

ACC

AC/100/87

10000/148/1587

201
Aug

10000/148/1587

ROME - FALCONARA
AUG. 1944 - SEPT. 1945

FROM WHERE? 2120
DA dove? Roma proveniente dal Nord.

Date: 9/9/1945

Da: _____

785021

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta effettuazione treni viaggiatori da parte delle FF.SS.

Effettuazione giornaliera treni trisettimanali 75/76

COMPARTIMENTO: Roma Ancona

FROM: _____ TO: _____ LINE NUMBER: _____
Da: Roma a: Ancona Numero della linea: 87

PRIORITY NUMBER:

Numero di precedenza: _____

FREQUENCY

Frequenza giornaliera

EQUIPMENT NEEDED:

Materiale occorrente: _____

COAL CONSUMPTION (WEEKLY)

Consumo carbone (Settimanale) 18 tonn.

LOCO, COAL, OR ELECTRIC

a vapore ~~Roma~~ Orte
elettrica Orte Ancona

COACHING STOCK

Materiali viaggiatori 7 carrozze 1 bagagliaio
1 postale

LINTORINE

WHO WILL PROVIDE COACHING STOCK?

Chi fornirà il materiale viaggiatori? Le F.S.

FROM WHERE?

Da dove? Da Roma proveniente dal Nord **2120**

TIMINGS - KILOMETRAGE AND TRAIN NUMBERS

Ore di - Kilometraggio e numeri dei treni.

(To be inserted over leaf)

(Da essere inserito nella pratica)

Handwritten notes and signatures in the bottom right corner.

TR 75 No

Km. 297

REMARKS:

Orari atbuali

TR 76 No

REMARKS:

851 11 1971 11/19/71 11/19/71

852 11 1971 11/19/71 11/19/71

853 11 1971 11/19/71 11/19/71

854 11 1971 11/19/71 11/19/71

855 11 1971 11/19/71 11/19/71

856 11 1971 11/19/71 11/19/71

857 11 1971 11/19/71 11/19/71

858 11 1971 11/19/71 11/19/71

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863 11 1971 11/19/71 11/19/71

864 11 1971 11/19/71 11/19/71

865 11 1971 11/19/71 11/19/71

866 11 1971 11/19/71 11/19/71

867 11 1971 11/19/71 11/19/71

868 11 1971 11/19/71 11/19/71

869 11 1971 11/19/71 11/19/71

870 11 1971 11/19/71 11/19/71

871 11 1971 11/19/71 11/19/71

872 11 1971 11/19/71 11/19/71

873 11 1971 11/19/71 11/19/71

TRANSPORTATION SUB-COMMISSION AG
(RAIL DIVISION)
C/o Transportation (Dr) Main,
C.H.P.

REFERENCES:

Riferimento:

APPLICATION:

Richiesta n°: M.211/3643/187

I.S.P.

FF.SS. Direz. Gen. Serv. Mov.

A.C.

C.A. Sottocommissione Trasporti
Divisione Ferroviaria SDE

Date:

12/9/1945

Date:

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta effettuazione treni viaggiatori da parte delle FF.SS.
Ammissione operai nei treni 9647/9640 e 9623/9636 per facilitare il
viaggio verso i numerosi stabilimenti della zona. Detti treni attua-
mente si effettuano per personale ferroviario.

Ancona

FROM:

Da: Foligno
Fabriano

TO:

a: Terni
Foligno

LINE NUMBER:

Numero della linea:

87

PRIORITY NUMBER:

Numero di precedenza:

Urgenza

FREQUENCY

Frequenza

COAL CONSUMPTION (WEEKLY)

Consumo carbone (Settimanale)

giornaliera

EQUIPMENT USED:

Materiale occorrente:

LOCO, COAL, OR ELECTRIC

elettrica

COACHING STOCK

Materiali viaggiatori lo stesso dei treni che
già si effettuano

LITIGIOUS

WHO WILL PROVIDE COACHING STOCK?

Chi fornirà il materiale viaggiatori?

FROM WHICH?

Da dove?

TIMING - KILOMETRAGE AND TRAIN NUMBERS

Richiesta effettuazione treni viaggiatori da porto della FF.SS.
 Ammissione operai nei treni 9647/9640 e 9623/9636 per facilitare il viaggio verso i numerosi stabilimenti della zona. Detti treni attualmente si effettuano per personale ferroviario.

COMPARTIMENTI
 Ancona

FROM: Foligno TO: Foligno LINE NUMBER:
Fabrizio a: Terni Numero della linea: 87

PRIORITY NUMBER:

Numero di precedenza:

Urgenza

FREQUENCY

Frequenza

giornaliera

EQUIPMENT NEEDED:

Materiale occorrente:

COAL CONSUMPTION (WEEKLY)

Consumo carbone (Settimanale)

LOCO, COAL, OR ELECTRIC elettrica

COACHING STOCK

Materiale viaggiatori lo stesso dei treni che già si effettuano

LITTORINE

WHO WILL PROVIDE COACHING STOCK?

Chi fornirà il materiale viaggiatori?

FROM NUMBER

Da dove?

TRAINS - KILOMETERS AND TRAIN NUMBERS

Orari - Kilometraggio e numeri dei treni.

(To be inserted over leaf)

(Da essere inserito nella pratica.)

2119

37

9623	Km. 58	9633
6.24	FABRIANO	19.21
8.17	POLIGNO	17.38

TR4

ATP/S/12
SEP 080900E

F/6939
SEP 081545B
PRIORITY

SENIOR TPTN OFFICER ANCONA
HQ ALCOM CITE ACTPT FOR RAIL DIV

UNCLASSIFIED.

1. For information.
2. Temporary holdup of Line 87 south of IESI owing washing away of bridge etc in heavy storm early morning 7 September.
3. Affecting refugee and other traffic.
4. Anticipated repairs completed by 1000 hrs 8 September.

DIST

ACTION: Tn SC 2
INFO: Chief Commissioner
Econ Sec 2
Disper
File 2
Float

Gov Rail
Rail Div
2118

Si effettua in partenza da Ancona il mercoledì, venerdì e domenica.

467 ✓		
da Bologna		
a. 22.10	p. 22.50	Ancona
" 23.38	" 23.41	Osimo
" 23.57	" 24.00	Loreto
" 0.09	" 0.14	Porto Recanati
" 0.46	" 0.56	Civitanova
" 1.28	" 1.32	P.S. Giorgio
" 2.27	" 2.40	S. Benedetto
" 3.36	" 3.46	Giulianova
" 4.07	" 4.09	Roseto
" 5.15	" 6.00	Pescara
	per	
	Foggia	
	come 1791	

Primo giorno di effettuazione 28/8 da Pescara e 29/8 da Ancona

460		
		per Bologna
a. 2.18	p. 4.20	
" 1.25	" 1.27	
" 1.04	" 1.07	
" 0.52	" 0.54	
" 0.02	" 0.19	
" 23.24	" 23.28	
" 22.15	" 22.25	
" 21.02	" 21.10	
" 20.41	" 20.43	
" 19.50	" 19.35	
	da	
	Foggia	
	come 1894	

Si effettua in partenza da Pescara il martedì, giovedì e sabato

Composizione provvisoria
 1 cannone - 1 bagagliaio - 1 postalo
 in attesa dell'assegnazione da
 parte del M.R. S.N. altre cannone
 per portare la composizione a 10 cannone
 come previsto per ogni treno -
 26.8.1945 (Ultima edizione)
 "ac"

2117

785021

PCW/121

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
U. S. TRANSPORTATION (REF) MAIL, C. M. P.

