

785021

ACC

AC/100/89

10000/148/1589

ROME
AUG. 1

10000/148/1589

ROME - NAPLES VIA FORMIA
AUG. 1944 - SEPT. 1945

785021

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

REFERENCES:
Riferimento:

APPLICATION:

Richiesta n°: M.210/3567/41-B

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

A.C. Sottocommissioni one Trasporti
C.A. Divisione Ferroviaria SEDE

Date: 4/9/45

Data:

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta effettuazione treni viaggiatori da parte delle F.F.SS.
Attivazione nuova coppia treni diretti Roma-Reggio via Formia

COMPARTIMENTO: Roma - Napoli - Reggio C.

FROM: Roma
Da:

TO: Reggio C.
a:

LINE NUMBER:

Numero della linea: 89/92

Via Formia

PRIORITY NUMBER:

Numero di precedenza:

FREQUENCY

Frequenza

Giornaliera

COAL CONSUMPTION (WEEKLY)

Consumo carbone (Settimanale) 70 tonn.

EQUIPMENT NEEDED:

Materiale occorrente:

23.8

LOCO, COAL, OR ELECTRICAL VAPOR Roma-Torre A.ta
elettrica Torre A.-Reggio C.

COACHING STOCK

Materiali viaggiatori 30 carrozze 3 bagagliai
3 postali

LITTERINE

WHO WILL PROVIDE COACHING STOCK?

Chi fornirà il materiale viaggiatori? Le F.S.

no
deferred

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

Date: 4/9/45

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LITTORE

WHO WILL PROVIDE COACHING STOCK?

Chi fornirà il materiale viaggiatori? Le F.S.

FROM WHERE?

Da dove? da Roma proveniente dal Nord.

TRAINS - KILOMETERS AND TRAIN NUMBERS

Orari - Kilometraggio e numeri dei treni.

(To be inserted over leaf)

(Da essere inserito nella pratica)

Declinata

Agm

no
deprecia

TRAIN NO.
86

Km. 638

TIMINGS:

7.00

1.05
0.1512.50
12.28

11.55

ROMA
via Formia

NAPOLI

VILLA S.G.

REGGIO C.

TRAIN NO.
85

TIMINGS:

19.00

0.35
1.2012.20
12.40

13.15

Ministry of Transports
I.S.R. - Movement Service

TRANSLATION

Rome 4 September 45

Ref. M. 240/3567/41 B

SUBJECT: Additional direct trains
Rome-Reggio C.

Priority N. 1

To: Tn Sub-Commission AC
Rail Division.

1. Rail communications between Rome-Naples Calabria and Sicily however improved they may be, are still insufficient to face traveller movements between North and South.
2. An additional daily through service has therefore been planned with following schedule :

Train N. 85

1900 hrs dep. Rome (via Formia)

0035 " arr. } Naples
0120 dep. }

1220 " arr. } Villa S. Giov.
1240 " dep. }

1345 " arr. Reggio C.

Train N. 86

arr. 0700 hrs

{ dep. 0105 "
{ arr. 0015 "

{ dep. 1250 "
{ arr. 1228 "

dep. 1155 "

3. The additional round trip will find at Villa S. Giovanni the ferry-boat connections to and from Messina, and in Sicily the Diesel round trips functions to and from Palermo and Syracuse. For this town we shall anticipate to 1600 hrs the departure of train AT 434.

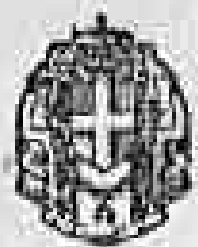
4. Consist of trains N. 85 and 86 could be fixed with a maximum of 10 coaches 1 Rail Van 1 Baggage Van. The needed 30 coaches would be prelieved from the equipment coming from North.

Please give a first priority attention to this matter and kindly inform us about your decision.

