....

arrangement with AFHQ/MRS/ACC/ISR, the following additions and alterations in ISR services are approved. ISR to arrange operation forthwith, to advise dates and details to all concerned.

Commencing Monday 13 Nov. 44

NEW PASSENGER TRAIN: (DAILY)

NAPLES - REGGIO (CALABRIA)

2030 d	NAPLES	a 0710
2225 a	SALERNO	d 0400
2325 d	BATTIPAGLIA	a 0315
0020 a		d 0220
0030 d	AGROPOLI	a 0210
0125 a		d 0130
0135 d		a 0120
0350 a	SAPRI	d 2300
0400 d		a 2245
0630 a	PAOLA	d 2020
0700 d		a 1950
0830 a	S. EUFEMIA	d 1815
0900 d		a 1750
1140 a	GIOIA TAURO	d 1520
1300 d		a 1400
1500 a	REGGIO (Calab)	d 1200

STOCK: 6 coaches, luggage car,
mail van.

One class only until further notice
Ref: AC.Tn/100/92.

Commencing Monday 13 Nov. 44

TRAIN No 1933 STOCK ALTERATION

SALERNO - REGGIO

To consist of 4 coaches and
1 luggage car.

Ref: AC.Tn/100/92.

Commencing Monday 13 Nov. 44

ALTERATION TO SERVICE:

NAPLES - SALERNO

Train 1943 diverted at NOCERA to
AVELLINO.

NAPLES d	1715 Train 1943
NOCERA a	1851
	d 1920 Train 2654
AVELLINO a	2120

SALERNO - NAPLES

Train 1940 to start from AVELLINO

AVELLINO d	0420 Train 2653
NOCERA a	0559
	d 0625 Train 1040
NAPLES a	0800

To operate as soon as possible
after 1 Dec 44, as stock is
available.

NEW PASSENGER TRAIN: (DAILY)

NAPLES - BARI (via Benevento).

2105 d	NAPLES	a 0945
0115 a	BENEVENTO	d 0518
0150 d		a 0455
0546 a	FOGGIA	d 0050
0605 d		a 0030
1040 a	BARI	d 2030

STOPS also to be arranged at
AVERSA, CASERTA, ARIANO, FOGGIA,
CERIGNOLA, BARLETTA, TRANI and
MOLFETTA.

STOCK: 8 coaches, luggage car,
mail van.

Capacity: 550 passengers, one
class only.

Ref: AC.Tn/100/94.

Commencing Monday, 13 Nov. 44.

NEW PASSENGER SHUTTLE SERVICE: (DAILY)

CERVARO - FOGGIA

CERVARO d	0135	d 1935+
FOGGIA a	0148	a 1948
	d 0200	d 2020
CERVARO a	0215	a 2035

Connects at CERVARO with train
8235 NAPLES - BARI.

Connects at CERVARO with train
8242 BARI - NAPLES.

Ref: AC.Tn/100/91.

Commencing Monday, 13 Nov. 44.

ALTERATION AND EXTENSION OF
PASSENGER SERVICE:

BASANO - PRINDISI

Train 1791 to be extended from
BASANO to PRINDISI, and call at
OSTUNI.

Train 4714 to start from MONOPOLI
instead of BASANO.

Train 4706 to start from PRINDISI
at 0410 and call at OSTUNI.

STOPS also to be arranged at
AVERSA, CASERTA, ARIANO, FOGGIA,
CERIGNOLA, BARLETTA, TRANI and
MOLFETTA.

STOCK: 8 coaches, luggage car,
mail van.

Capacity: 550 passengers, one
class only.

Ref: AC.Tn./100/94.

Commencing Monday, 13 Nov. 44.
NEW PASSENGER SHUTTLE SERVICE; (DAILY)

CERVARO - FOGGIA

CERVARO d 0135° d 1935+

FOGGIA a 0148 a 1948

d 0200 d 2020

CERVARO a 0215 a 2035

*Connects at CERVARO with train

8235 NAPLES - PARI.

+Connects at CERVARO with train

8242 BARI - NAPLES.

Ref: AC.Tn./100/91.

Commencing Monday, 13 Nov. 44.
ALTERATION AND EXTENSION OF
PASSENGER SERVICE:

FASANO - BRINDISI

Train 1791 to be extended from
FASANO to BRINDISI, and call at
OSTUNI.

Train 4714 to start from MONOPOLI
instead of FASANO.

Train 4706 to start from BRINDISI
at 0410 and call at OSTUNI, taking
existing timings from MONOPOLI to
PARI.

Ref: AC.Tn./100/86.

(See reverse for continuation)

0630 a d 2020
0700 d a 1950
0830 a d 1815
0900 d a 1750
1140 a d 1520
1300 d a 1400
1500 a d 1200

STOCK: 6 coaches, luggage car,
mail van.

One class only until further notice
Ref: AC.Tn./100/92.

Commencing Monday 13 Nov. 44

TRAIN No 1933 STOCK ALTERATION

SALERNO - REGGIO

To consist of 4 coaches and
1 luggage car.

Ref: AC.Tn./100/92.

Commencing Monday 13 Nov. 44
ALTERATION TO SERVICE:

NAPLES - SALERNO

Train 1943 diverted at NOCERA to
AVELLINO.

NAPLES d 1715 Train 1943

NOCERA a 1851

d 1920 Train 2654

AVELLINO a 2120

SALERNO - NAPLES

Train 1940 to start from AVELLINO

AVELLINO d 0420 Train 2653

NOCERA a 0559

d 0625 Train 1940

NAPLES a 0800

To call at all stations in each
direction.

STOCK: 3 coaches, 1 luggage car.
Ref: AC.Tn./100/94.

- 2 -
TRAIN SERVICE CIRCULAR No 1 (Contd).

NEW PASSENGER SERVICES:

SULMONA DISTRICT

WEDNESDAYS ONLY COMMENCING 8 NOV. 44

SULMONA d 0600 d 1600
 RAIANO a 0621 a 1621

RAIANO d 0630 d 1630
 SULMONA a 0650 a 1650

SULMONA d 0800 d 1800
 PRATOLA PELIGNA a 0815 a 1815

PRATOLA PELIGNA d 0840 d 1830
 SULMONA a 0855 a 1845

SAUNDAYS ONLY COMMENCING 11 NOV. 44

SULMONA d 0430 d 1500
 CANSANO a 0553 a 1603

CANSANO d 0600 d 1700
 SULMONA a 0652 a 1752

SULMONA d 0820 d 1400
 EUGNARO a 0830 a 1410

EUGNARO d 0840 d 1440
 SULMONA a 0850 a 1450

Services to be operated by loco
 gr 940 available at SULMONA Depot.

Ref: AC.Tn./100/88/277/278

SPECIAL NOTE.

Trains NAPLES - REGGIO and NAPLES

system proposed by ISR, and to be rigorously protected from abuse. Any
 abuse of the regulations restricting the number of passengers will be
 likely to cause withdrawal of the services.

A.C. Internal Distribution only.

NEW FREIGHT SERVICE

SPECIAL WEEKLY WINE TRAIN

LECCE - NAPLES

WEDNESDAYS ONLY COMMENCING 15 NOV. 44

LECCE d 1058

ERINDISI a 1252

TARANTO d 1600

METAPONTO a 1930

POTENZA d 2200

FATTIPAGLIA a 2322

NAPLES d 0145

SUNDAYS ONLY COMMENCING 19 NOV. 44

NAPLES a 0810

FATTIPAGLIA d 1010

POTENZA a 1452

ERINDISI d 1730

TARANTO a 2130

METAPONTO d 1005

POTENZA a 1435

FATTIPAGLIA d 1624

NAPLES a 2154

SUNDAYS ONLY COMMENCING 19 NOV. 44

NAPLES d 0001

FATTIPAGLIA a 0515

POTENZA d 0834

ERINDISI a 1020

TARANTO d 1235

METAPONTO a 1553

POTENZA d 1830

FATTIPAGLIA a 2100

STOCK: 20 Wine Tankers only.

Ref: AC/Tn./243.

D.S. ADAMS,

Col., C.E.,

Director,

Tn. Sub. Comm.

1986

BATTIPAGLIA	a	1452
	d	1730
NAPLES	a	2130
<u>SUNDAYS ONLY COMMENCING 19 NOV. 44</u>		
NAPLES	d	1005
BATTIPAGLIA	a	1435
	d	1624
POTENZA	a	2154
	d	0001
METAPONTO	a	0515
	d	0834
TAPANTO	a	1020
	d	1235
PRINDISI	a	1553
	d	1830
LECCE	a	2100

STOCK: 20 Wine Tankers only.
Ref: AC/Tn./243.

<u>SATURDAYS ONLY COMMENCING 11 NOV. 44</u>		
SULMONA	d	0430
CANSANO	a	0553
	d	0600
CANSANO	a	0652
SULMONA	d	0820
	a	0830
SULMONA	d	0840
EUGNARO	a	0850
SULMONA	d	1440
	a	1450

Services to be operated by loco
gr 940 available at SULMONA Depot.

Ref: AC.Tn./100/88/277/278

SPECIAL NOTE.

Trains NAPLES - REGGIO and NAPLES - BARI to be subject to Permit Control system proposed by ISR, and to be rigorously protected from abuse. Any abuse of the regulations restricting the number of passengers will be likely to cause withdrawal of the services.

A.C. Internal Distribution only.

D.S. ADAMS,
Col., C.E.,
Director,
Tn. Sub. Comm., AC. 1986

100/86

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DEPUTY DIRECTOR, ITALY

A P O 400
1 November 1944

Subject: Extension of passenger trains to Brindisi.

To: ✓ Director, Tn Sub-Committee, A.C.C.
Director General, Italian State Railways
D.A.D. Tn. 3

1. It is agreed that the extension of passenger service of Trains TV 1791 and TV 4714 be extended to operate into and out of Brindisi effective for first trains 13 November.

2. Authorization is also granted for the operation of passenger service on the Sulmona District Wednesdays and Saturdays only, as outlined in Train Service Circular No. 1 of the AC, Tn. Sub-Commission (Rails) dated 28 October. This service to become effective 8 November.

For the Deputy Director:

R. P. Moss
R. P. MOSS
Lt. Col. T.C.
Ry. Operations Supt.

cc-Capo Compartimento Bari.