Tel: 0432339
Ref: AC/100/27/T24

23 August 1945

SUBJECT : Pescara-Lucona Passenger Service.

TO : I. S. R. ALAG.

1. Reference your File W/all/2420/all-3 of 20 August.
2. The extension of the present Foggia-Pescara Passenger Service to include Ancona is approved for three days per week and may commence on 22 August 1945.
3. The consist of the train will be 10 coaches, 1 baggage car, and 1 mail car; equipment will be furnished by MRS-3rd.
4. Furnish full schedule with copy to MRS-Attention Major Watson.

P. G. MATSON
MAJOR, T.O.
For Director

Copy to: LHS Bldg. (Major Watson)

[illegible]

Depart Wed. Fri. Sun. 1791

23.20	22.50	Ancena
"	23.24	Varano
"	23.35	Asprò
"	23.47	Osimo
"	0.05	Loreto
"	0.16	P. Recanati
"	0.34	Potenza Picena
"	0.56	Civitanova
"	1.12	S. Elpidio
"	1.30	P. S. Giorgio
"	1.51	Pedaso
"	2.08	Cupramarittima
"	2.17	Grottammare
"	2.40	S. Benedetto
"	2.53	Perto d'Ascoli
"	3.04	Colonnella
"	3.17	Tortoreto N.
"	3.26	Tortoreto Sp.
"	3.46	Giulianova
"	3.55	Cologna
"	4.08	Roseto
"	4.17	Scerne
"	4.28	Attri
"	4.45	Silvi
"	5.00	Montesilvane
"	6.00	Pescara
"	7.30	Ortona
"	1007	TERMONI
"	1415	Foggia
"	1745	da Bari

arriving Fri. Sat.

mon. wed. Fri

Other: ...

1894 ARRIVE WED-FRI-SUN.

2.18	2.18	
"	1.54	P.
"	1.39	"
"	1.26	"
"	1.06	"
"	0.54	"
"	0.36	"
"	0.19	"
"	23.47	"
"	23.28	"
"	23.04	"
"	22.47	"
"	22.38	"
"	22.25	"
"	22.04	"
"	21.52	"
"	21.40	"
"	21.23	"
"	21.10	"
"	20.53	"
"	20.42	"
"	20.30	"
"	20.20	"
"	20.04	"
"	19.52	"
"	19.35	"
"	1745	da Bari
"	1502	
"	211525	
"	2443	

MINISTRY OF TRANSPORTS
I.S.R.

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

To: Tn. Sub Commission A.C.
Rail Division,
Bldg.

cc: Direction MRS.

SUBJECT: Service Ancona-Pescara.

- 1.- Following recent operation of trains 467 and 460 between Bologna and Ancona, and in alteration to proposal same file dated 10 August, it is proposed the extension - with following timings - on line Pescara-Ancona of trains 1791 and 1894 at present restricted between Bari and Pescara:
1791 = Ancona dep. 22.50 hrs., Pescara arr. 05.15 hrs.
1894 = Pescara dep. 19.35 hrs., Ancona arr. 02.18 hrs.
- 2.- In order to fulfill the numerous needs of local traffic, said trains should be worked daily for the entire journey Ancona-Foggia, allotting to same a consist of 10 coaches, 1 baggage van and 1 postal van.
- 3.- It is kindly asked to take in favourable consideration the proposal, pointing out that the 15 coaches which will be needed could be taken from the coaches coming from North.
If there will be nothing on the contrary, the service could be inaugurated both from Foggia and Ancona on 28 August.

THE GENERAL DIRECTOR
Sgt. Di Raimondo

*Line 86
Pescara - Ancona - Pescara
146 - 1894 - 1 post car
1791 - 10 coaches
1894 - 10 coaches
1791 - 10 coaches
1894 - 10 coaches*

2114

*Trans
1791
1894*

*My. Wilson says he knows the person
place is not available will be in if it is
knowning - 20/8/45*

- 2.- In order to fulfill the numerous needs of local traffic, said trains should be worked daily for the entire journey Ancona-Foggia, allotting to same a consist of 10 coaches, 1 baggage van and 1 postal van.
- 3.- It is kindly asked to take in favourable consideration the proposal, pointing out that the 15 coaches which will be needed if there will be nothing on the contrary, the service could be inaugurated both from Foggia and Ancona on 28 August.

THE GENERAL DIRECTOR
Sgd. Di Raimondo

Line 86 present
per 146 1894
per 1791-1894-1 post in
from post
Q. 1791-1894-1 post in

maius wqz

*Mr. Wilson says he knows the person
person is not available with us if it
know any. - 20/8/94*

return - 168 km - 2114
109 2131

180/1000
1000/1000
1000/1000
1000/1000



Roma

20 AGO 1955

194 - Anne

N. M. 211/3420/211-B.

S E D E

OGGETTO

Servizio Ancona-Pescara

I - A modifica della proposta p.n. del 10 c.m., data la recente attivazione dei treni 467 e 460 tra Bologna ed Ancona, si propone il prolungamento, col seguente orario, sul tratto Pescara-Ancona, dei treni 1791 e 1894, attualmente limitati tra Bari e Pescara:

1791 = Ancona p. 22.50, Pescara a. 5.15

1894 = Pescara p.19.35, Ancona a. 2.18.

II - Per poter corrispondere alle numerose esigenze del traffico locale, detti treni dovrebbero rendersi giornalieri per l'intera tratta Ancona-Foggia, assegnando ai medesimi una composizione di 10 carrozze, 1 bagagliaio e 1 postale.

III - Si prega esaminare benevolmente la proposta, facendo presente che le 15 carrozze occorrenti potrebbero essere prelevate da quelle provenienti dal Nord.

Ove nulla osti, il servizio stesso potrebbe avere inizio da Foggia e da Ancona il 28 corrente.

IL DIRETTORE GENERALE

2113

*da Ancona il martedì
giovedì e domenica*

<u>1791</u>			<u>1894</u>
22.50	p. Ancona	a	a. 2.18
2.27	a.)	p	{p. 22.25
2.40	p.) S. Benedetto	a	{a. 22.15
3.36	a.)	p	{p. 21.10
3.46	p.) Giulianova	a	{a. 21.02
5.15	a.)	p	{p. 19.35
6.00	p.) Pescara G.	a	{a. 18.50
13.32	a. Foggia	p	p. 11.25

*da Foggia il martedì
giovedì e sabato*

*Materiale esistente per il servizio
trisettimanale Foggia Pescara*

4 C. 10 10

*Materiale occorrente per il servizio
trisettimanale Foggia-Pescara Ancona*

(considerando la composizione ~~trisettimanale~~ 14 C. 20 14

7 C. 10 14)

Materiale da fornirsi a cura M.R.S. 10 C. 10 14

*7 C.
10 B.
10 m*

2112

POM/lml

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

Tel. 843236

Ref. AC/100/87/Tm4

23 August 1945

SUBJECT : Pascoara-Ancona Passenger Service.