Director General
signed : di Raimondo

Tr/al/5/9

2337



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Movimento

OGGETTO

Secondo treno diretto
Roma - Reggio Calabria

Roma, li 4 SET. 1945

N. M. 210/3567/41B

Al N.

del

11-1

ALLA SOTTOCOMMISSIONE dell'A.C.
DIVISIONE FERROVIARIA

S E D E

ALLEGATI N.

- 1° - Per quanto siano state migliorate, le comunicazioni fra Roma - Napoli e la Calabria e Sicilia sono tuttora assolutamente insufficienti a fronteggiare il movimento viaggiatori da e per il Sud, dato che ormai si è effettuato il congiungimento ferroviario con l'Italia del Nord.-
- 2° - Si é perciò studiata ora una nuova comunicazione diretta giornaliera fra Roma - Napoli e Reggio Calabria, via Formia regolata dal seguente orario:

<u>85</u>	<u>86</u>
19.00 p. Roma	a. 7.00
(via Formia)	
0.35 a. Napoli	p. 1.05
1.20 p. Napoli	a. 0.15
12.20 a. Villa S.G.	p. 12.50
12.40 p. Villa S.G.	a. 12.28
13.15 a. Reggio Cal.	p. 11.55

2356

La nuova coppia di treni diretti troverebbe a Villa S. Giov. l'immediato traghetto da e per Messina ed in Sicilia le coincidenze con le corse automotrici da e per Palermo e Siracusa, per quest'ultima località anticipando opportunamente alle ore 16 la partenza da Messina dell'attuale AT421.-

- 3° - La composizione dei nuovi treni 85 e 86 potrebbe essere fissata ad un massimo di dieci carrozze un bagagliaio e una postale.- Le trenta carrozze occorrenti per questo nuovo servizio saranno ricavate da quelle in arrivo dal Nord.-

Il provvedimento é di carattere urgente e quindi si prega per un sollecito e benevole esame della proposta.

IL DIRETTORE GENERALE

Udì Raimondo

TRANSPORTATION DEPT. ISR.

8 September 1945

M.222/56/87

To: Tn. Sub Commission AC.
Bldg.

- 1.- It concerns train stops at Divine Amore.
- 2.- It is kindly asked that workers train TV.5673 and TV.5674 could be utilized by pilgrims going to or from the Sanctuary, specially on Sundays and holidays.
- 3.- We shall be obliged to know your decision on the matters

The Chief of Tn. Dept.
Sgd. Biondi

*Not agreed per
Crist 10*

 **MINISTERO DEI TRASPORTI**
FERROVIE DELLO STATO - DIREZIONE GENERALE
III Servizio Movimento
OGGETTO:

Roma, li 194

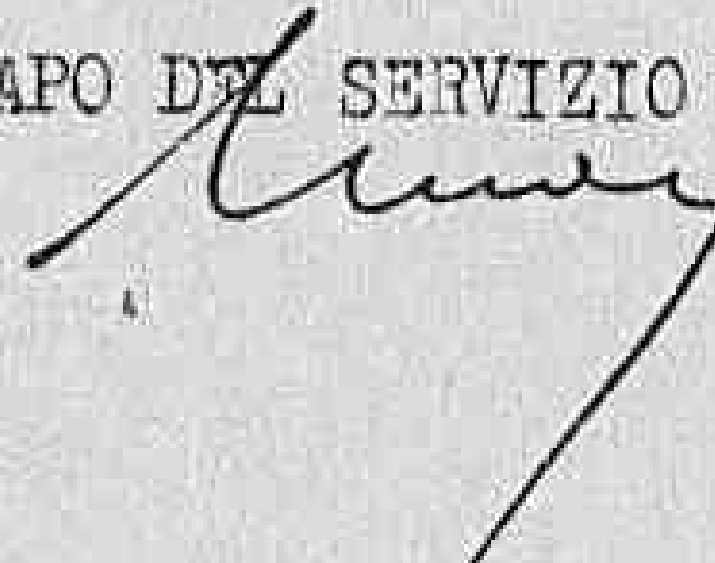
N. M. 22/56/87

Al N. del

Sottocommissione Trasporti A.C.
Divisione FerroviariaS E D E

- 1° Riguarda la fermata dei treni a Divino Amore
2° Viene richiesta l'autorizzazione di far fruire dei treni operai TV.5673 e TV.5674 ai pellegrini diretti al Santuario o di ritorno, specialmente la domenica e giorni festivi.
3° Si attende conoscere le decisioni al riguardo.