1985

00/86

SUBJECT : Passenger Train Service
Bari Division

TO : The Director
Transportation Sub-Comm
ACC Main

Transportation Sub-Comm
Allied Control Comm
c/o Movements E. Italy

Date : 23 October 1944.
of : ACC/Tn/BD/RE/41

The following requests (from the Municipal authorities) have been received for alteration to the booked Train services :

- 86
- (1) Extension from FASANO - BRINDISI of BARI - FASANO Trains TV 1791 with stops at OSTUNI .
 - (2) FASANO - BARI Train (Nos TV 4714) to start from BRINDISI and stops at OSTUNI

May DGERS be asked to give favourable attention to the above.

Ernst Saffey
Captain R.E.

COPY TO : MOVEMENT

agreed

ENBJ/BT

1984

100/86

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel : 478701

2 November 1944

Our Ref : AC/TN/100/86

TO : Director
M.R.S.
Attention Lt. Col. Mofa

SUBJECT : Fasano-Brindisi Service.

1. Reference is to agreement reached at meeting 31 October 1944 in regard to this service, as outlined in AC circular No 1 dated 28 Oct., which is in course of revision to meet the altered arrangements.
2. Draft circular is attached hereto for your early approval.
3. In respect of the extension Fasano-Brindisi, ISR have pointed out operational difficulties which would occur in respect of the alteration of train 4214, and propose the amendments shown in the bottom right hand corner of the circular. This requires no additional running over that agreed, and consultation has been had with our Bari Officers, who confirm that the amendment would be preferable.
4. Please say if you agree the issue of the circular, and if so, return same for mimeographing.

D.S. ADAMS
Colonel C.E.
Director In. Sub-Comm.

1983

ENCLOSURE 1 :
Draft circular.

TRANSLATION =

MINISTRY OF COMMUNICATIONS
I.S.R. Direction General
Movement Service

Rome 31 OCT 1944

M. 210/8933/211-C/ICCA/1168/28

To ACC Transportation Subcommission

R o m e

copy To Direction General M.R.S.

- 1) The passengers, who from Brindisi or other localities of this Province have to reach the Region's Chief Town (Bari) are compelled to spend 2 nights out of their residences and to face hard difficulties, due to the well known lack of lodgings at Bari.
- 2) Students, professional men and traders of Brindisi Province, supported also by the Prefect, who knows the great uneasiness of the population, have asked for a train running, which starting early in the morning from Brindisi, would allow the return home in the evening.

For this purpose we propose the operation of a train, leaving Brindisi at 0410 hrs (about) , to be connected at Monopoli with the present 4706 train, arriving at Bari at 0737 hrs.

On the return the 1791 train's ride, at present limited to the section Bari - Fasano, should be extended as far as Brindisi.

- 3) To get a partial compensation, we could discontinue the TV.4714 train between Fasano and Monopoli and the trains 1812 and 592 between Brindisi and Ostuni. In such a way, the requested increase of running would be limited, in the whole to 38Kms, namely to the double ride Fasano- Ostuni and back.

- 4) For the proposed measures no larger use of rolling stock and locomotives is required, but only a small increase in fuel consumption, which, however, is partially compensated by the abolition of the stoppage, more than one hour, at Ostuni of the locomotive of 1812 and 592 trains, which be abolished.

The General Director
Signed Di Raimondo

CU / 30 n.g.

1982

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For this purpose we propose the operation of a train, leaving Brindisi at 0410 hrs (about), to be connected at Monopoli with the present 4706 train, arriving at Bari at 0737 hrs.

On the return the 1791 train's ride, at present limited to the section Bari - Fasano, should be extended as far as Brindisi.

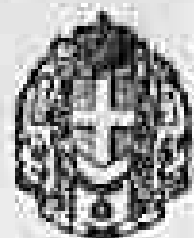
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CU / 30 n.g.

The General Director
Signed Di Raimondo

1982



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 21 OTT 1944 194 - A

N. M. 210/8933/211-C/ICCA/1168
28

Al N. del

Commissione Alleata di Controllo
Sottocommissione Trasporti

R O M A

OGGETTO

Servizio viaggiatori
linea Bari-Brindisi

p.c. Direzione Generale M.R.S.
S E D E

ALLEGATI N.

I - I viaggiatori che da Brindisi o località della provincia debbono recarsi al Capoluogo della Regione, Bari, sono costretti a pernottare due notti fuori residenza con gravi difficoltà poichè è noto che a Bari mancano alloggi.

II - E' vivamente richiesto da studenti, professionisti e commercianti della provincia di Brindisi, appoggiati in questa richiesta anche del Prefetto che è a conoscenza del grave disagio dei suoi amministrati, una comunicazione che partendo la mattina presto da Brindisi consenta il ritorno in serata alla propria residenza.

A tale scopo proporremmo l'attivazione di un treno in partenza da Brindisi alle ore 4.10 circa e che a Monopoli potrebbe collegarsi con l'attuale 4706 in arrivo a Bari alle 7.37.

Al ritorno si dovrebbe prolungare fino a Brindisi il treno 1791 attualmente limitato al tratto Bari - Fasano.

III - A parziale compenso si potrebbero sopprimere i treni TV.4714 da Fasano a Monopoli e i treni 1812 e 59z tra Brindisi e Ostuni, di modo che l'aumento richiesto si limiterebbe complessivamente a 38 chilometri e cioè al doppio percorso Fasano - Ostuni e viceversa.

IV - Col provvedimento proposto non vi sarebbero maggiori impegni di materiale e locomotive ma solo un lieve maggior consumo di combustibile parzialmente compensato dal soppresso stazionamento di oltre un'ora a Ostuni della locomotiva dei treni 1812 e 59z che non si effettuerebbero più.

IL DIRETTORE GENERALE

Indi Fanni

1981

INTER-OFFICE MEMOReference : ACC Tn/100/65
Date : 25 October 44.

TO : Lieut-Colonel L.E. Vining,
Deputy Director,
Transportation Sub-Commission.

SUBJECT: Rail Line - Arezzo - Florence.

1. Owing to the desire of the Industry Sub-Commission to have the line from Arezzo to the north given attention in view of the stocks of lignite situated at Montebaci, an urgent inspection is necessary.
2. Can this please be arranged?

Sd ACP
for Boardman

Translation

Ministry of Communications

Rome, October 11, 1944
 M 211-8904 - 224 R 211 O/100A988/23
 To M. ACC. Fn. 42 dated Oct. 2nd

To ALLIED CONTROL COMMISSION
 TRANSPORT SUB COMMISSION

1) We are very thankful for the daily couple of travellers' trains from Naples to Bari - Via Foggia you granted us!

We propose for them the following time table:

2105	s.	Naples	a.	0845
0115	a.	Benevento	s.	0513
0150	s.		a.	0455
0546	a.	Foggia	s.	0050
0605	p.		a.	0030
1040	a.	Bari	s.	2030

with stopping places at the intermediate stations of AVERSA - CASERTA - BENEVENTO - ARANO - FOGGIA - ORIGNOLA - BARLETTA - TRANI - MOLINETTA only excluding any local service in the line section Napoli-Benevento and Foggia-Bari.

2) The train ought to be composed as follows: a baggage van, a mail car and eight fourwheeled axle cars or equivalent cars for about 550 travellers with only one class.

3) The admission of travellers for the above mentioned trains will be subject to apportionment and therefore the sale of tickets will be equalized to the quantity of available places.

Travellers having any kind of season tickets are not allowed to travel on the said trains.

Tickets for these trains must be personal and the travellers are bound to show their documents at the moment of the request and to the controllers.

Travellers will be admitted in the following order:

- officers appointed by ACC
- officers of the Ministries authorized by the respective Cabinets or Secretariats.
- officers of Public Administrations travelling on duty, as it must result from the declarations delivered by the respective Chiefs of Office.
- Personnel of Firms or Concerns working for Public Administrations with authorizations delivered each time by the directors of the same administrations.
- Professional people - generally & that travel for matters dealing with Public Administrations, as resulting from declarations delivered each time by the said Administrations.
- Travellers not belonging to the above mentioned categories.

The authorizations or declarations

1280

1040 a. Bari s. 2030

with stopping places at the intermediate stations of AVERSA - CASERTA -
BENEVENTO - ARAINO - POGGIA - CARIGROLA - BARIERTA - TRANI - MOLETTA
only excluding any local service in the line section Napoli-Benevento
and Foggia-Bari.

2) The train ought to be composed as follows: a baggage van, a mail
car and eight fourwheeled axle cars or equivalent cars for about 550
travellers with only one class.

3) The admission of travellers for the above mentioned trains will
be subject to apportionment and therefore the sale of tickets will be
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Travellers having any kind of season tickets are not allowed to
travel on the said trains.

Tickets for these trains must be personal and the travellers are
bound to show their documents at the moment of the request and to the
controllers.

Travellers will be admitted in the following order:

- a) officers appointed by AOC
- b) officers of the Ministries authorized by the respective Cabinets
or Secretariats.
- c) officers of Public Administrations travelling on duty, as it must
result from the declarations delivered by the respective Chiefs of Office.
- d) personnel of Firms or Concerns working for Public Administrations
with authorizations delivered each time by the directors of the same
administrations.

e) Professional people - generally - that travel for matters dealing
with Public Administrations, as resulting from declarations delivered
each time by the said Administrations.

f) Travellers not belonging to the above mentioned categories.

The authorizations or declarations as above said shall be done in
couple copy: one must remain at the booking - office as a test for the
emission of the ticket, the other one has to be given to the travellers
with the stamp of the station and the date of the ticket.

The travellers, as referred at points a) b) c) d) e) must book their
tickets the day before leaving.

Other travellers cannot book out their tickets, and they will buy them the same day they leave, following the order of the queue to the ticket-window.

4) To prevent abusive travellers to get on the trains clandestinely there will be a stricter service of police; dispositions will be taken so that each travellers car might be permanently overlooked by a railway agent enabled to control, and at least by two policemen.

In every station of the line the entrance and going out openings will be overlooked by one railway agent and two policemen each and at the station, where travellers traffic is not allowed these entrances will be shut before the transit of the train.

5) Whenever abusive travellers would be found out - they must be compelled to get down at the first station after having been charged with due fees and penalties, and a verbal of infraction having been written, without any exception.

The surtaxes and penalties for abusive travels will be heavily raised. Measures on this matter are in course.