TO : I. S. R. Bldg.

1. Reference your File W/211/3420/211-S of 20 August.
2. The extension of the present Pascoara-Pasara Passenger Service to include Ancona is approved for three days per week and may commence on 28 August 1945.
3. The consist of the train will be ⁷ ~~2~~ coaches, 1 baggage car, and 1 mail car; equipment will be furnished by MRS-Bari.
4. Furnish full schedule with copy to MRS-attention Major Watson.

P. C. MATSON

MAJOR T.C.

for Director

Copy to: MRS Bldg. (Major Watson)

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

Subject : ROME - ANCONA Civil
Passenger Extension
to BOLOGNA.

Tn. A. 3(0)/24/13.

18 August 45.

To : Il Capo Servizio Movimento,
ISR (Rdg)

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

J.R.O. ROSE.

Tn. Sub Commission,
(Rail Div) (Rdg)

Supt. Transportation (Rdg).

Further to this Headquarter's letter Tn. A. 3(0)/24/13 dated 8 Aug. 45; please note that an additional three passenger cars will be attached to this train at ANCONA and will operate between ANCONA and BOLOGNA.

The train composition ANCONA - BOLOGNA - ANCONA will therefore be 10 coaches, 1 luggage van, 1 mail van and 1 sleeper.

The three cars were withdrawn from the BARI Compartimento civile service.

In seguito alla lettera Tn. A. 3(0)/24/12 in data 8 agosto 1945 di questo Comando, prego osservare che 4 tre vagoni passeggeri saranno aggiunti a questo treno ad Ancona e sarà effettuato tra Ancona e Bologna. Il treno Ancona-Bologna-Ancona sarà quindi composto di 10 carrozze, 1 bagagliaio, un vagone posta, e un vagone letto. I tre vagoni furono ritirati dal servizio civile del Compartimento di Bari.

J.R.C. ROME.

M. Sub Commission,
(Rail Divn) (Rde)

Supt. Transportation (Rde).

Further to this Headquarter's letter M. 3(0)/24/12 dated 8 Aug. 45; please note that an additional three passenger cars will be attached to this train at ANCONA and will operate between ANCONA and BOLOGNA.

The train composition ANCONA - BOLOGNA - ANCONA will therefore be 10 coaches, 1 luggage van, 1 mail van and 1 sleeper.

The three cars were withdrawn from the BARI Compartmento civilian service.

R. G. Wilson

Major R. G. Wilson
D. A. D. M. 3(0);
for Brigadier,
Director Military Railway Service.

In seguito alla lettera M. 3(0) 24/12 in data 8 agosto 1945 di questo Comando, prego osservare che i tre vagoni passeggeri saranno aggiunti a questo treno ad Ancona e sarà effettuato tra Ancona e Bologna.
Il treno Ancona-Bologna-Ancona sarà quindi composto di 10 carrozze, 1 bagagliaio, un vagone posta, e un vagone letto. I tre vagoni furono ritirati dal servizio civile del Compartimento di Bari.

2110

Mr. R. P. Moss, A.C. Bly

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

HH/vp

A. P. O. 512
10 August 1945

531.7 T

SUBJECT: Civilian Passenger Train Service Rome-Bologna via Ancona
TO: Director General, ISR

1. Effective from Rome Tuesday 14 August 1945, present Rome - Ancona civilian passenger train will be extended to Bologna and operate on the following schedule.

Wed-Fri-Sun
467

	p. 1540	Bologna
a. 1635	" 1639	Imola
" 1700	" 1706	Faenza
" 1732	" 1752	Forli
" 1812	" 1817	Gesena
" 1850	" 1900	Rimini
" 2009	" 2013	Pesaro
" 2034	" 2038	Fano
" 2110	" 2114	Senigallia
" 2140		Falconara

Wed-Fri-Sun
460

a. 1050	
" 0949	p. 0953
" 0908	" 0928
" 0842	" 0848
" 0816	" 0821
" 0730	" 0740
" 0625	" 0631
" 0600	" 0605
" 0521	" 0523
	" 0450

	p. 2155	Falconara
a. 2210		Ancona

a. 0435	
	p. 0420

75

	p. 2130	Ancona
a. 2148		Falconara

76

a. 0515	
	p. 0500

2109

	p. 2200	Falconara	a. 0430
a. 2232	" 2242	Iesi	" 0354 p. 0358
" 2348	" 0007	Fabriano	" 0250 " 0255
" 0032	" 0036	Fossato	" 0223 " 0227
" 0044	" 0045	Gualdo T.	" 0212 " 0214
" 0104	" 0106	Nocera U.	" 0132 " 0136
" 0130	" 0145	Foligno	" 0050 " 0100
" 0217	" 0222	Spoletto	" 0014 " 0018
" 0315	" 0334	Terni	" 2315 " 2330
" 0353	" 0358	Narni	" 2255 " 2257
" 0425		Orte	" 2235

<u>No. 3401</u>			<u>No. 3400</u>	
a. 0325		ORTE		p. 2345
" 0109	p. 0125	Orvieto	a. 0104	" 0112
" 2315	" 2345	Chiusi	" 0245	" 0315
	" 2100	AREZZO	" 0520	

<u>75A</u>				
	p. 0445	ORTE	a. 2203	
a. 0503	" 0504	Civita Castell	" 2138	p. 2140
" 0539	" 0544	Poggio Mirteto	" 2052	" 2057
" 0600	" 0602	Fara Sabina	" 2036	" 2038
" 0618	" 0620	Monterotondo	" 2020	" 2022
" 0710		Roma Termini		" 1945

Thur-Sat-MonTues-Thur-Sat

2. Rome - Arezzo stock will consist of one (1) luggage van and three (3) coaches with 180 seats; Rome - Bologna stock will consist of one (1) luggage van, one (1) mail van, seven (7) coaches and one (1) sleeping car with 440 seats.

3. Fourteen (14) car train limit is authorized between Rome Terminal and Orte.

FOR THE DIRECTOR:

S. E. London

S. E. LONDON
Major, TC
774 RGD

Copies furnished:

DIRI
DDMRI
DD-Operations
CO, 701, RGD, Verona
Chief of Transp. MTOUSA, Caserta
G-4, AFHQ (Mov & Tn) Caserta
Mr. Roy P. Moss, AC, Rome
Transp. Sec. 15 Army Group
Equip. Sec., 774 RGD
DAD Tn 3 (O) Bldg.
DD Tn 3 (H) Bldg.
Movements Rome
Joint Railway Control, Rome
Joint Railway Control, Naples
Capt. Myers, 774 RGD, Leghorn
Capt. Johnson, 774 RGD, Florence
Lt. Long, 774 RGD, Bologna
American RTO Rome Terminal
British RTO, Rome Terminal
Capt. Gray, LO, Bldg.
RTO at Caserta
A.A.F.S.C./MTO-Naples
Provost Marshall Section

2107

PGM/ic

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

Tel. 843238
Ref/ AC/100/87/Tn 4

25 June 1945

SUBJECT : Passenger Service Ancona-Fabriano.
TO : ISR - Bldg.