IL CAPO DEL SERVIZIO MOVIMENTO



2354

1) Servizio.

CRW/ele

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

Tel : 478704

30 August 1945

322/35/Tn 3

SUBJECT : Passenger Service Rome -> Naples

TO : Economic Section
Public Relations Branch

1. For your information, it has been reported by the Transportation Sub-Commission (Rail Division) that, as a result of the introduction of an additional civilian passenger train between Rome and Naples during the past week, the "black market" charge for obtaining a ticket by rail between Rome and Naples has fallen from 1500 Lire to 100 Lire.

For the Director

Alantell May
* C.R. WORTHINGTON,
Major R.E.

Copy to : Rail Division (Tn 4) /

2373

ACP/lml

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

29 August 1945

Tel. 843238
Ref. AG/100/89/90/Ta4

SUBJECT : Introduction of Additional Passenger Service
Between Rome and Naples.

TO : Director, Transportation Sub-Commission.

1. We are informed by DSR that as a result of the introduction of an additional civilian passenger train between Rome and Naples during the past week, the "black market charge" for obtaining a ticket by rail between Rome and Naples has fallen from 1500 lire to 100 lire.

2. This information is passed to you in case it is of interest to the Economic Section or the Public Relations Sub-Commission.

R. P. MOSS
Chief, Rail Division

Ext. 5.3

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

FFR/em

Ref. 233/34/Tn.2

30 July 1945

SUBJECT: Estimate of Expenditure on Rehabilitation
of Italian State Railways.

TO : Finance Sub-Commission.

1. Authority is hereby granted for the repairs
and rehabilitation of the following works on the
Italian State Railways System.

Priority	Line	Section	Estimated Cost in Lire
1	89	Rialto Tunnel	approx. 54,450,000
3	96	Bridge over Basento River - 45 Klm. S. of Metaponto	" 25,000,000

2. This work is considered essential to safe-
guard traffic. Work of reconstruction has already
commenced.

3. These items constitute a debit against the
special rehabilitation appropriation for the Financial
Year 1945/46 as from 1 July 1945.

P. J. Auchman
for *W. B. Thomas*, Colonel
Deputy Director

Copies to:

✓ Rail Division (Tn.4)

(Attn. Lt. Col; A. H. Street).

Acknowledges your

AC/Tn 36/A CE of 20 July 1945
" AC/Tn/36/24 C.E. of 9 June 45.
and buck slip 14 July 1945.

M.R.S.
(Attn. Lt. Col. Parnell).

Ministry of Transport

Estimated Cost in Lire

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P. J. Auchman
Canal
 M.R. THOMAS, Colonel
 Deputy Director

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Acknowledges your "

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 AC/Tn/36/24 C.E. of 9 June 45.
 and buck slip 14 July 1945.

M.R.S.

(Attn. Lt. Col. Parnelli).

Ministry of Transport

(Attn. Capo Ragioniere FF. SS.).

231

POM/af

TRANSPORTATION COMMISSION L.C.,
 (TALL DIVISION)
 C/o Transportation (Br) Main,
 C.M.F.

20 July 1945

Tel.: 843238 /
 Ref.: AC/100/89/CO/Tn.4

SUBJECT: Ticket Sales.

TO : I.S.S. Bldg.
 (For personal attention of
 Mr. H. H. H. H. H.)

1. We have considerable rumblings about black marketing in tickets at the New Terminal Station.
2. It is suggested that you investigate this quickly and if what we suspect is true, corrective action be taken to eliminate this abuse.

Wm. H. H. H.
 For Director.