6) By the above mentioned measures we hope to remove the troubles we had to deplore as yet for the extreme crowding on the trains and that consequently the increase of travellers trains might be granted, as they are indispensable for rehabilitation of civil life.

The Minister

sgd. Cerabona

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The Minister

sgd. Cerabona

ACF/hl

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

100/86

TEL.478701

30 September '44

ACC.Tn/42

TO

Ministry of Communications
I.S.R. General Direction

SUBJECT: Railway Communications, Foggia

1. Reference is to your letter 36.6/1.0/1-3/Segr. concerning Railway Communications in the Province of Foggia.
2. Sympathetic consideration is already being given to the provision of a train service for railway workers to and from Foggia, and a separate letter has been written you thereon seeking certain additional information.
3. It is pointed out however, that it was suggested in other correspondence that such trains would be for railway workers only. If you are now proposing other trains for ordinary passenger purposes, perhaps you will submit timings, with stock composition of trains and estimated additional coal consumption.

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

1978

Ministry of Communications
I.S.P. General Direction
Secretary's Office

Translation

Rome 23 September 1944
N.3616/1.0/1.3/Segr.

JCA/837/28

Subject:

Railway Communications
in the Province of Foggia -

TO: A. C. C.

Transport Sub Commission

R o m e

1. H. E. the Prefect of Foggia has represented the serious conditions of the province, due to the absolute lacking of any railway communication for civilians; this situation has already lasted for more than a year.
2. The same authority points out that a very scarce number of motor vehicles are available, not even sufficient for the normal requirements, in spite of the generous help of the Truck Power and of the Allied Authorities.
3. G.D., M.R.S. has been already requested to settle a daily passenger train for S. Severo to Foggia and another one from Molfetta to Foggia. Purpose of the request was also to let workers needed for reconstruction works of railway plants reach the chief-town of the Province.

The request, however, has not yet been granted.

4. It seems urgent that the above request should be granted to improve the morals of the population dejected at present by many causes; this measure would be highly appreciated by these populations, and could calm them in a particular way, giving them a chance for a better standard of life.

In view of the minimum requirement of rolling stock and fuel, I beg this Sub Commission to grant the request.

Director General

Signed: Di Raimondo

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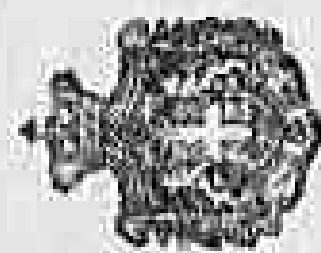
Director General

Signed: Di Raimondo

1977

Ca/26/c.b.

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE



oi/DR

SUB
DEL DIRETTORE GENERALE

OGGETTO:

Comunicazioni ferroviarie in
provincia di Foggia.

Roma, li 23 Settembre 1944
N. 3616/1.0/1.3 Legn/808/837/28
Al N. del

ALLA COMMISSIONE ALLEATA DI CONTROLLO
Sottocommissione Trasporti

R O M A

1° - S.E. il Prefetto di Foggia ha rappresentato la grave situazione della provincia per la mancanza completa di ogni comunicazione ferroviaria per civili, che si prolunga da oltre un anno.

2° - La stessa autorità fa presente che dispone di pochissimi automezzi che non sono neanche sufficienti per le normali esigenze, anche se integrate dal generoso concorso del Truck Pool e dell'aiuto dato dagli alleati.

3° - E' stato già richiesta alla Direzione Generale M.R.S. l'istituzione di un treno viaggiatori giornaliero da S. Severo a Foggia e di altro pure giornaliero da Molfetta a Foggia. Ciò anche per poter fare affluire nel capoluogo della provincia gli operai indispensabili per i lavori di ripristino degli impianti ferroviari.

La richiesta però non è stata ancora accolta.

4° - Per potere migliorare la grave situazione, in cui la popolazione trovasi, sembra urgente accogliere la richiesta, di cui sopra, che servirà a rasserenare gli animi, oggi molto turbati per il concorso di varie cause.

5° - Prego cotesa Sottocommissione di volere aderire, significando che l'impegno del materiale rotabile ed il consumo di combustibili sono minimi.

IL DIRETTORE GENERALE

Luigi Raimondo

1976

ALLA COMMISSIONE ALIATA DI CONTROLLO
Sottocommissione Trasporti

R O M A

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- 2° - La stessa autorità fa presente che dispone di pochissimi automezzi che non sono neanche sufficienti per le normali esigenze, anche se integrate dal generoso concorso del Truck Pool e dell'aiuto dato dagli alleati.
- 3° - E' stato già richiesta alla Direzione Generale M.R.S. l'istituzione di un treno viaggiatori giornaliero da S. Severo a Foggia e di altro pure giornaliero da Molfetta a Foggia. Ciò anche per poter fare affluire nel capoluogo della provincia gli operai indispensabili per i lavori di ripristino degli impianti ferroviari. La richiesta però non è stata ancora accolta.
- 4° - Per potere migliorare la grave situazione, in cui la popolazione trovasi, sembra urgente accogliere la richiesta, di cui sopra, che servirà a rasserenare gli animi, oggi molto turbati per il concorso di varie cause.
- 5° - Prego coteستا Sottocommissione di volere aderire, significando che l'impegno del materiale rotabile ed il consumo di combustibili sono minimi.

IL DIRETTORE GENERALE

Luigi Raimondo

1946

CONF100/86
/nfTranslation

Ministry of Communications
I.R. - The General Director

Letter 28 Sept. 1944
our ref. # 323/8454/303/98/
Icca/857/42
reply is to n.ACC/tn/42/58
dated 1/3/44

Subject:

Proposal for an additional
freight trains programme

1 Enclosure

To : Allied Control Commission
Transp. Sub. Commission

Copy to General Direction I.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, 5. 1731 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, especially, to build locomotives.

in this respect we beg to advise you that

- 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, a. 17361 cars of vintage products were sent from Poggia 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 requested additional trains was in relation with the remarkable daily average availability of cars (2500), which resulted as not utilized by the Compartmenti.

./.

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 1949 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 exceptionelly 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

4251

COPY

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

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

NOTES

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

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

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 324

Our reference: ACC En/42/38
date : 1 September 44

Tele : 478701

SUBJECT : Proposed additional freight programme

TO : Ministry of Communications
Italian State Railways
General Direction.

1. The additional freight services requested in your letter, reference M/323/8066/309/38 of the 22 August 1944 were carefully considered at the meeting of the Transportation Sub-Committee held on Monday, 28 August 1944. The lack of rolling stock and locomotive parts at the present time it is impossible to consider additional services.

2. It is fully appreciated that there is a considerable tonnage of wine on hand in the Puglie district; but for the time being it is regretted that this type of traffic which carries such a low priority, cannot be moved in any great quantities.

3. For your information, we are conveying a considerable tonnage of fresh vegetables daily into the cities and localities where these commodities are urgently required and this tonnage is being brought forward attached to Military trains.

4. I am afraid the movement of building materials will have to be suspended a short time until a regular flow of traffic can be maintained.

5. The rolling stock needed to carry out the programme in your "appendix" attached to this letter, would require 2281 cars and owing to the serious shortage of rolling stock in liberated Italy, it was found impossible to consider your proposition for the time being.

6. This application will be kept closely before us and reconsidered at a later period by the transportation committee.

It is fully appreciated that there is a considerable tonnage of wine on hand in the Puglia district; but for the time being it is regretted that this type of traffic which carries such a low priority, cannot be moved in any great quantities.

3. For your information, we are sending you tonnage of fresh vegetables daily into the cities and localities where these commodities are urgently required and this tonnage is being brought forward attached to Military trains.

4. I am afraid the movement of some of the traffic can be suspended a short time until a regular flow of traffic can be maintained.

to be maintained.

the rolling stock needed to carry out the programme in your "appendix" attached to this letter, would require 2281 cars and owing to the serious shortage of rolling stock in liberated Italy, it was found impossible to consider your proposition for the time being.

the time being.

6. This application will be kept closely before us and reconsidered at a later period by the transportation committee.

W. S. ADAMS
Colonel, C.E.,
Director, T.N.S/C.

1972

MTR/hl

100/86

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
ALO 394

Our Ref: ACC.20/42/87
Date : 1 Sept. 1944

Ref: 479701

TO : Ministry of Communications
Italian State Railways
General Direction

SUBJECT: Proposed additional passenger train programme.

1. In reply to your letter, ref. M/210/8792/41/11 of the 2nd August 1944.

2. Each proposition in this letter was carefully studied at the Transportation Committee held at HQ ACC 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 northward 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 fit 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 inadvisable 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 Salerno.

5. Your para. 3.

1971

Monday, 20 August, and so that you may appreciate the decision 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 train operating, you are at liberty to do so in consultation with AGC.

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 Gioia train into a mixed train and arrange for this train to stop at intermediate stations, owing to the considerable freight both east to West and West to East, via Potenza.

5. Your para. 3. The Transportation Committee fully appreciate that civil passenger and freight trains are required between Rome and Naples, but the heavy demand of military traffic at the present, makes the running of civilian trains impossible; therefore the following applications have been declined for the present:-

Rome - Naples, - ^{via} ~~via~~ Formia
Rome - Naples, - via Cassino

6. Your para. 3 (d) Rome - Grosseto.
 Your para. 3 (e) Rome - Arezzo.
 Your para. 3 (f) Rome - Foligno.

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

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

7. Your para. 3 (g) Naples - Foggia - Bari.
 It is agreed by the Transportation Committee that one coach per day to carry approx. 50 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) Legnano - Monza.
 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 Legnano providing a bid is submitted through the proper channels.

9. Your para. 4 (b) Potenza - Melfi.
 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) Isola - Potenza.

1970

To re-organise the whole of the operating schedule of passenger and freight trains over this route, to arrange

7. Your para. 3 (c) Naples - Pozzallo - Porto.
It is agreed by the Transportation Committee that one

daily military train running between Naples and Port, via
Pozzallo and Pozzallo. This service to operate 6 days per week
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) Pozzallo - Porto.
It is not as yet possible to organize civil train
between these points, but with regard to refugees, organized
aid is admitted through the proper channels.

9. Your para. 4 (c) Pozzallo - Porto.
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) Pozzallo - Porto.
1970

To re-organize the whole of the operating schedule
for passenger and freight trains over this route, to arrange
Monday with bound, would completely throw out the bound and
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-Lagonegro

This application has been dealt with under para 4 (2). It is regretted that for the present time, owing to Military movement, the tri-weekly trains cannot be extended to a daily movement.