1. Reference your file M.211/2949/187 of 24 May.
2. The request to add box wagons to workers trains 4315/4316 for civilian passengers has been denied by MRS.

Chapman May
For Director,

2106

Subject:- Pay passenger on workers trains.

To:- Transportation Sub. Comm. Military Railway Service,
AC, (Rail Division) / CMF.
c/o Transportation (Br) Tele: Firebox 9313,
Main, CMF. Tn.A.3(0)/24/12 - 67A.
22 June 1945.

Copy to:- 192 Rly. Op. Coy., RE (Your signal 778 dated
22 June refers).

Reference your AC/100/87 S/Tn.4 dated 31 May'45.

It is regretted that the proposal to attach 2 cars for fare paying passengers on trains 4315/4316 cannot be approved as it is considered that the ISR Station Staff would not be able to control the numbers of fare paying passengers wishing to board the trains.

R. G. Wilson

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

JK.

PGM/1c

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

21 June 45

Tel. 843238
Ref. AC/100/87 S/Tn 4

SUBJECT : Passenger Service Foligno-Terni

TO : ISR - Bldg.

1. Reference M.211/3023/187 of 11 June.
2. - Do to the serious wagon shortage we do not feel that eight closed wagons can be spared at this time for local service between Foligno and Terni.
3. As soon as passenger equipment becomes available we should consider release of box wagons now in passenger service instead of starting new services.

Plutarco Mayer
For Director

2104

I.S.R. MOVEMENT SERVICE

Rome, 11 June 1945
Ref.: L.211/3023/101

SUBJECT: Transport of workers between
Poligno and Terni.

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

R O M E

1. From the "Projectiles loading workshop" of Baiano di Spoleto the possibility has been requested for their own workers (about 230) to bring them every morning from various residential spots on the Poligno-Baiano line to their working place, and to re-enter, the evening their normal seat.
2. Same request has been forwarded by the "Terni" Society for the section Poligno-Terni on Saturdays, and Mondays, for those workers returning home every week.
3. In order to satisfy both requests we are suggesting to add a few cars for the workers transport to those trains now running between Poligno and Terni for ISM personnel displacement and schedule of which is approximately corresponding to the one of, trains 9641 and 9640, to be effective June 10th, 1945.

Train 9641 Poligno dep. 071/h. Terni arr. 0140h.
" 9640 Terni " 1110" Poligno " 1902h.
4. We beg you to examine kindly our proposal, informing you that line is an electric one and the rolling stock may be drawn from the local park.

FOR THE DIRECTOR GENERAL
Signed MARIN

Peri.

what is the present schedule

what is the present consist

Train 9641 Foligno dep. 071h. Termi arr. 0140h.
 " 9040 termi " 1110" Foligno " 1902h.

4. We beg you to examine kindly our proposal, informing you that line is an electric one and the rolling stock may be drawn from the local park.

FOR THE DIRECTOR GENERAL

Signed MARIN

Peri:

What is the Present Schedule

What is the Present Consist

Matson
 13 June

2103

MINISTERO DEI TRASPORTI
DELLE COMUNICAZIONIFERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

ROMA, 15 MAR 1945

1945 - A.

N. M. 211/3023/187

Al N.

del

OGGETTO

Trasporto operai tra
Foligno e Terni.Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

R O M A

ALLEGATI N.

I) Dal "Laboratorio Caricamento Proiettili" di Baiano di Spoleto viene richiesta la possibilità per i propri operai (circa 230) di portarsi al mattino sul luogo di lavoro dalle diverse località di residenza del tratto Foligno-Baiano, e rientrare alla sera in sede.

II) Analoga richiesta viene avanzata dalla Società "Terni" per il tratto Foligno-Terni nei giorni di sabato e lunedì per gli operai che settimanalmente rientrano in famiglia.

III) Per soddisfare le due richieste si propone di aggiungere alcuni carri per trasporto operai ai treni che attualmente si effettuano tra Foligno e Terni per il dislocamento del personale ferroviario, e il cui orario corrisponde approssimativamente a quello dei treni 9647 e 9640, che andrà in vigore il 10 corrente:

treno 9647:	Foligno	p.	5,17	Terni	a.	7.40	
"	9640:	Terni	"	17,18	Foligno	a.	19,02

IV) Si prega esaminare con benevolenza la nostra proposta, facendo presente che trattasi di linea a trazione elettrica e il materiale è ricavabile dalle riserve locali.

IL DIRETTORE GENERALE

2102

Rome 15 June 1945

NOTE FOR MAJOR MATSON

Our Movement Section of Ancona inform that trains 9647 and 9648 are operating between Foligno and Terni for goods transportation with already reported schedule effective 10 June inst., and that at present two cars are added for I.S.K. workers transportation. In order to assign also civilians transportation to those two trains, other 6 cars should be added, besides the two cars more to be added to train 9648 on Saturday and 9647 on Sunday, for Terni workers going to spend the Sunday with their family.

Movement section of Ancona report also that local Allied authorities have already given their approval in order to regularize the admittance of civilian passengers in these trains where abusive ones are so many for absolute lack of other connections among the different towns.

The Chief of the Movement Service.

2101

Roma, 16 GIU. 1945

APPUNTO PER IL MAGGIORE MATSON

La Sezione Movimento di Ancona comunica che i treni 9647 e 9640 si effettuano fra Foligno e Terni per trasporto merci con l'orario già comunicato ed in vigore dal 10 corrente, e che ai treni stessi vengono attualmente aggiunti 2 carri a disposizione degli operai ferroviari.

Per assegnare ai treni stessi il servizio per civili, come proposto, si dovrebbero aggiungere normalmente altri 6 carri oltre a 2 carri da aggiungersi in più al treno 9640 del sabato e 9647 del lunedì per gli operai che lavorando a Terni vanno a trascorrere soltanto la domenica in famiglia.

La Sezione Movimento di Ancona fa presente che le Autorità Alleate locali hanno già dato il loro benestare al fine di regolarizzare l'ammissione dei viaggiatori civili in questi treni ove oggi sono assai numerosi quelli abusivi per mancanza assoluta di comunicazioni fra i vari paesi.

IL CAPO DEL SERVIZIO MOVIMENTO
Am. eni

PGM/ic

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

Tel. 843238

Ref. AC/100/87 S/Tn 4

31 May 1945

SUBJECT : Pay passenger on workers trains.TO : MRS - Bldg.

1. A workers train presently operates between Ancona and Fabriano on present schedule.

Train No 4315

1600	ANCONA
1825	FABRIANO

Train No 4316

0720
0505

2. It is desired that two box cars be attached for the handling of pay passengers and train operated on following schedule :

Train No 4315

1600	ANCONA
1930	FABRIANO

Train No 4316

0715
0410

3. May we have your consideration of the proposal.

For the Chief Commissioner:

P.O. MATSON, Major

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOVEMENTS DEPT.

Roma, 24 May 1945

M.211/2949/161

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

SUBJECT: Operation of civilian passenger
service by workers' trains Ancona-Fabriano

1. The many important centres situated btw. Ancona and Fabriano do not have any transportation facilities for civilians so that all those who must move to Ancona or to other localities are compelled to abusively board either the freight trains or the workers' trains presently in operation over that line.