2350

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

HH/vp

531.7 T

A. P. O. 512
13 July 1945

SUBJECT: Military Passenger Train

TO: Joint Railway Control; Rome
Joint Railway Control, Naples
Capo Compartimento; Rome
Capo Compartimento, Naples

1. Cancel this headquarter's military passenger train schedule No. 4 dated 12 July and effective Saturday 14 July 1945, military passenger train No. 4 will operate on following schedule via Villa Literno and Line 89:

Sun-Wed-Fri

0830

ROME TERMINAL

Formia

Villa Literno

1515

Campi Flegrei

Sun-Wed-FriTue-Thur-Sat

1515

0830

Tue-Thur-Sat

2. Train will consist of one (1) baggage car and eight (8) 80 seat capacity coaches and carry USA redeployment troops on leave between Campi Flegrei - Rome Terminal - Campi Flegrei.

FOR THE DIRECTOR:

Copies furnished:

DMRI
DDMRI
ADDMRI
DAD Tn 3 (O) Bldg.
DD Tn 3 (M) Bldg.
Equip. Sec., 774 RGD
G-4, AFHQ (Mov & Tn) Caserta
Rail Divn., AC, Building
Provost Marshall, 774 RGD
Capt. Gray, LO, Building
American RTO, Rome Terminal
British RTO, Rome Terminal

239

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

Allied Force
 MILITARY RAILWAY SERVICE
 Office of Director - Italy

HH/vp

A. P. O 512
 12 July 1945

531.7 T

SUBJECT: Military Passenger Train

TO: Joint Railway Control, Rome
 Joint Railway Control, Naples
 Capo Compartimento, Rome
 Capo Compartimento, Naples

1. Effective Saturday 14 July 1945, military passenger train No. 4 will operate on following schedule via Aversa and Line 89:

Sun-Wed-Fri

0830

ROME TERMINAL

Formia

Aversa

1515

NAPLES CENTRAL

Sun-Wed-FriTue-Thur-Sat

1515

0830

Tue-Thur-Sat

2. Train will consist of eight (8) 80 seat capacity coaches and carry USA redeployment troops on leave between Naples Central-Rome Terminal - Naples Central.

FOR THE DIRECTOR:

Copies furnished:

DMRI
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 ADDMRI
 D.D Tn 3 (O) Bldg.
 DD Tn 3 (M) Bldg.
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S. E. London 2348
 S. E. LONDON
 Major, TC
 Supt. Transportation

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE

(1)

6 GIU 1945

19 - A

N. C/311/11/cca/5123/28

Al NAC/100/89/SC/32/Tn.4
del 19-4+ c.a.OGGETTO: Vendita biglietti treno Roma-
ReggioSOTTO-COMMISSIONE TRASPORTI AC.
(Divisione Ferroviaria)S E D E

Per ovviare, se non completamente almeno in parte, alle lunghe file di persone desiderose di prenotare il posto nei treni contingentati, è stato ora istituita, a titolo di esperimento solo per i viaggiatori in partenza da Roma e per talune destinazioni più importanti, la prenotazione a lunga scadenza. Tale prenotazione anticipata non potrà in nessun caso oltrepassare il termine di tre mesi.

IL DIRETTORE GENERALE

Luigi Rosumond

Reale S. P. d'Arma - 20-4-1945 - XIX

(1) Servizio.

23-7

L

Ministry of Transport
I S R Direction General

Subject: Sale of tickets
for Rome-Reggio

26 APR 1945 AC/311/11/ICA/5123/28

Re: AC/100/89/90/82/Tn4/~~100/61/94/28~~
dated 19 April 1945

Rome, 26 APR 1945

Transportation Sub Commission AC
(Rail Division) Building -

To prevent, at least partially, the overcrowding of people who want to engage their seat on restricted trains, a "long term seat engagement" has been inaugurated, by way of trial, for the only passengers leaving Rome and for some of the most important destinations.

The maximum term of this engagement is of three months.

Director General
Sgd Di Raimondo

Ca ng 26/6

PGM/1c

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

Tel. 843238
Ref. AC/100/89/90/Tn 4

25 May 1945

SUBJECT : Thru coaches Rome-Bari.