12.

Your para.4 (d) Foggia-Potenza

Your para.4 (e) Foggia-Manfredonia

Your para.4 (f) Foggia-Lucera

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

13.

Your para.4 (g) Recanata-Gioia 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, O.B.,
Director, Tn.S/C.

1969

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

Tpm A.C.

42/80

A. P. O. 400
30 AUGUST 1944

SUBJECT: CIVILIAN TRAIN SERVICE

TO: DIRECTOR GENERAL, I.S.R., BUILDING

1. YOUR VARIOUS REQUESTS SUBMITTED TO A.C.C., TRANSPORTATION SUB-COMMISSION, FOR CONSIDERATION AT THE MEETING 28 AUGUST 44.

2. THE DEMANDS FOR MILITARY TRANSPORTATION AT THIS TIME PRECLUDE THE POSSIBILITY OF ESTABLISHING ANY NEW CIVILIAN PASSENGER OR FREIGHT TRAINS OR MAKING ANY SUBSTANTIAL EXTENSIONS IN THE RUNS OF THE TRAINS ALREADY BEING OPERATED. HOWEVER, AS SLIGHT RELIEF, TRAINS 1791 AND 4704 WILL BE EXTENDED TO OPERATE TO AND FROM FASANO INSTEAD OF MONOPOLI AS AT PRESENT, AND ON THE BARI VIA FOGGIA TO NAPLES MILITARY PASSENGER TRAIN, MOVEMENTS HAVE AGREED THAT ONE COACH IN EACH DIRECTION ON THIS TRAIN MAY BE USED FOR CIVILIAN TRAVEL EFFECTIVE 10 SEPTEMBER 44--TRAIN LEAVING BOTH TERMINALS DAILY EXCEPT SATURDAY.

3. WITHOUT FURTHER REFERENCE TO THE COMMISSION, THE SERVICE VIA THIS ROUTE WILL BE INCREASED EITHER BY ALLOTING MORE SPACE ON THE PRESENT MILITARY TRAIN OR BY PUTTING ON AN EXCLUSIVE CIVILIAN TRAIN JUST AS SOON AS THE MILITARY DEMANDS ON THIS LINE WILL PERMIT. IT IS SUGGESTED HOWEVER, THAT THE MATTER BE RE-SUBMITTED FOR CONSIDERATION AT THE NEXT MEETING OF THE COMMISSION IF NO FAVORABLE ACTION HAS BEEN TAKEN IN THE MEANTIME.

CARL R. GRAY, JR.
BRIGADIER GENERAL, USA
DIRECTOR GENERAL

CC - DQMG(M), HQ AAI
TRANS. SUB-COMMISSION, ACC, APO 394
DOTN RAILWAYS (BR.) BARI, THIRD ADTN 3, BLDG.
CO, 701ST RY GR DIV
CAPO COMPARTIMENTO, I.S.R., NAPLES
CAPO COMPARTIMENTO, I.S.R., BARI

HEADQUARTERS
A. C. 1968

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. O. 400
6 AUGUST 1944

SUBJECT: PASSENGER TRAIN SERVICE NAPLES-POTENZA-BARI

TO: DIRECTOR GENERAL, I.S.R., BUILDING
DQM(M), HQ AAI
D.C.O.T., HQ AAI
CHIEF OF TRANS., P.B.S., APO 782
TRANS. SUB-COM., A.C.C., APO 394
DOTN, RLYS (GR.), BARI - THRU: ADTN 3, BUILDING
CO, 701ST RY GR DIV, APO 400
CAPO COMPARTIMENTO, I.S.R., BARI
CAPO COMPARTIMENTO, I.S.R., NAPLES

1. EFFECTIVE 16 AUGUST 1944 THE FOLLOWING CHANGES WILL BE MADE IN PASSENGER TRAIN SERVICE BETWEEN NAPLES AND BARI VIA POTENZA, TARANTO AND BRINDISI:

THE PRESENT DIESEL RAIL CAR TRAIN OPERATING BETWEEN SALERNO AND BARI WILL BE DISCONTINUED.

THE BI-WEEKLY MILITARY PASSENGER TRAIN BETWEEN NAPLES AND TARANTO WILL BE DISCONTINUED.

THE BI-WEEKLY CIVILIAN PASSENGER TRAIN BETWEEN NAPLES AND BARI VIA TARANTO AND BRINDISI WILL BE DISCONTINUED.

2. IN LIEU THEREOF, A PASSENGER TRAIN WILL BE OPERATED DAILY, EXCEPT SUNDAY, IN EACH DIRECTION BETWEEN NAPLES AND BARI VIA TARANTO AND BRINDISI ON THE SCHEDULE NOW BEING FILLED BY THE BI-WEEKLY CIVILIAN PASSENGER TRAIN:

<u>EASTBOUND</u>		<u>WESTBOUND</u>	
1600	LV. NAPLES	ARR.	1000
0704	LV. TARANTO	LV.	1825
1400	ARR. BARI	LV.	1200

3. ON THIS SUBSTITUTED SERVICE 50% OF CAPACITY, APPROXIMATELY 300 PLACES, OF ALL TRAINS OPERATED WILL BE RESERVED FOR ALLIED MILITARY PERSONNEL TRAVELING ON COMPETENT ORDERS AND AS DIRECTED BY MOVEMENTS, A.A.I. IN CASE ALL OF THE SPACE RESERVED FOR THE MOVEMENT OF MILITARY PERSONNEL IS NOT REQUIRED, MOVEMENTS WILL ARRANGE TO RELEASE UNWANTED SPACE TO THE I.S.R. IN SUFFICIENT

TIME SO THAT THAT SPACE WILL BE AVAILABLE FOR CIVILIAN TRAVEL. WHENEVER POSSIBLE 24-HOUR ADVANCE NOTICE OF UNWANTED SPACE SHOULD BE GIVEN. CIVILIAN PASSENGERS OR OTHER TICKETHOLDERS WILL NOT BE PERMITTED IN THE CARS RESERVED FOR TRANSPORTATION OF MILITARY PERSONNEL, THEREFORE ANY SPACE RELEASED BY MOVEMENTS WILL BE IN COACH UNITS.

Carl R. Gray, Jr.
CARL R. GRAY, JR.
BRIGADIER GENERAL, USA
DIRECTOR GENERAL

CC - AGM TRANSPORTATION, NAPLES
AGM EQUIPMENT, NAPLES
AGM ENGINEERING
AGM STORES

C O P Y

100/86^{ele}

Rome 22 Aug. 44

MINISTRY OF COMMUNICATIONS
I.S.R. DIRECTION GENERAL

Nr. M 323 8066

309 98

SUBJECT

Proposals about increase
of goods trains and extension
of piece-goods service -

To Allied Control Commission
cc. Direction General M.R.S.

R o m e

1)

The present situation of civilian transportation on the Compartment's lines south of Rome is as follows:

A couple of daily goods trains is running only on the lines Napoli-Potenza, Battipaglia-Reggio Calabria, Metaponto-Reggio Calabria, Bari-Brindisi, Brindisi-Taranto, Taranto-Potenza; besides, a couple of goods trains is running each four weeks, on the Sığignano-Lagonegro line. On the lines Poggia-Manfredonia, Potenza-Rocchetta S.A., Rocchetta S.A.-Viola del Colle, Barletta-Spinazzola, the goods service is executed by mixed trains quoted in the time table in force. Finally, on the line Catanzaro-S. Eufemia, Paola-Josenza, Cosenza-Sibari is performed a limited goods service through the goods trains effectuated per Allied benefit.

2)

By the rehabilitation of the lines Naples-Rome, via Cassino, and Naples-Rome, via Formia, it arises the possibility to provide Rome by railway - with goods coming from its natural procurement centres, i.e. Campania and Puglia. This supply appears necessary and urgent, as for the difficult foods situation of Rome, as well as for avoiding the storage of many products, which are in excess at the production districts. Such products are also to be taken away as soon as possible, in order to avoid their waste and to make place for the next harvest of vegetables - especially potatoes - grapes, fruits and wine (only in Lecce province there are still 170.000 tonn. of wine at hand). And last not least are to be considered salt transportations.

We suggest, therefore, to set up two couples of daily goods trains between Naples and Rome, (the one via Cassino, the other via Formia) and to increase the goods service in the Campania and in the Puglia, in order to convey goods from inland production localities to the main lines and through these last, to Rome.

3)

Moreover, considering that plenty of supplies have been made to Rome in the past, and could take place still at present, from North Lazio, Marche, Umbria and Toscana, we suggest to effectuate - as soon as possible - a limited goods service between these

Bari-Brindisi, Brindisi-Taranto, Metaponto-Reggio Calabria, of goods trains is running each four weeks, besides, a couple etc line. On the lines Foggia-Manfredonia, on the Sogliano-Lagone-Rocchetta S.A.-Gilia del Colle, Barletta-Spinazzola, the goods service is executed by mixed trains quoted in the time table in force. Finally, on the line Catanzaro-S. Eufemia, Paola-Cosenza, Cosenza-Sibilli is performed a limited goods service through the goods trains effectuated per Allied benefit.

- 2) By the rehabilitation of the lines Naples-Rome, Via Cassino, and Naples-Rome, via Norma, it arises the possibility to provide Rome by railway - with goods coming from its natural procurement centres, i.e. Campania and Puglia. This supply appears necessary and urgent, as for the difficult foods situation of Rome, as well as for avoiding the storage of many products, which are in excess at the production districts. Such products are also to be taken away as soon as possible, in order to avoid their waste and to make place for the next harvest of vegetables - especially potatoes - grapes, fruits and wine (only in Lecce province there are still 170.000 tonn. of wine at hand). And last not least are to be considered salt transportations.

We suggest, therefore, to set up two couples of daily goods trains between Naples and Rome, (the one via Cassino, the other via Formia) and to increase the goods service in the Campania and in the Puglia, in order to convoy goods from inland production localities to the main lines and through these last, to Rome.

- 3) Moreover, considering that plenty of supplies have been made to Rome in the past, and could take place still at present, from North Lazio, Marche, Umbria and Toscana, we suggest to effectuate - as soon as possible - a limited goods service between Civitavecchia, Chiusi, Foligno and Rome.