2. To curb above abuses and to meet the justified requirements of those populations we suggest to reclassify, as civilian passenger trains, existing workers' trains beginning on and from June 1st 1945, with following schedule:

Train N° 4351

Train N° 4316

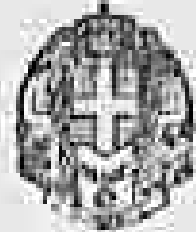
1600	dep. Ancona	arr.	0720
1625	arr. Fabriano	dep.	0505.

3. Please kindly investigate the possibility to grant present applications; the composition of existing workers' trains could be increased only by two cars.

THE DIRECTOR GENERAL
G. DI RAIMONDO

704 410 ac 714
ac 1600 704 1930

2098



MINISTERO DEI TRASPORTI
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma 24 MAG 1945

M.211/2949/187

Al N

del

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

R O M A

OGGETTO

Assegnazione servizio per
civili ai treni operai tra
Ancona e Fabriano

Allegati N:

I - I numerosi centri assai popolati tra Fabriano ed Ancona sono oggi completamente sprovvisti di qualsiasi comunicazione ferroviaria per civili e quindi i cittadini costretti da necessità inderogabili a spostarsi verso il Capoluogo od altri centri della linea, sono spinti ad usare abusivamente dei treni merci ed anche della coppia per operai esistente su detta linea.

II - Per porre un freno agli abusi segnalati, ed andare incontro alle necessità di quella laboriosa popolazione, si propone di assegnare il servizio viaggiatori, a decorrere dal 1° giugno p.v., agli attuali treni operai, che da tale data saranno regolati dal seguente orario:

Treno 4315 - Ancona	p.16.00, Fabriano	a. 18.25
" 4316 - Fabriano	p. 5.05, Ancona	a. 7.20

IV - Si prega far conoscere quale decisione sarà presa in merito, e si fa presente che la composizione di detti treni potrebbe essere aumentata di due soli carri.

IL DIRETTORE GENERALE

Adi. Ramond

2097

Allied Force
RAILWAY SERVICE - ITALY
Office of Director

A.F.O. 519
20 April 1945

551.7 OP

SUBJECT: Civilian Passenger Train Service, Terni-Orte.

TO: DP In Rlys - Attn: Tn 3 (C)
Superintendent Transportation, 77th Ry Grand Div.
Director General, Italian State Railways.
Cape Compartimento - Rome.
Cape Compartimento - Ancona.

1. Effective Tuesday, 1 May, workers' trains now operating between Terni and Terni and between Terni and Roma N. will be discontinued.
2. Effective same date, the service indicated below will be established between Terni and Orte:

Train No.	Civil		Station	Civil		Train No.
9626	Pass.			Pass.		9627
0609	1630	Lv	Orte	Ar	0600	1605
0639	1700	Ar	Roma N.	Lv	0730	1742
0640	1703	Lv	"	Ar	0722	1741
0701	1723	Ar	Terni	Lv	0704	1723
0702	1730	Lv	"	Ar	0653	1722
0733	1801	Ar	Terni	Lv	0630	1656

NOTE: Trains 9626 and 9627 are normal freight trains and five box cars will be attached for the handling of civil passengers and workers of the Italian State Railways.

3. The civil passenger train, as indicated on the above schedule, shall consist of five box cars for civil passengers and sufficient space will be set aside for workers of the Italian State Railways.

FOR THE DIRECTOR:

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

cc-Rail Div - In Sub-Commission
Allied Commission

2096

GPA/af

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

Tel.: 843238

25 April 1945

Ref.: AC/100/870^S/Tn.4SUBJECT: Passengers - Orte-Terni.TO : I.S.R. Bldg.

1. Reference your M.232/414/45 of 19 April.
2. The request for students to travel on trains 9626/9627 between Orte and Terni cannot be considered at this time.

Thomas M. ...
Director.

2095

MINISTRY OF TRANSPORTS
ISP GENERAL DIRECTION
MOVEMENTS DEPT.

Roma, 19 April 1945
M.232/414/45

MEMORANDUM FOR THE S/COMMISSION A.C.
RAIL DIVISION

Some thirty students, all sons of railmen, dwelling at Orte and attending the high school at Terni, on account of the transportation difficulties they are meeting with, have requested that one box car be attached to trains 9626/9627 operating btw. Terni and Orte with following schedule:

9626	Orte dep. 0639	Terni arr. 0733
9627	Terni dep. 1656	Orte arr. 1805

Each student should be granted a special pass enabling him to board above trains.

Please investigate the possibility to grant above request.

The Director General
G. DI RAIMONDO

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE
SERVIZIO MOVIMENTO

Roma, 19 APR 1945

N.232/414/45

P R O M E M O R I A
per la Sottocommissione Alleata Trasporti
Divisione Ferroviaria

Una trentina di studenti, figli di ferrovieri residenti ad Orte e che frequentano le Scuole Superiori a Terni, a causa delle precarie condizioni in cui vengono a trovarsi per la mancanza assoluta di mezzi ferroviari di comunicazione fra le due località predette, chiedono l'aggiunta di un carro ai treni ordinari conto Alleati;

9626 - Orte	P. 6.09	- Terni	a. 7.33
9627 - Terni	P. 16.56	- Orte	a. 18.05

ed il rilascio della prescritta autorizzazione ad ogni singolo studente, per essere ammesso a viaggiare con i predetti treni.

Pregasi voler far conoscere se la richiesta di cui sopra può essere accolta.

IL DIRETTORE GENERALE

Ind. Farnik

PGM/lc

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

Tel. 843238
Ref. AC/100/87 B/Tn 4

5 April 1945

TO : Ministry of Communications
Building.

SUBJECT : Week-end service for Workers Terni Steelworks.

1. Reference your letter M.211/2654/137 dated 30 March 45.
2. We cannot consider at this time the operation of week-end train services for employees of the Terni Steelworks.

P.G. MATSON, Major.

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

MINISTRY OF TRANSPORTS
ISP. GENERAL DIRECTION

Roma, 30 March 1945
M.211/2654/187

SUBJECT: Workers' trains: Terni
Steelworks.

TO: Tn 3/Commission A.C.
Rail Division.

1. Terni Steelworks Co. requests that weekly trains services be established btw. Terni and Foligno and btw. Terni and Orte in order to allow the employees whose families are refugees in the nearby towns to get home on Sundays.
2. We therefore suggest that some box-cars be attached to following trains, already in operation.

tr. 9627; Terni dep 1656	Orte arr.	1805 on Saturdays.
tr. 9636; Terni dep 1826	Foligno arr.	2039 " "
tr. 9639; Foligno" 0403	Terni arr.	0643 " Mondays

We also suggest that following special train be operated on Mondays

Orte dep. 0428 Terni arr. 0500

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

GENERAL DI RAIMONDO
Director General

MINISTERO DEI TRASPORTI
DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 30 MAR 1945

N. M.211/2654/187

Al N. _____ del _____

Alla Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

OGGETTO

R O M ATreni per operai
Società T.E.R.N.I.