TO : DMRSI -- Blag.

1. Your file CS 174, 18 May refers.
2. The operation of thru coaches between Rome and Bari will commence on 28 May.
3. Coach numbers assigned to this Service are

Cz 37206
Cz 32298

For the Chief Commissioner :

P.G. MATSON, Major

2346

PGM/lc

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

Tel. 843238
Ref. AC/100/89/S/Tn 4

21 May 1945

SUBJECT : Boge Vans.

TO : ISR - Bldg.

1. Reference M.221/1115/60-2 of 5 May.
2. MRS reports that bogie type Baggage Vans are used for Military Movements and none are available for the Rome-Reggio Service at Present.
3. It is noticed that some of these Boge Vans are used as living quarters at outlying points and suggestion is made that ISR arrange to release two of these for the Rome-Reggio Service.

For the Chief Commissioner :

P.G. MATSON, Major

235

FIRE

19 May 1945

FROM: DMHI

TO : Major Matson, AG, Bldg.

AC100/89/S/Tn4 dated 18 May. Bogie type baggage vans are not available for civilian use between Rome and Reggio as this type of equipment is needed in troop train service, however, the ISR have this type of equipment at present occupied by ISR station personnel at outlying points and if two (2) baggage vans of type desired can be released from present service, this headquarters has no objections of assigning equipment requested to the Rome - Reggio service. CS 180 Signed London



H. H. HEADLEE
Captain, TC
774 RGd
1110

2314

PGM/ic

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

21 May 1945

Tel. 343238
Ref. AC/100/89/90/Tn 4

SUBJECT : Additional Coaches Rome-Bari.

TO : ISR - Bldg.

1. Reference your M.221/1113/62-4 of 4 May.
2. Permission is granted for one additional coach three times per week to operate on present services between Rome and Bari.
3. It is suggested you advise this Sub-Commission date service will commence and the individual coach numbers and how coaches are obtained.

William Major
For Director

233

WIRE

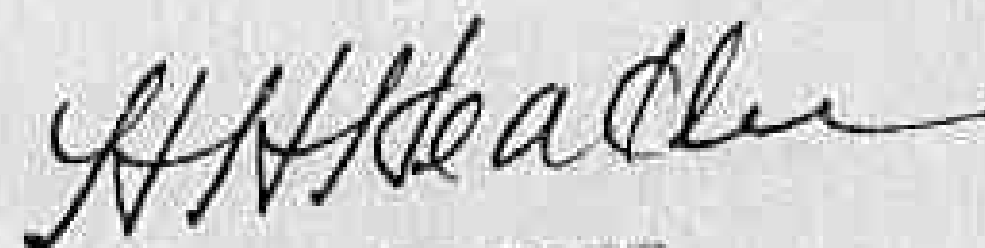
18 May 1945

FROM: DMRI

TO : Major Matson, AG, Bldg.

Your file AC100/89/90/Tn4 dated 15 May. Permission is granted to ISR to add two (2) coaches to present civilian passenger trains operating via line 90 to carry Rome - Bari passenger. Notify this headquarters date service will begin and individual coach numbers ISR assign, which they report on hand at Bari.

CS 174 Signed London



H. H. HEADLEE
Captain, TC
774 RGD
1625

2312

PGM/1c

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

Tel. 843238
Ref. AC/100/89 S/En 4

18 May 1945

SUBJECT : Bogie Bage Vans Rome-Reggio.

TO : DMRSI - Bldg. (Maj. London)

1. Three sets of equipment operating on Rome-Reggio trains now have following head cars :

Set N°1 1 Bage Bogie
 1 M & E "

Set N°2 1 M & E Bogie
 1-2 Axle Bage Van

Set N°3 1 M & E Bogie
 1-2 Axle Bage Van

2341

(a second 2 axle van is added to sets 2 and 3 occasionally).

2. ISR desire that a Bogie-type Bage van be placed on sets two and three instead of the two axle Bage cars.

3. This would require two additional Bogie Bage Vans and would release the 2-axle vans now in use.

4. This is especially desirable commencing on or about 1 June when it is estimated these trains will operate thru without transfer at Gioia Tauro.