Among said supplies, besides foods, there are very important ones, i.e. those of charcoal and building materials.

- 4) The suggested services, with the indications of the rolling stock required, of the tons. volume, of the trains routes and of the needed fuel, are shown - for each line - by the attached statement.

- 5) The piece-goods service, now allowed only within the single Compartimenti of Naples, Bari and Reggio C. and only for a limited volume, it appears to be insufficient for the imperative needs of the populations, which have especially the necessity of traffic opportunities with the main towns located out of the Compartimenti. Therefore, by the suggested goods service extension, we consider indispensable that piece-goods transports be admitted also for destinations out of each Compartimento, effectuating the same through mixed cars to be coupled to all running 3001s trains. It is understood that such piece-goods service ought to be suitably regulated and extended also to the Roma Compartimento.
- 6) The rolling stock needed to effectuate the suggested trains shall be of 2281 cars; this number is sensibly inferior to that of the rolling stock daily in excess in the various Compartimenti, being of 2550 cars.
- 7) Finally we point out the necessity that the authorizations to load the cars, be measured to the transport possibilities; this because, as we are informed, the few running trains are often not entirely loaded, owing to the lacking of authorizations in comparison with the requests.

The I.S.R. Director General

T. to Di Raimondo

U.S.A. Director General
F.to Di Raimondo

1965

Rome, 20 August 1944
our. ref. M 210/3732/41/13

MINISTRY OF COMMUNICATIONS
ITALIAN STATE RAILWAY
GENERAL DIRECTION

To Allied Control Commission
Transportation Sub-Commission
R.O.M.S.

Copy to General Director
M.R.S.

Subject:
Passenger trains
programme

Building

1. Passenger service situation, in 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 07.30 hrs in descending direction and of 08.15 in upward direction. The daily trains between Salerno and Reggio C. with train-shipment at Gioia Tauro (about 2 km.) and stay in each locality of 10.00 hrs. in descending direction.

b) The daily train Naples-Bari (Sunday excluded) operates the passenger service exclusively at the stations of Naples, Salerno, Battipaglia, S. Angelo, Potenza, Matera, 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) So 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 watered localities, and between Foggia and the Province displacing localities etc..

II. As for the enlargement of the liberated Italy's areas, and

1963

...the service situation, is at present, along the liberated situation, that resulting from the attached fascicle. The following inconveniences are pointed out from such operated by:

a) The communication between Naples and Reggio is, at present, two daily trains between Naples and Salerno. Such trains have a stay at Salerno of 07.20 hrs in descending direction and of 03.15 in upward direction. In ascending direction, two daily trains between Salerno and Reggio C. with trains-shipment at Gioia Tauro (about 2 km.) and Reggio in 1942. Locality of 10.00 hrs. passengers service exclusively at the stations of: Naples, Salerno, Battipaglia, Giugliano, Potenza, Metaponto, Taranto, Brindisi, Bari.

b) The daily train Naples-Bari (Sunday excluded) operates 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 there are no regular stops.

c) No communications are between Rome and its Province, and Southward, between other liberated Provinces, (Northward of Rome and Campobasso, Avellino, Foggia Provinces, among the Adriatic entered 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 till now, not in operation, and to fill some more important gaps where is already in operation, and to fill some more important gaps where founded whereof examination results the urgency to us increasing and the following programme.

the urgency to carry out, however,

1963

III. Taking into granted that the inconveniences (mentioned in the paragraph I-a) could be removed by the operation of the Naples-Reggio C communication, proposed with the letter dated 7 August 1944, file n. 216/8761/1944-0, we propose you what follows to operate the needfull connection between Rome and liberated areas, and the displacing of the population immigrated, especially from the Southern Italy, to Rome by the war operations.

a) Rome-Naples line (via Formia) a couple of trains between Rome and Naples, composed, at least of 8 cars, 1 luggage wagon, 1 mail wagon, in connection with the new couple of trains Naples-Reggio C., already proposed with dated 7 August 1944 file n. 216/8761/1944-0.

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

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

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

Rome	Lv.	1717	arr. Naples	0245 (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 alimentary Rome supply, as generally the refugees live in the Southern Italy, we should deem advisable to utilize, soon, the military trains that run usually empty Southward.

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

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

these trains will stop at the most important stations.

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

Rome	Lv.	1830	arr. Arezzo	0400
Arezzo	Lv.	2000	arr. Rome	0730

these trains will be stopped at the most important stations. . . .

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

Rome	Lv.	0710	Terni	arr. 1130	Terni	Lv.	1400	Feligno	arr.	1840
Feligno	Lv.	0830	"	"	"	"	"	"	"	"

1962

of 8 cars, at least, 1 luggage wagon and 1 mail wagon.

Rome Lv. 1717
Naples Lv. 1300
arr. Naples 0045 (with line's
arr. Rome 0730) 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 Grosseto, Cassino, Sparanise, Capua, Caserta, will be realized through such the communication.

e) To facilitate the removal from Rome of the refugees with the consequent evident benefit of the alimentary Rome supply, as 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 Lv. 1230
arr. Grosseto 1400
arr. Rome 1930

these trains will stop at the most important stations.

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

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

these trains will be stopped at the most important stations.

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

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

these trains will stop at the most important stations.

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

Naples Lv. 2000 Foggia arr. 0430 Foggia Lv. 0500 Bari arr. 0800
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 Puglia's communications, at present very deficient, we propose:

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

Ortona	lv. 0700	Termoli	arr. 0930	Termoli	lv. 1500	Bari	arr. 2230
Bari	lv. 0600	"	" 1830	"	" 1630	Ortona	arr. 1930

2. Prolongation between Masano and Monopoli of the trains:

N. 4704	Masano	lv. 0300
N. 1791	Masano	arr. 1945

b) Castellaneta-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. 8136/8130 Taranto-Potenza:

(Taranto	lv. 0532	Metaponto	arr. 0638-lv. 0915	Potenza	arr. 1406)
to these	trains	will	be	added	passengers

2) Transformation into mixed of the trains:

N. 7000	Potenza	lv. 0305	Sicignano	arr. 1144
N. 7003	Sicignano	lv. 1152	Potenza	arr. 1900

To these trains will be allotted 2 passenger cars.
3) Operations on Saturday from Taranto to Potenza and on Monday from Potenza to Taranto of a couple of trains that will be stopped at all stations to allow to the Taranto Navy-yard workmen (about 600) 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 4831 (Taranto lv. 0443) and 4834 (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.

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

6) Poggia-Potenza line- 1) A couple of daily trains between Poggia and Rocchetta in connection with the two trains already in operation between Rocchetta and Potenza.

Poggia	lv. 0950	Rocchetta	arr. 1400
Rocchetta	lv. 1245	Poggia	arr. 1407

1961

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

Rocchetta	lv. 0800	Potenza	arr. 0930
Potenza	lv. 1400	Rocchetta	arr. 1530

2) Transformation into mixed of the trains:

N. 7000 Potenza lv. 0805 Sığnaco arr. 1144
 N. 7003 Sığnaco lv. 1152 Potenza arr. 1800

To these trains will be allotted 2 passenger cars.

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

Taranto lv. 1700 Potenza arr. 8300
 Potenza lv. 0100 Taranto arr. 0600

4) Prolongation between Taranto and Francavilla of the trains 4851 (Taranto lv. 0445) and 4854 (Taranto arr. 2150) 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) Sığnaco-Lagonegre line - Transformation into daily of the new bi-weekly two trains, to allow the afflux of the students to the Sala Consilina Lyceum and of the lawyers and other Profe sional men to Lagonegre 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. 0850 Rocchetta arr. 1800
 Rocchetta lv. 1245 Foggia arr. 1407

1961

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

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

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. 1003 Foggia arr. 1750

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

Poggia lv. 0730 Manfredonia arr. 0930
Manfredonia lv. 1358 Poggia arr. 1750

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

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

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

The requests (mentioned in paragraphs d)-1)-e) and f) are justified by the decentralization of the Poggia public Offices and by the populations displacing owing to the destructions operated by air-bombings.

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

Spinazzola lv. 0600 Giada del Colle arr. 0625
Giada del Colle lv. 1600 Spinazzola arr. 1630

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

V. By the required measures 100 wheeled truck cars, or equivalent vehicles, 18 luggage wagons, 14 mail wagons should be used together with a daily average consumption of about 120 tons. of coal.

sgd. The General Director
Di Salicrudo

TN SC

Transportation Sub-Commission
Allied Control Commission
C/o Movements East Italy.

Date 31 July 1944.
Ref ACC/TN/BD/XVI/6

1159

TO : The Director
Transportation Sub-Commission
HQ Allied Control Commission (Main)
A.P.O. 394.

SUBJECT : Passenger Train Services - Bari to Monopoli and Fasano.

The attached correspondence requesting the extension of the Bari - Monopoli service to Fasano is passed to you for necessary action.

As a copy of the application has also been addressed to the I.S.R., this question may also have been submitted to you through the Undersecretary of State for Railways.

I am under the impression that this matter has been previously submitted for consideration.

L. W. Dean
Capt.
ACC Tn Sub-Comm Repr.

1959

ALLIED CONTROL COMMISSION
PROVINCIAL COMMISSIONER'S OFFICE
BARI

100786
COMMISSIONE ALLEATA DI CONTROLLO
UFFICIO DEL COMMISSARIO PROVINCIALE
BARI

10 Luglio 1944

PCB/135/6

TO :Transportation Section.
SUBJECT :Train from Monopoli to Bari.

The attached letter points out a situation which probably can be easily corrected. The train travelling between Bari and Monopoli stops at the latter place, but the locomotive (without cars) continues on to Fasano and then later returns to Monopoli. This means that passengers desiring to continue on to Fasano are required to make their own way by bus or chance passage or walking to their destination. Since the locomotive covers this particular tract, anyway and it is only 14 Kilometres long, it should be possible to have it haul a car or two to accomodate those who are proceeding to Fasano.

We regard this as a very reasonable and just request.

E.S. Orpwood
E.S. ORPWOOD, LT. COL.
PROVINCIAL COMMISSIONER.

PROVINCIAL COMMISSIONER
PALAZZO DEL GOVERNO
BARI - 1960



COMUNE DI FASANO

PROVINCIA DI BRINDISI

N. 4032 di protocollo

Addi 3 luglio 1944

Risposta alla nota N.