ALLEGATI N. _____

I - La Società "T.E.R.N.I." chiede l'istituzione di treni operai settimanali fra Terni e Foligno e fra Terni e Orte, per favorire il ritorno in famiglia la domenica dei numerosi impiegati e operai addetti allo stabilimento e costretti a vivere lontani dal posto di lavoro per ragioni di sfollamento.

II - La richiesta è giustificata dalla mancanza di altri mezzi di comunicazione e dalle non lievi difficoltà che si incontrano usando mezzi di fortuna.

III - Si propone pertanto, in relazione ai turni di lavoro, l'aggiunta di alcuni carri per servizio operai ai seguenti treni ordinari:

9627:	Terni	p.16.56 - Orte	a.18.05	} nei giorni di sabato
9636:	Terni	p.18.26 - Foligno	a.20.39	
9639:	Foligno	p. 4.03 - Terni	a. 6.18	- al lunedì

e l'attivazione, nei giorni di lunedì, del treno straordinario:

7730:	Orte	p. 4.28 - Terni	a. 5.00
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IV - Si resta in attesa di conoscere quale decisione sarà presa al riguardo.

IL DIRETTORE GENERALE

Udo Rammoh

2091

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

R ef. AC/100/67/Tn 4

14 March 1945

TO : H.E.
Minister Cerabona
R o m e.

SUBJECT: Civilian passenger facilities, North of Rome.

Dear Mr Minister,

1. I duly received your letter of 9 March 45 concerning the need for a civilian passenger train service between Rome and Ancona.
2. The question of civilian passenger train services north of Rome was first dealt with at the Meeting of the Transportation Committee in November of last year, when AC made enquiries as to the prospect of operating such services, and the matter was again raised in December. At that time, the heavy military commitments, coupled with the shortage of rolling stock, made it impossible for civilian passenger services to be operated.
3. I feel sure you will know that in January of this year the Allied Railway Board was formed, and that it has full representation of the ISR in it. This Board has five sub-committees, and the one which has discussed these passenger services is the Traffic Sub-Committee. As the ISR is represented, copies of the Minutes of the Meeting are distributed to them, and Minute 2a of the Meeting held on 3rd of March read as follows:

"CIVIL PASSENGER FACILITIES, NORTH OF ROME: Originated by Tn Sub-Commission, Allied Commission, Lt. Col. C. H. Lindberg's letter, 17 February 1945.

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

4. Allied Commission is endeavouring to seek the authority of the Area Commanders concerned, but you will appreciate that these northern terminals are in an army area, and the decision of the Area Commanders as to the desirability of civilian passenger services will be

2990

was first dealt with at the Meeting of the Transportation Committee in November of last year, when AG made enquiries as to the prospect of operating such services, and the matter was again raised in December. At that time, the heavy military commitments, coupled with the shortage of rolling stock, made it impossible for civilian passenger services to be operated.

3. I feel sure you will know that in January of this year the Allied Railway Board was formed, and that it has full representation of the ISR in it. This Board has five sub-committees, and the one which has discussed these passenger services is the Traffic Sub-Committee. As the ISR is represented, copies of the Minutes of the Meeting are distributed to them, and Minute 2a of the Meeting held on 3rd of March read as follows:

"CIVIL PASSENGER FACILITIES, NORTH OF ROME: Originated by Tn Sub-Commission, Allied Commission, Lt. Col. O.H. Lindberg's letter, 17 February 1945.

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

2990

4. Allied Commission is endeavouring to seek the authority of the Area Commanders concerned, but you will appreciate that these northern terminals are in an army area, and the decision of the Area Commanders as to the desirability of civilian passenger services will be a determining factor, coupled with the fact that the lines still continue to carry heavy freight traffic.

././

= 2 =

The matter will be also considered by the Allied Railway Board on Thursday next when it is anticipated General di Raimondo will be present.

Yours very truly
M.B.

M.B. THOMAS
Colonel
Deputy Director.

2089

Roma 9 Feb. 1945

Rehabilitation of Railways - Present conditions of
several railway - lines.

TO: The S/Commission A.C.

We beg to give you following detailed informations concerning some
private Railways in concessions:

A) Compartimental Inspectorate of Bologna.

- 1) Railway line Rimini - Novafeltria (length 36 Km) : not in operation;
no rehabilitation works on hand.
With reference to above lines we very much agree if that S/C could
send some Official to carry out a survey together with an Official
of this Ministry, in order to investigate the possibility to carry
out some re-habilitation works enabling to re-operate the service
on the Line.

B) Compartimental Inspectorate of Firenze.

- 2) Railway line Arezzo - Fossato : length 134 Km; not in operation; no
re-habilitation works on hand.

C) Compartimental Inspectorate of Roma.

- 3) Railway line Umbertide - Perugia - Todi - Terni; length 113 Km; presently
in operation the section Todi - Terni, length 42 Km. Works on hand :
reconstruction of a 6 mt-span rail-underbridge at Km. 50 + 360;
reconstruction of a 4 15mt-spans bridge at Km. 50 + 854; repairworks
at Marciano Station Bldg.
Upon completion of above works it will be possible to operate a service
btw Perugia and Fratta Todina, abt. 30 Km, thus rehabilitating the whole
section Perugia - Todi but for abt. 7 Km. interruption btw. Todi and
Fratta Todina on account of a very important metallic bridge spanning
the Tevere River at Km. 60 + 567.

- 4) Railway line Spoleto - Norcia; length 51 Km. not in operation. The
Tunnel Biselli at Km. 42 has been repaired. A rectifier, of a connection
with I.S.R. electric line or a steam loco have been requested; should
it be possible to grant one of above requests, a service could be
re-operated.

D) Compartimental Inspectorate of Ancona

- 5) Railway line Porto S. Giorgio - Amandola; length 59 Km. Not in operation.
A service was operated till 12 Nov. 44 on the section Porto S. Giorgio -
Servigliano but it was cancelled for lack of coal. Several damaged works
are being repaired. An application for supply of el. power has been put,
as both equipment and material are in operating conditions.
- 6) Railway-line Castelraimondo - Camerino : length 11 Km. No informations
are available.

- 7) Railway line : Pesare - Pesceara; length 39 Km. not in operation -
Rehabilitation works of both track and electric equipment are being
carried out.

C) Compartmental Inspectorate of Rome.

3)

Railway line Umbertide - Perugia - Todi - Terni; length 113 Km; presently in operation the section Todi - Terni, length 42 Km. Works on hand: reconstruction of a 6 mt-span rail-underbridge at Km. 50 + 360; reconstruction of a 4 15mt-spans bridge at Km. 50 + 354; repairworks at Marciano Station Bldg.

Upon completion of above works it will be possible to operate a service btw Perugia and Fratta Todina, abt. 30 Km, thus rehabilitating the whole section Perugia - Todi but for abt. 7 Km. interruption btw. Todi and Fratta Todina on account of a very important metallic bridge spanning the Tevere River at Km. 60 + 567.

4)

Railway line Spoleto - Norcia; length 51 Km. not in operation. The Tunnel Biselli at Km. 42 has been repaired. A rectifier, of a connection with I.S.R. electric line or a steam loco have been requested; should it be possible to grant one of above requests, a service could be re-operated.