5. The handling of baggage will also be inaugurated on these trains when the Gioia Tauro transfer is eliminated.

6. Will you kindly look into the possibility of approving this request.

For the Chief Commissioner :

Set No1	1 Bage Bogie 1 M & E "	
Set No2	1 M & E Bogie 1-2 Axle Bage Van	
Set No3	1 M & E Bogie 1-2 Axle Bage Van	2311

(a second 2 axle van is added to sets 2 and 3 occasionally).

2. ISK desire that a Bogie type Bage van be placed on sets two and three instead of the two axle Baggage cars.
3. This would require two additional Bogie Bage Vans and would release the 2-axle vans now in use.
4. This is especially desirable commencing on or about 1 June when it is estimated these trains will operate thru without transfer at Gioia Tauro.
5. The handling of baggage will also be inaugurated on these trains when the Gioia Tauro transfer is eliminated.
6. Will you kindly look into the possibility of approving this request.

For the Chief Commissioner :

P. G. MATSON, Major

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOVEMENTS DEPT.

Roma, 5 May 1945
M.221/1115/60-2

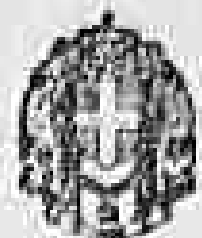
To: Tn S/Commission A.C.

SUBJECT: Baggage van; trains 83/84; 783/784. Rail Division

1. Further to our letter M.221/1087/60-2 dated 9 April ult.
2. The replacement of the two-axle baggage van with a bogie-type one, the latter provided with a suitable safe for carriage of valuables, in the trains 83/84 and 783/784, Roma-Gioia Tauro, approved and arranged for in your Train Service Circular N°5 effective 23 April 1945, has not been carried into effect yet.
3. 774 Rly. Grand Division, whom our Movements Section applied to for obtaining said bogie-type baggage vans, answered they were not in a position to comply with the request and they suggested to equip with a suitable safe two-axle baggage vans presently in operation.
4. According to the inventory 5 Nov.1944, 27 bogie-type baggage vans are available.
5. Please instruct 774 Rly. Grand Division accordingly, bearing in mind that above bogie-type baggage vans are urgently required in view of the fact that long-distance passenger trains will soon re-operate baggage service.

The Chief of the Dept.
BIONDI

2340



MINISTERO
DELLI TRASPORTI
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Movimento

OGGETTO

Sostituzione bagagliai
nei treni 83 - 84 -
783 - 784.

Roma, li

5 MAG 1945

194 - A.

M. 221/1115/60-2

Al TL

del

Sottocommissione dei Trasporti
dell'A.C.

S E D E

ALLEGATI N.

- 1°- Ci riferiamo alla nostra lettera M.221/1087/60.2 del 9-4 u.s.
- 2°- La sostituzione del bagagliaio a due assi con altro a quattro assi, con cassaforte efficiente per il servizio valori, nei treni 83 - 84 - 783 - 784 fra Roma e Gioia Tauro, approvata e disposta con lettera Icca/3934/28 del 17 aprile u.s. circolare di servizio N.5 a cominciare dal 23 aprile, non è stata ancora effettuata.
- 3°- La 774^a Grande Divisione, alla quale la nostra Sezione Movimento di Roma si è rivolta per avere i necessari bagagliai a quattro assi, ha risposto di non potere aderire, invitando ad installare delle casseforti nei bagagliai a due assi attualmente in servizio.
- 4°- Secondo l'inventario del 5 novembre sc.a. risultava una consistenza di 27 bagagliai a quattro assi.
- 5°- Preghiamo voler dare le opportune disposizioni alla 774^a Grande Divisione, trattandosi di provvedimento urgente e necessario per la prossima istituzione del servizio bagagli coi treni a lungo percorso.

2309

IL CAPO DEL SERVIZIO MOVIMENTO

TRANSPORTATION SUB-COMMISSION A.C.