A S.E. IL PREFETTO Bari

del

e p.c. All'On. Commissione Alleata di Controllo
BARI

OGGETTO:

Comunicazioni ferroviarie

All'Ill.mo Capo Compartimento FF.SS.

BARI

Questa civica Amministrazione ha già fatto varie volte presente alle competenti Autorità Ferroviarie le gravi ripercussioni derivate dalle limitazioni dei percorsi dei treni sul tronco Bari-Brindisi.

In seguito a tali restrizioni introdotte il 25 novembre 1943, si verificarono situazioni particolarmente gravi a carico di due Comuni del tronco suddetto: Monopoli e Fasano. Infatti le corse dei treni furono limitate da Bari a Polignano da una parte, da Brindisi ad Ostuni dall'altra. E mentre nei due tratti suddetti tre coppie di treni giornalieri si effettuavano normalmente, per Monopoli e Fasano venne a mancare completamente la possibilità di andare e tornare da Bari nella stessa giornata.

Questa grave situazione fu in parte modificata solo qualche mese fa quando a seguito delle giustificate insistenze dei cittadini di Monopoli le competenti Autorità consentirono che almeno uno dei due treni diretti a Polignano proseguisse fino a Monopoli.

Rimase così solo Fasano a non avere il beneficio del collegamento con Bari. Il che significa che per andare a Bari e rientrare a Fasano con i treni esistenti occorrono tre giorni: si può solo partire con l'unico treno 56 che arriva a Bari dopo le 22 per ripartire alle 4, ovviamente non del giorno successivo. Ed occorrono due pernottazioni nella stazione di Bari non essendo cosa facile ad alcuno trovare alloggio in città.

Per ovviare a tale grave stato di cose basta, Eccellenza, far proseguire fino a Fasano il treno che è stato già recentemente spostato fino a Monopoli sottraendo quella popolazione al grave disagio che ora soffre Fasano.

Furono avanzate suppliche e furono fatti voti in tal senso, ma fino ad oggi, non vi sono che speranze e delusioni.

Quali sono le circostanze che si oppongono ad accogliere i desiderata di una vasta e laboriosa categoria di cittadini e di operai di questa Fasano?

Una disposizione di carattere generale emanata dagli Alleati imponeva di limitare i percorsi dei treni a soli Km. 30 dai Capoluoghi di provincia.

Ma tale disposizione già superata per Monopoli e per altri centri della regione in analoghe condizioni, appare oltremodo gravosa per la

1958



COMUNE DI FASANO

PROVINCIA DI BRINDISI

N. di protocollo

Addi

194

Risposta alla nota N.

del

OGGETTO:

situazione particolare in cui è venuto a trovarsi Fasano. Infatti questo Comune, situato al limite territoriale delle provincie di Bari e Brindisi, equidistante dai due Capoluoghi, che ha una popolazione di oltre 22000 abitanti e che ospita inoltre ben 8000 sfollati, che ha sempre avuto con Bari intensi rapporti di commercio, di affari e di lavoro, ai quali si aggiunsero quelli di una cospicua categoria di studenti universitari e di scuole medie, ha visto stroncata o gravemente ostacolata tutta un'attività di lavoro e di interessi dal provvedimento che da ben 7 mesi ha reso quanto mai difficili le comunicazioni fra Fasano e Bari.

L'inconveniente lamentato è bensì ugualmente grave per i Comuni compresi fra Fasano e Brindisi per i quali non esiste del pari la possibilità di andare e tornare da Bari nella stessa giornata. Questi Comuni però hanno il vantaggio di essere collegati a Brindisi con tre coppie di treni giornalieri, vantaggio dal quale oggi è escluso, anche da questo lato, solo il comune di Fasano.

In sostanza, Eccellenza, qui si chiede un pò di comprensione per tutta una cittadinanza, che in tempi di così grave carenza di mezzi di trasporto, soffre privazioni, angustie e spese facilmente eliminabili.

In effetti, nessuna importante circostanza si oppone a realizzare una più razionale sistemazione del servizio ferroviario.

Riassumo la situazione attuale del servizio ferroviario per viaggiatori nel tratto Bari-Brindisi:

- 1) 4 treni partono da Bari verso Brindisi e di questi: uno della mattina arriva a Brindisi; uno delle 14.12 arriva a Polignano, gli altri due delle 17 e delle 18.12 (!!) vanno tutti due fino a Monopoli.

Da notare che il treno che parte alle 14.12 arriva a Polignano alle 15.30 e lì resta, con locomotiva in pressione, fino alle 16.35 ora alla quale riparte, vuoto o quasi, per Bari.

Si osserva: non potrebbe questo treno, costretto a consumare carbone stando fermo, utilizzando il periodo di fermata, arrivare almeno fino a Monopoli? Ci sarebbe davvero tanto maggiore consumo per un ulteriore percorso di 8 Km.?

- 2) Nel tratto Brindisi-Bari si hanno invece i seguenti treni: 4 treni partono da Brindisi verso Bari e di questi: il primo ed il secondo si fermano ad Ostuni e di qui rientrano a Brindisi.

1957

Il terzo arriva a Fasano (treno operai) donde ritorna a Brindisi il mattino successivo.

Il quarto è l'unico treno che percorre il tratto Brindisi-Bari arrivando a Bari alle 22 circa.

Devo aggiungere che in seguito al prolungamento fino a Monopoli del treno che ivi giunge la sera alle 19,30 è stato escogitato il sistema di collegare Monopoli a Fasano con un servizio di autobus. Tale servizio non ha sanato affatto l'inconveniente che per diverse ragioni, che ometto di segnalare, risulta invece aggravato.

Da quanto innanzi si desume che mentre c'è un treno che consente di andare da Bari a Brindisi alla mattina e uno per ritornare fino a Bari alla sera, treni che sono ovviamente utili a tutti i comuni intermedi ai due Capoluoghi, non esiste invece il collegamento di Brindisi a Bari con la possibilità di ritorno fino a Brindisi nella stessa giornata.

Questa è la grave difficoltà che si prospetta alle Autorità in indirizzo e che sarebbe facilmente eliminabile, solo che il treno in arrivo a Monopoli alle 19,30 si faccia proseguire fino a Brindisi, abolendo qualcuna delle corse fra Ostuni e Brindisi.

Questa soluzione sarebbe certamente di gradimento per tutti i comuni che realizzerebbero il collegamento con i due Capoluoghi di provincia con possibilità di ritorno in sede nella stessa giornata.

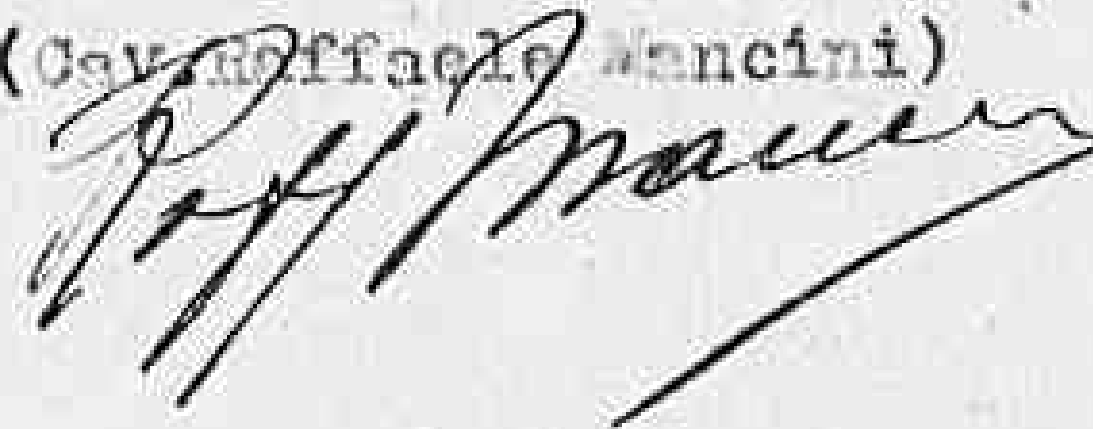
Ma ove tale soluzione che colmerebbe una inspiegabile lacuna non potesse ancora essere attuata, si chiede almeno che detto treno che giunge a Monopoli alle ore 19,30 sia prolungato fino a Fasano per ripartire da detta stazione alla mattina successiva per Bari. Il breve percorso Monopoli - Fasano (14 Km.) è irrilevante quando si pensi che la locomotiva di detto treno torna sola a Bari ogni sera, e che ogni mattina una locomotiva da Bari va sola a Fasano per effettuare il treno operai per Brindisi; che la locomotiva che arriva a Fasano la sera da Brindisi col treno operai pernotta a Fasano, e che la mattina questa stessa locomotiva va a Monopoli per effettuare proprio quel treno Monopoli-Bari che si chiede di far partire da Fasano.

Eccellenza, la lunga esposizione dei fatti è stata necessaria per fornire tutti gli elementi di giudizio in una faccenda nella quale un po' di buona volontà basterebbe a colmare tanti disagi ed a porre a quiete l'interesse generale, il funzionamento di un pubblico servizio.

Confido nella comprensione dell'Autorità in indirizzo e nel sincero interessamento della E.V. per la rapida soluzione del problema che è nel voto di tutti i cittadini di Fasano a nome dei quali e mio personale porgo vivi ringraziamenti e deferenti ossequi.

IL SINDACO

(Car. Raffaele Mancini)



7.1

5201

2 autobus

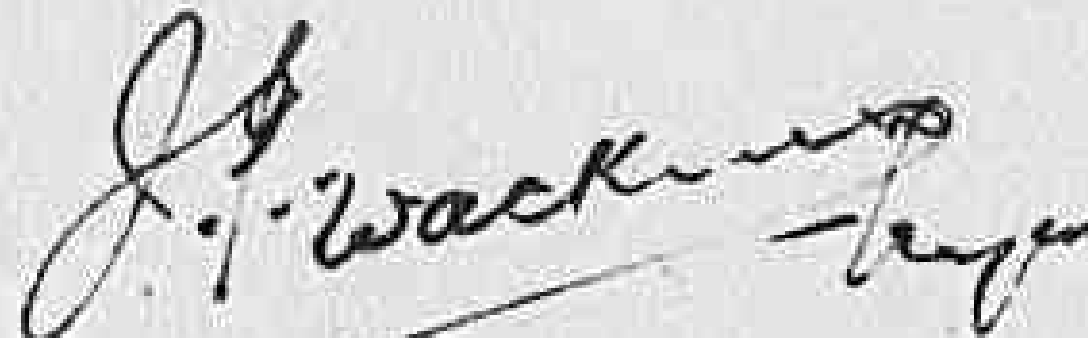
HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION II

Ref /

Subject: Railway Communications.