D) Compartmental Inspectorate of Ancona

5)

Railway line Porto S. Giorgio - Ammola; length 59 Km. Not in operation. A service was operated till 12 Nov. 44 on the section Porto S. Giorgio - Servigliano but it was cancelled for lack of coal. Several damaged works are being repaired. An application for supply of el. power has been put, as both equipment and material are in operating conditions.

6)

Railway-line Castelraimondo - Camerino; length 11 Km. No informations are available.

7)

Railway line : Ponne - Pescara; length 39 Km. not in operation - **2088**
Rehabilitation works of both track and electric equipment are being carried out.

The General Director
sgd. DE CUPIS

ACP/10

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

Tel. 843238 ✓
Ref. AC/100/87/298/302

8 March 1945

TO : ISR
Building

SUBJECT : Railway communications in Foggia area .

1. Reference is to your N.211/2523-41-A/IOGA 3085/28, of 6 March 1945.
2. Southern Regional Commissioner has been asked to report on additional train services on Southern territory, and the question of Foggia district will not be overlooked.

ad.

O.H. LINDERBERG
Lieut. Col. R.E.,
Chief, Rail Division.

Ministry of Transports
I.S.R. Direction General
Transportation Service

Rome - 6 MAR 1945

M.211/2523-41-A/1000 3085/18

Subject:
Railway communications
in Foggia Area.

TO: Transport. Sub-Commission, AC.
Rail Division
C/o Transport. Increment

R o m e

1. This Ministry is always urged to increase the communications of Foggia Area.
2. Referring to our previous requests on this matter, we point out the necessity to authorize the inauguration of new passenger services also on the following lines:

87 Ortona - Foggia
298 Foggia - Manfredonia
302 Foggia - Rocchetta S. Antonio

and the operation of trains for the local services on the section
87 Foggia - Barletta.

3. We beg you to kindly examine our request and to let us know your decision on the matter.

The Director General
Sgd: Di Raimondo

Cu.5/3/cb.

2086



ROMA, - 6 MAR 1945

194 - A

N. M. 211/2523-41-A/1007 3085/28

Al N.

del

MINISTERO TRASPORTI
~~DELEGAZIONE COMUNICAZIONI~~FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

OGGETTO

Comunicazioni ferrovia-
rie in provincia di
Foggia.Sotto Commissione Trasporti dell'A.C.
Divisione Ferroviaria

R O M A

ALLEGATI N.

I) Continuano a pervenire a questo Ministero autorevoli pre-
mure perchè vengano aumentate le comunicazioni interessanti la
provincia di Foggia.

II) Richiamando al riguardo le precedenti proposte si insiste
sulla necessità di autorizzare l'istituzione di un servizio
viaggiatori anche sulle linee:

Ortona - Foggia,

Foggia - Manfredonia,

Foggia - Rocchetta S.A.

oltre all'istituzione di treni per servizio locale sul tratto
Foggia-Barletta.

III) Si prega esaminare benevolmente la nostra richiesta e si
resta in attesa di conoscere quale decisione sarà presa al ri-
guardo.

IL DIRETTORE GENERALE

Indi Ramond

2085

REFERENCE

ACD/1c

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

Tel. 843238 ✓

Ref. AC/100/87/50/65/Tn 4

8 March 1945

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

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

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

a. CIVIL PASSENGER FACILITIES, NORTH OF ROME: Originated by Tn Sub-Commission, Allied Commission, Lt.Col. O.H. Lindberg's letter, 17 February 1945.

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

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

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

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

1. Reference is to undergoing extract from Minutes of Traffic Sub-Committee, Allied Railway Board, held on 3 March 1945.
- a. CIVIL PASSENGER FACILITIES, NORTH OF ROME: Originated by Tn Sub-Committee, Allied Commission, Lt. Col. O.H. Lindberg's letter, 17 February 1945.
It was agreed that the Allied Commission would obtain permission from the Area Commanders involved to operate trains for civilian passengers into and out of Ancona and Leghorn. Pending approval of the Area Commanders concerned, and also G-1 (Mov & Tr) AFHQ civilian passenger train service on alternate days is to be established between Rome and Leghorn on or about 1 April 1945 and between Rome-Arezzo and Ancona at a later date.
2. In order to strengthen the application for services between Rome-Ancona and Rome-Leghorn, and Rome-Arezzo, you are asked to seek necessary authority of Area Commanders concerned as soon as possible.
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4. The Italian Ministry concerned has been pressing for such facilities for some months past, and if you can obtain the necessary authority from the Area Commander, the ISR can be relied upon to safeguard the loading of trains.

O. H. Lindberg, Lt. Col. 2084

O. H. LINDBERG

Lieut. Col. R.E.,

for MERRITT H. TAYLOR

Director.

COPY

/nf

100/87

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

Ref: ACC.TA/R/11/6

October 9th 1944

TO : Director
Transportation Sub-Commission
ACC. Main Headquarters

SUBJECT: Progress Report.

- 1 Condition of tracks.
 - a) Route 50 Rome - Leghorn
open to Leghorn
 - b) Route 227 Vada - Pisa
Repairs in hand
 - c) Route 219 Pisa - Florence
Repairs in hand
 - d) Route 65 Rome - Florence
No progress beyond Arezzo.
 - ✓ e) Route 87 Rome - Ancona
Open to Ancona.
 - f) Route 86 Ancona - Bologna
Open to Cattolica.
- 2 Private railways.
A detailed study of the Siena - Buonconvento - Monte Antico railway was carried out and it was decided that the damage was too great considering the purely local interest of the railway, for repairs to be put in hand for the time being.
- 3 A request for the opening of the route 220 Chiusi - Siena has been received from the Director General Italian State Railways and a survey of the damage and an estimate of cost of repairs is being prepared.

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

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A.M. STREET, Major
ACC. Tptn. S.O.
Civil Engineer,
Northern Division

2083

WFR/hl

150/97

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
AFO 394

Tel: 478701

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

TO : Ministry of Communications
Italian State Railways
General Direction

SUBJECT: Proposed additional passenger train programme.

1. In reply to your letter, ref.M/210/879L/41/13 of the 22nd August 1944.

2. Each proposition in this letter was carefully studied at the Transportation Committee held at HQ AACI on Monday, 28 August, and so that you may appreciate the decisions taken, I will refer to the paragraph in your letter.

3. Your para.1.(a)
Additional trains, Naples to Reggio, via Battipaglia and Gioia Tauro. The present train timings were carefully studied, but owing to the considerable amount of Military traffic northern bound on this route, it was found impossible to alter these timings without affecting considerably the present running schedules.

Your representative could not agree to the substitution of the new train for the one at present operating.

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

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

5. Your para.3.
The Transportation Committee fully appreciate that

2082

3. Your para. 1.(a)

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5. Your para. 3.

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

via
Rome - Naples, -/Fornia
Rome - Naples, - via Casaino

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

Your para. 3 (c) 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 beyond Naples, it is pointed out that when parties are organized through proper channels, the Military will run special trains to convey these passengers.