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT: Train TV 83 Rome-Reggio C.REF: R 78
9 MAY 48TO: Trin S.C. A.C.
C/O IN. INC. C.M.F.

1. I think you will be interested to know that above train, due Reggio C. Centrale at 0625 daily has averaged 30 minutes late during month of April.
2. on three occasions, it arrived on time. It was only more than 1 hour late on 2 occasions.

B. W. Boddy

B. W. BODDY

CAPTAIN

DIV. SUP. INTR. S.C.A.C.

REGGIO CAL.

2328

PGM/lc

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

Tel. 843238
Ref. AC/100/89/90/Tn 4

15 May 1945

SUBJECT : Thru Coach Rome-Bari.

TO : MRS - Bldg.

1. The ISR have requested that a thru coach be operated between Rome and Bari three times per week on present civilian passenger trains.
2. The present consist of the Rome-Naples trains is 8 coaches and two baggage cars - consist of Naples-Bari trains, 6 coaches and 2 baggage cars.
3. One coach would be added to present consist and it would require two coaches to handle the new service.
4. ISR say they can produce the coaches which are now at BARI and only used occasionally.

For the Chief Commissioner :

2357

P.G. MATSON, Major

Through coaches: Roma-Bari.

Two coaches are required and they can be spared at Bari.

Present composition of the Roma-Napoli trains (only when in connection with the Napoli-Bari trains) and Napoli-Bari (via Foggia) trains should be increased by one coach.

Presently one coach is reserved on both trains for the Roma-Bari service, with transshipment at Caserta.

ISR suggest that the coaches reserved for the Roma-Bari service be two, one for the through service Roma-Bari via Napoli-Foggia (this is the additional coach they are now requesting for), while present coach reserved for ~~this~~ service should remain as it is now, ~~but~~ but with transshipment at Napoli, and it would be ~~continued~~ reserved for the passengers destined to the intermediate stations.

Present Const
Roma-Napoli
8 coaches
v. Borge

Napoli-Bari

becomes
2027

2336

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOV. DEPT.

Roma, 4 May 1945
M.221/1113/62-4

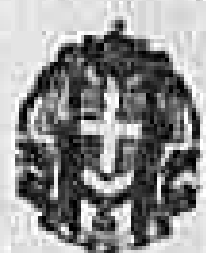
TO: Mn S/Commission A.C.,
Rail Division

SUBJECT: Through coaches
Roma-Bari.

1. Reference is made to your letter AC/100/89/90/Mn.4 dated 27 April ult.
2. We have duly noticed that present composition of the trains running btw. Roma and Napoli cannot be increased by two coaches for a through service Roma-Bari for which only one coach is being presently handled.
3. May please authority be granted, for the time being, for one additional coach only?
4. Two coaches would thus be reserved on the Roma-Napoli trains for the passengers bound for Puglia, said coaches to be put on trains 815/816 btw. Napoli and Bari.

The Chief of the Dept.
BIONDI

2335



MINISTERO DEI TRASPORTI

MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO - DIREZIONE GENERALE
SERVIZIO MOVIMENTO

Roma

4 MAG 1945

N. M.221/1113/62-4

OGGETTO Carrozza Roma-Bari

Sottocommissione Trasporti dell'A.C.

S E D E

- 1° - Riferimento AC/100/89/90/94/Tn 4 del 27-4-1945.
- 2° - Si prende atto che per deficienza materiale per ora non può essere aumentata la composizione del treno Roma-Napoli di altre due carrozze per il servizio Roma-Bari, per il quale è attualmente a disposizione una carrozza.
- 3° - Si prega intanto di autorizzare l'aumento di una sola carrozza.
- 4° - In questo modo nel treno Roma-Napoli sarebbero a disposizione dei viaggiatori delle Puglie due carrozze, che nel tratto Napoli-Bari viaggierebbero con i treni 815 ed 816.