To : ~~Regional~~ Transportation Officer (Rail)

Attached letter received at this office is
forward to you.



J.P. WATKINS
Major, R.A.S.C.
Regional Transportation Officer.

1956

COMUNE DI FASANO.

Province of BRINDISI.

Dated 26 Maj 44

Ref : 3201 al protocollo

Subject : Railway Communications.

To : Allied Control Commission - Transportation S-C.

I thank you very much for your letter dated 14/4/44 M/M256 in which you promised the extension of the Train to FASANO. An officer from Sub-Commission Transportation A,C,C, came to see us and agreed.

The citizen ask for the solution of the serious problem and, having recieved no further communication, will you please give me an ansewer at that question.

Thak you

Prefect Commissioner
(Michele Pepe)

1955

COMUNE DEL FASANO.
Province of BRINDISI.

Dated 26 May 44.

Ref : 3204 di protocollo.

Subject : Railway Communications.

To : Allied Control Commission - Transportation S-C.

I thank you very much for your letter dated 11/1/44
M/1256 in which you promised the extension of the train
to FASANO. An officer from Sub-Commission Transportation
A.C.C. came to see us and agreed.

The citizen ask for the solution of the serious problem
and, having received no further communication, will you
please give me an answer at that question.

Thank you.

Prefect Commissioner
(Michele Pope)

*Traduzione*
COMUNE DI FASANO

PI. VINCIA DI BRINDISI

N. 381 di protocolloRisposta alla nota N.
delAddi 26 maggio 1944**OGGETTO:**Comunicazioni
ferroviarie

ALLIED CONTROL COMMISSION

SUB-COMMISSION TRANSPORT

B A R I

Ho molto gradito la vostra comunicazione in data 14/4/44 M/H 56 con la quale mi è stato assicurato ogni interessamento per il prolungamento del treno fino a Fasano. Successivamente ha avuto luogo una visita da parte di un Ufficiale della Sotto Commissione Trasporto della A.C.C. che confermava la possibilità di un favorevole accoglimento della nostra richiesta.

Poichè la cittadinanza insiste per la soluzione del grave problema e poichè nessuna comunicazione è più pervenuta a questo Comune, prego vivamente volermi far tenere qualche notizia in merito alla questione.

Ringrazio.

IL CAPO UFFICIO PREFETTIZIO
(Michele Pepe)

1954

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 400
19 July 1944

Subject: Civilian Passenger Train Service, Bari-Monopoli

To: ADTH 3 (Br), Building

1. Attached hereto is copy of letter 18 July, originating with Governing Commissioner of Monopoli, requesting extension of civilian passenger service between Bari and Monopoli.

2. Please let us have the recommendation of Colonel Payne and Eng. Franz as to necessity and feasibility of complying with the request.

For the Director General:

CHARLES F. DOUGHERTY
Colonel, T. C.
Assistant General Manager
Transportation Department

cc - Director, Transportation Sub-Commission, A.C.C., APO 894

1953

C O P Y

Subject: Rail Services, Bari-Monopoli
To: Carl R. Gray, Dir Gen Mil Ry Serv
Copy To: Allied Control Commission, Bari
From: Governing Commissioner of Monopoli

Monopoli 7-1944

As the Governing Commissioner of Monopoli, on behalf of its inhabitants, I take the liberty of asking you to consider the following points:-

Train 7145 leaves Bari at 1412 hours daily on a journey of 33 kms; it arrives at Polignano at 1505 hours, and then it waits 80 minutes before returning to Bari at 1625 hours as train 1816. Meanwhile, the engine is working and a valuable coal consumption is being wasted, because during the 80 minutes pause the engine is maintained at steam pressure. It is noted that 1816 train is almost useless due to a shortage of passengers, whilst 7145 train does not go to Monopoli (8 Km only from Polignano which is the limit of the Bari region). Monopoli is besides the most important town among the little ones of the Bari region on the coast for reasons of population cultural, commercial and manufacturing.

The fact that the above mentioned 7145 train does not go to Monopoli is prejudicial for the inhabitants of every social order as employees, students, merchants, manufacturers, professional men who need to have daily communication with Bari. In order to go to Bari from Monopoli it is necessary to start off at 0534 hours; in whatever condition the traveller be according to his business, he is obliged to return by a train starting from Bari at 1820 hours, or to catch the 7145 train, in hope of finding some means of getting home in Polignano.

In view of the fact that a similar inconvenience on the Bari-Molfetta section has been avoided by a train starting off from Bari to Barletta, and not only to Molfetta, at 1410 hours, I beg that you will please be so kind as to start the same treatment for Monopoli (8Kms only from Polignano). I shall be greatly indebted if you will favour me with the assistance of your influence.

Yours, Respectfully,

/s/ ?????????? 52

The above suggestion is strongly recommended, as it is considered essential that the train should continue through to Monopoli. This train carries a number of elderly professional men, for whom a walk of 7 kms at the end of a day's work constitutes an unnecessary hardship.

10 July 1944

Major,
72 Town Major.

Transp. Sec

6816

TO : THE DIRECTOR
Transportation Sub-Comm.
HQ Allied Control Comm.
APO 364

FROM : Transportation Sub-Comm. Repr.
Bari

SUBJECT : Passenger train sources Monopoli - Bari

The attached correspondence is passed to you for necessary action.

According to the I.S.R. timetable in our possession passengers from Monopoli to Bari can leave either at 6.03 or 6.30 (there is no 5.34 train shown) and on the return journey there are trains leaving Bari at 1700 and 18.18 both of which go through to Monopoli.

It is noted that the original request is addressed to Brig. Gray. D.G.M.R.S.

Please advise me result of application.

J. E. Hall

Captain T. C.

24 July 1944



	<u>7144</u>	<u>TV 4790</u>	<u>1816</u>
<u>MONOPOLI</u>	6.03	6.30	-
<u>POLIGNANO</u>	6.21	6.50	16.26
<u>BARI</u>	7.18	8.00	17.20

	<u>TV 4797</u>	<u>7145</u>	<u>TV 1791</u>
<u>BARI</u>	17.00	14.12	18.18
<u>POLIGNANO</u>	18.10	15.03	19.11
<u>MONOPOLI</u>	18.20	-	19.21

1951

ALLIED CONTROL COMMISSION
PROVINCIAL COMMISSIONERS OFFICE
BARI

16/7/44
PCB/132/23

Subject: Rail services - Bari - Monopoli

Transportation Sub Commission
A.C.C.
Sud Est Railway
Bari

The attached copy of request for extra rail service to Monopoli is forwarded and recommended.

The request appears reasonable, and not liable to cause any dislocation of other services.

Please inform me of your action.

H. Howery
PROVINCIAL COMMISSIONER
PALAZZO DEL GOVERNO
BARI

1950

COPY.

Subject: Railway service Bari - Monopoli

To : S.E. Charles Gray - Naples

Copy to: Allied Control Commission - Bari

From : Governing Commissioner of Monopoli

Monopoli 7-1944

As the Governing Commissioner of Monopoli, on behalf of its inhabitants, I take the liberty of asking you to consider the following points:-

Train 7145 leaves Bari at 1412 hrs daily on a journey of 33 kms; It arrives at Polignano at 1505 hrs and then it waits 80 mins before re-turning to Bari at 1625 hrs as train 1816.

Meanwhile the engine is working and a valuable coal consumption is being wasted, because during the 80 mins pause the engine is maintained at steam pressure. It is noted that 1816 train is almost useless due to a shortage of passengers, whilst 7145 train does not go to Monopoli (8 km only from Polignano which is the limit of the Bari Region.) Monopoli is besides the most important town among the little ones of the Bari region on the coast for reasons of population cultural, commercial and manufacturing.

The fact that the above mentioned 7145 does not go to Monopoli is prejudicial for the inhabitants of every social order as employees, students, merchants, manufacturers, professional men who need to have daily communication with Bari.

In order to go to Bari from Monopoli it is necessary to start off at 05.34 hrs; in whatever condition the traveller be according to his business, he is obliged to return by a train starting from Bari at 18.20 hrs, or to catch the 7145 train, in the hope of finding some means of getting home in Polignano.

In view of the fact that a similar inconvenience on the Bari-Molfetta section has been avoided by a train starting off from Bari to Barletta, and not only to Molfetta, at 1410 hrs. I beg that you will please be so kind as to start the same treatment for Monopoli (8 km only from Polignano).

I shall be greatly indebted if you will favour me with the assistance of your influence.

Yours respectfully
signature

The above suggestion is strongly recommended, as it is considered essential that the train should continue through to MONOPOLI. This train carries a number of elderly professional men, for whom a walk of 7 km at the end of a day's work constitutes an unnecessary hardship.

10 July 44

Major
79 Town Major

Stamp: Town Majors Office - Monopoli
10 - VII - 44

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10 July 44

1412 end of day's work.

Major
79 Town Major

Stamp: Town Majors Office - Monopoli
10 - VII - 44

1949

C O P Y

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation sub-Commission
APO 394

Our reference: AOC TN/42/32
date : 8 June 44

TO : Minister of Communications,
Italian Government, Salerno.
(for Undersecretary of State for Italian Railways)

SUBJECT : Extension of Passenger Services.

1 At the Transportation Committee meeting held on 29 May 44 the undermentioned additional civilian passenger rail services were agreed to:-

- (a) Salerno - Pisciarno. - Daily Passenger Service.
Your file No. M.13.0. Na/130. Operating as from 15 May 44 for workers travelling from Pisciarno to Salerno in the morning and returning at night.
- (b) Naples - Salerno. - Daily Passenger Service.
To operate as from 1 June 44, leaving Salerno at 0920 in the morning for Naples and returning from Naples to Salerno at 1715 at night.
- (c) Bari - Salerno. - Bi-weekly Passenger Service.
Your file No. M.13.4.1. To operate as from Saturday 10, June 44 from Salerno and Sunday 11 June from Bari, thereafter running in the following schedule: -

Salerno dep. 1200 hours Wednesdays and Saturdays.
Bari dep. 0700 hours Thursdays and Sundays.