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

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

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

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

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

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

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

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

2881

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

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10. Your para. 4 (3) Taranto - Potenza.
2081
To re-organise the whole of the operating schedule of passenger and freight trains over this route, to arrange for naval-yard workmen to travel on Saturdays north bound and Monday south bound, would completely throw out the schedule over the week end. It is therefore felt that owing to the considerable tonnage of this route, it must be held in abeyance until at a later date.

11. Your para. 4 (c) Sicignano-Larone
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) Poggia-Rotenza
Your para. 4 (e) Poggia-Manfredonia
Your para. 4 (f) Poggia-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) Pocchettia-Ciolo del Colle
Military traffic running over this section of the line is so heavy that it takes the full capacity tonnage in the present time and therefore additional passenger services cannot be considered.

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

D.S. ADAMS
Colonel, C.B.,
Director, M.S/C.

MINISTRY OF COMMUNICATIONS
ITALIAN STATE RAILWAY
GENERAL DIRECTION

Rome, 22 August 1944

OUT. ref. N 810/8782/41/13

To Allied Control Commission
Transportation Sub-Commission

Rome

Subject:

Passenger trains
programme

Copy to General Director
M.R.5.

Building

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

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.

two daily trains between Salerno and Reggio C. with trains-shipment at Gioia Tauro (about 2 Km.) and away in such 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. Giovanni, Potenza, Metaponto, Taranto, Brindisi, Bari.

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

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

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

II. As for the enlargement of the liberated Italy's areas, and for the effort which since the Nation to recuperate promptly the

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

The following inconveniences are pointed out from such situation:

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

two daily trains between Naples and Salerno. Such trains have a stay at Salerno of 07.20 hrs in descending direction and of 08.19 in upward direction.

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

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

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

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2079

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

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

./.

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

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

Rome	Lv.	0700	arr.	Naples	1400
Naples	Lv.	1800	arr.	Rome	1900

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

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

Rome	Lv.	1717	arr.	Naples	0540 (with line's
Naples	Lv.	1930	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 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.	1630	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.	1640
Feligno	Lv.	0830	"	"	1110	"	"	1340	Rome	arr.	1930

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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.
f) Rome-Foligno line. A couple of trains (three weekly)

composed of 8 cars, 1 luggage wagon and 1 mail wagon.
Rome Lv. 0710 Terni arr. 1130 Terni Lv. 1400 Foligno arr. 1840
Foligno Lv. 0830 " " 1110 " " 1340 Rome arr. 1930

these trains will stop at the most important stations.

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

Naples Lv. 2200 Poggia arr. 0430 Poggia Lv. 0500 Bari arr. 0900
Bari Lv. 2000 " " 2400 " " 0010 Naples arr. 0700

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

1) To improve Puglia's communications, at present very deficient, we propose:

a) Pescera-Leoce 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 " " 1650 Ortona arr. 1930

2. Prolongation between Fasano and Monopoli of the trains:

N. 4704 Fasano Lv. 0800
N. 1791 Fasano arr. 1946

b) Battinaglia-Brindisi line - 1) Transformation into mixed of the goods trains N. 8133 and 8137 - Potenza-Taranto. (Potenza lv. 0653, Metaponto arr. 1133-lv. 1850 Taranto arr. 1916) and N. 8136/8130 (Taranto lv. 0832 Metaponto arr. 0633-lv. 0913 Potenza arr. 1456) to these trains will be added passenger cars.

2) Transformation into mixed of the trains:

N. 7000 Potenza lv. 0805 Sioignano arr. 1144
N. 7003 Sioignano 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. 2300
Potenza lv. 0100 Taranto arr. 0600

4) Prolongation between Taranto and Francavilla of the trains 4851 (Taranto lv. 0445) and 4854 (Taranto arr. 2140) 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) Sioignano-Lagonegro 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 Professional men to Lagonegro Tribunal.

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

Foggia lv. 0850 Rocchetta arr. 1300
Rocchetta lv. 1245 Foggia arr. 1407

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

Rocchetta lv. 0500
Potenza lv. 1430

Potenza arr. 0900
Rocchetta arr. 1600

N. 7003 Sigignano lv. 1152 Potenza arr. 1300
Sigignano arr. 1144

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

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

Rocchetta lv. 0800 Potenza arr. 0830
Potenza lv. 1430 Rocchetta arr. 1500

2077

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. 0830
Manfredonia lv. 1555 Foggia arr. 1730

- e) Foggia-Manfredonia line - A couple of daily trains
 Foggia lv. 0730 Manfredonia arr. 0930
 Manfredonia lv. 1855 Foggia arr. 1750
- f) Foggia-Lucera line - A couple of daily trains:

 Foggia lv. 0640 Lucera arr. 0740
 Lucera lv. 1850 Foggia arr. 1850

All the above mentioned trains (Foggia-Potenza line, Foggia-Manfredonia line and Foggia-Lucera line) should be composed each of 3 passenger cars and 1 luggage wagon, and they ought to be completed with goods-cars, to be operated as mixed trains.

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

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

 Spinazzola lv. 0800 Gioia del Colle arr. 0525
 Gioia del Colle lv. 1600 Spinazzola arr. 1930

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

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

sgd. The General Director
 Di Laiondo

Tel. 348

HEADQUARTERS
ALLIED CONTROL COMMISSION
INDUSTRY SUB COMMISSION
AFD 354

TS/pm

Ref. AGC/5640/IND

12 August 1944

SUBJECT: Supplementary information on Terni plant at Spoleto

TO : Distribution Below

Lime Kilns at Cement works can either prepare cement diluent or quick lime - not both. Capacity of Kilns - 20 Tons per day. For lime - wood or coke fuel is necessary.

Diluent for Cement: Director wanted 900 Tons by rail from Terni of Furnace slag. It transpired in conversation that he was sending cement to Terni by lorry. The return journey can bring diluent.

Bricks: are made at Spoleto - 500,000 per month. Fuel is local lignite, about 30/40 kg. per 100 kg bricks. Solid brick weighs 3 kg - hollow brick about 1 kg.

Tiles: Spoleto makes few tiles for local repair. Will consider making more. Suggests tiles like A

A



B

which can be hand made instead of as at B on account of weight.

Haulage: capacity of Terni locos. at Spoleto

- 1 - ready 200 Tons gross - 150 T. nett.
- 2 - ready 1st Sept. - ditto
- 3 - " 1st Oct. - ditto
- 4 - shuttle engine only

Railway facilities: Terni would have to bring loaded trucks down to Spoleto Central Station and draw empty trucks from there and not from their siding.

Distances:

Lignite Mine to Terni Siding - 7 km.
Cement Works to Terni Siding - 3 km.
Terni Siding to Spoleto Central - 7 km

Noted
BWB

- 2 -

delays on sidings
Allowing for waits to run in between trains - reckon max. outward t
traffic could be :

Sept. - 600 Tons per day = 40 trucks
Oct. - 800 Tons " " = 55 "

of trucks available.

TO : Transportation S/C
(Attention Coal Division)

✓ Transportation S/C
✓ (Attn: Railway Division)

~~Mining Division~~

~~Economic Section~~

J.S.E. TODD
Colonel,
Acting Director
Industry Subcommission

Copy to:

~~File 5619~~

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