This service will be operated by a 56 seat Diesel Car and intermediate stops will be made only at British Government Headquarters and Potenza. It is being provided for Italian Government Officials, Allied Control Commission personnel, and authorised members of various professions. Six places will be reserved on each service in both directions for Allied Military Officers.

- (d) Gioia Tauro - Battipaglia. - Daily Passenger Service.

SUBJECT: Extension of Passenger Services.

At the Transportation Committee meeting held on 29 May 44 the undermentioned additional civilian passenger rail services were agreed to:-

- (a) Salerno - Pisciano. - Daily Passenger Service.
Your file No. M.13.4.1. Ne/136. Operating as from 15 May 44 for workers travelling from Pisciano to Salerno in the morning and returning at night.
- (b) Naples - Salerno. - Daily Passenger Service.
To operate as from 1 June 44, leaving Salerno at 0510 in the morning for Naples and returning from Naples to Salerno at 1715 at night.

- (c) Bari - Salerno. - Bi-weekly Passenger Service.
Your file No. M.13.4.1. To operate as from Saturday 10, June 44 from Salerno and Sunday 11 June from Bari, thereafter running in the following schedule: -

Salerno dep. 1200 hours Wednesdays and Saturdays.
Bari dep. 0700 hours Thursdays and Sundays.

This service will be operated by a 56 seat Diesel Car and intermediate stops will be made only at Brindisi, Taranto, and Polignano. It is being provided for at British Government officials, Allied Control Commission personnel, and authorised members of various professions. Six places will be reserved on each service in both directions for Allied Military Officers.

- (d) Gioia Tauro - Battipaglia. - Daily Passenger Service.

1948

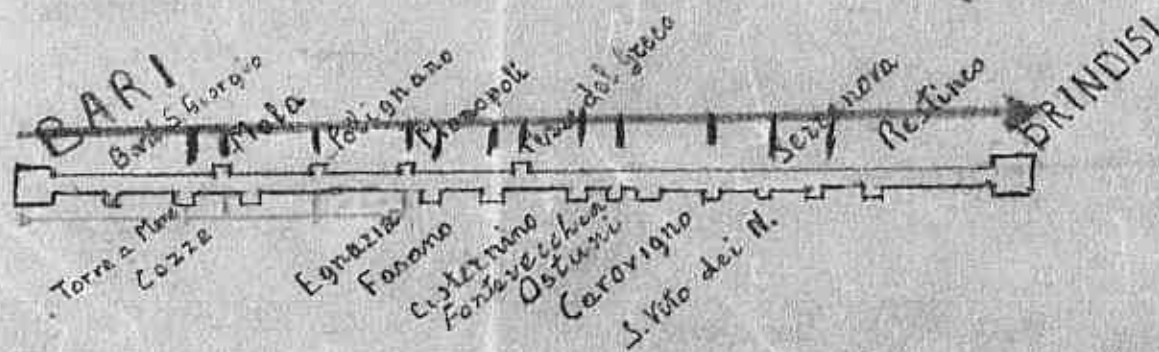
- 2 -

As from 1 June this service to be extended through to Salerno, arriving at Salerno at approximately 2145, and on the return direction leaving Salerno at about 0415 daily.

2 The request for the introduction of a Sunday service of trains from Putignano, Altamura and Ruvo to Bari (your file No. 1 BA.01/1067) was considered by the Transportation Committee but I regret the running of these trains could not be sanctioned at this stage.

L.E. VINING
Lieut-Colonel,
Transportation Sub-Commission, ACC

1947



9768

TO : Lt. Col. L.E. VINING,
Director, Tn Sub-Comm. ACC.

Ref M/H/74

FROM : Lt. Irvine Lynch,
Tn Sub-Comm. Repr. ACC
C/o Movements E. Italy.

SUBJECT :- Extension of Bari-Monopoli Service.

In reply to your letter 1 May 44 ACC Tn/42/11. It appears there are two trains, one from Bari to Monopoli and one from Bari to Brindisi and viceversa.

The Bari-Monopoli train leave Bari at 18.18 hrs and serves the following Stations:-

Bari	18.12	Monopoli	6.03
Torre a Mare	18.33-(53)	Polignano	6.18-(21)
Mola	18.47-(49)	Mola	6.43-(45)
Polignano	19.08-(10)	Torre a Mare	6.57-(59)
Monopoli	19.21.	Bari	7.13.

The Bari-Brindisi train leaving Bari at 04.01 serves the following Stations:-

Bari	4.01	Brindisi	18.39-
Torre a Mare	4.19-(21)	S.Vito dei N.	19.02-(04)
Mola	4.30-(34)	Serranova	19.16-(17)
Polignano	4.53-(53)	Carovigno	19.29-(30)
Monopoli	5.06-(09)	Ustuni	19.46-(48)
Egnazia	5.18-(19)	Cisternino	20.06-(07)
Fasano	5.30-(37)	Fasano	20.19-(24)
Cisternino	5.48-(50)	Egnazia	20.35-(38)
Ustuni	6.10-(15)	Monopoli	20.47-(49)
Carovigno	6.25-(28)	Polignano	21.02-(03)
Serranova	6.38-(40)	Mola a Bari	21.23-(24)
S.Vito dei N.	6.49-(54)	Torre a Mare	21.36-(37)
Brindisi	7.14.	Bari	21.55.

The bone of contention, I understand is that the Fasano population do not like to have to start for Bari the night before, and have to wait until 04.01 hrs before they can return.

Date 6/5/44

Signed

Irvine Lynch

TO :- Col. Bitch,
Transportation Sub-Commission
A.A.I. HQ. Adm. Ech.

Ref M/H/55

FROM :- Intr.Tn.Sub-Comm.ACC Repr.
C/o Movements E. Italy.

SUBJECT :- Extension of Bari-Monopoli Service.

I enclose a request for extension of Service from the Municipio of Fasano (and a translation), for your consideration, and would be glad to have your views and instruction.

The curtailment of Civilian trains, increasing and strengthening of Labour Train, as well as the retiming is at present under consideration here, to fit in with the Labour Programme engaged on Military Service, and I fear the Civilian Population is getting a raw deal.

This will be a subject of a further report when I receive further details.

Date 14/4/44

Signed

Ernest Lynch Jr

21/4 I think I have out asked being back
22/4 in weekly Conference. asked to ring back.

1943

Translation

Municipio di Fasano
4/3/44
Prot. 2047

Subj.: Limitation of transport.

To the A.C.C.

By disposition of Anglo-American Control Authorities the traffic of railway-trains Bari-Brindisi had been limited, in the way that the trains from and to Bari are stopped in Monopoli, and the trains from and to Brindisi are stopped in Ostuni.

Fasano is the only district with more than twenty thousand inhabitants but is excluded of any possibility of communication with Bari and bound concerning the communications with Brindisi.

Indeed, the Fasano citizen who wants to go to Bari for a day, must leave with evening train Fasano and in order to stay for a day in Bari, must have two pernoctations and can return from Bari only by train at 04.00 in the morning.

It is known that Fasano is close attached to Bari by commercial interests and agricultural reasons. There are many professionals merchants, students, refugees who are working in Bari and who are interested to reach Bari by a train which leaves Fasano in the morning and which returns to Fasano from Bari in the evening. With the present time-table of train it would be impossible.

Concerning the supply of victuals one has to be very economical because the trains which stop now in Monopoli, continue till Ostuni where the trains for Brindisi are stopping, travelling in the distance Monopoli - Ostuni with only goods-wagons.

In order to resolve the strange situation of Fasano and vice-versa, it would be sufficient to continue the passenger-wagons from Monopoli to Fasano and vice-versa - that means a distance of 15 km.

In question is an insignificant burden in comparison to the great advantage which would result for the Citizenship of Fasano.

In the name and interest of my administrated I beg the A.C.C. to consider this necessity in the way that the just aspirations of this citizenship - to join Bari - might be granted.

sgd. Il Commissario, Prefettizio

Achille Guerini

- 24- Phone Jeffery, Brindisi asked him to contact Station of
 1) line as far north as Fasano as certain traffic esp. passengers.
 2) Get temporary passenger train Brind. - Bari - Ostuni - Fasano
 3) terminated as Ostuni.
 4) To ascertain if possible, why Bari passenger train terminated
 5) Monopoli - Fasano + Brindisi - Ostuni is omitted.

100/86
Internal Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
AFHQ Advanced Administrative Echelon,
C.M.F.

Our reference : ACC Tn/42/10

Date : 15 Feb 44.

TO : Chief Legal Officer,
Rear Headquarters, ACC.,
A.P.O. 394.

SUBJECT: Extension of train service from Barletta to Trani.

1. Reference your ACC/4014/4/1 dated 13 Feb 44.
2. Receipt of letter ACC/I/111 of 8 Dec 43, referred to in your para 1 cannot be traced.
3. The Basic Schedule of Civilian trains has been agreed with Gen di Raimondo, Undersecretary of State for Italian Railways and Highways and it has also been agreed that all applications for extensions to this service shall be passed through his office.
4. Will you please refer the originator of the request to Gen. di Raimondo.

W
S.A. FITCH,
Colonel,

Director, Internal Transportation Sub-Commission, ACC.

392

REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
LEGAL SUB-COMMISSION
APO 394

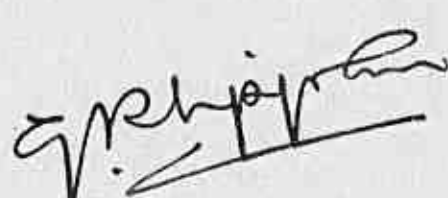
GU/jpl
13 Feb 44

ACC/4014/4/L

Subject: Extension of train service from Barletta to Trani.

To : Director, Internal Transport Sub-Commission, A.C.C.

1. Further to my letter ACC/L/111 of 8 Dec 1943 addressed to Colonel Fitch.
2. I am informed by the Italian undersecretary of Justice that due to the recent increase in legal business at the Tribunale of Trani the lack of transportation to that city is causing a real hardship.
3. Would you please re-examine the possibility of extending the train service from Barletta to Trani as indicated in the memorandum of the Minister of Justice enclosed with my letter of 8 Dec 43 referred to above.


GERALD UPJOHN

Colonel
Chief Legal Officer.

1940

1211