IL CAPO DEL SERVIZIO MOVIMENTO

2334

WDRE

30 April 1945

FROM: DMRI

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

CONFIDENTIAL. Effective Sunday 6 May 1945 civilian passenger trains No. 733 and 734 will operate on Sundays between Rome Terminal and Naples via line 90 instead of line 89.

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

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

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

H. H. Headlee
 H. H. HEADLEE
 Captain, TC
 774 RGD
 1000

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

2323

ACP/ic

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

Tel. 843238

Ref. AC/100/89/90/Tn 4

24 April 1949

SUBJECT : Train service Rome-Naples.

TO : His Excellency Cerabona
Minister of Transports
R o m e

Dear Mr Minister,

I duly received your letter of 20th April in regard to the Rome-Naples train service and feel you may have overlooked that the service was increased on 5 March last, so that it now operates daily between Rome and Calabria.

It is hoped in the very near future to put into operation civilian passenger services between Rome and Ancona, Arezzo, and Grosseto, and this will absorb all spare passenger coaches for the moment.

The tracks between Rome and Naples are already heavily occupied, and at the moment considerable quantities of military stores are behind scheduled movement. When the movement of these stores is up to date and it is possible to find some spare capacity of the lines, line 90 between Rome and Naples via Cassino will probably be closed for overhaul before the winter season.

In all these circumstances, I must ask that any question of further augmenting the civilian passenger service between Rome and Naples be deferred for the time being.

M. E. Thomas 2332

M. E. THOMAS, Colonel
Deputy Director

Dear Mr Minister,

I duly received your letter of 20th April in regard to the Rome-Naples train service and feel you may have overlooked that the service was increased on 5 March last, so that it now operates daily between Rome and Calabria.

It is hoped in the very near future to put into operation civilian passenger services between Rome and Ancona, Arezzo, and Grosseto, and this will absorb all spare passenger coaches for the moment.

The tracks between Rome and Naples are already heavily occupied, and at the moment considerable quantities of military stores are behind scheduled movement. When the movement of these stores is up to date and it is possible to find some spare capacity of the lines, line 90 between Rome and Naples via Cassino will probably be closed for overhaul before the winter season.

In all these circumstances, I must ask that any question of further augmenting the civilian passenger service between Rome and Naples be deferred for the time being.

W.B. Thomas 2332

W.B. THOMAS, Colonel
Deputy Director

FCM/

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

Tel. 843333
Ref: AC/100/89/90/94/Tn 4

27 April 1945

SUBJECT : Thru coaches Rome-Bari.

TO : I.S.R. Bleg.

1. Reference M.221/1102/60-2 of 19 April 45.

2. The suggestion that two coaches be operated thru between Bari-Rome on existing passenger trains is looked upon favorably by this Sub-Commission but the operation cannot be handled with only two coaches.

3. Providing that additional coaches can be made available, the subject will be handled further.

Hamilton Dwyer
DIRECTOR

2321

MINISTRY OF TRANSPORTS
I.S.R.GENERAL DIRECTION
MOV.DEPT.

Rome, 19 April 1945

M.221/1102/60-2

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

SUBJECT: Through coaches Roma-
Bari.=

1. Almost every day two extra coaches are put on train 816 Bari-Napoli by Bari-Movements Section, in agreement with local Allied Authorities, to meet the requirements of the passengers bound for Roma; said coaches return to Bari with train 815.
2. To better meet the requirements of the passengers bound for Puglia we suggest that two extra coaches be put on train 783, Roma-Napoli, reserved for above passengers.
3. Said coaches should carry on with train 783 as far as Napoli, where they would be attached to train 815, thus avoiding the long stay at Caserta (more than 7 hours)
4. The same two coaches Bari-Roma would return with trains 816/84 via Aversa.
5. No more tractive power would be required.
6. Please grant authorization.

THE CHIEF OF THE MOV.DEPT.
BIONDI

2320



MINISTERO DEI TRASPORTI

MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO - DIREZIONE GENERALE
Servizio Movimento

(1)

Roma, li 30 APR 1946

194 . A .

N. 221/1102/60-2

Al N. del

OGGETTO. Carrozze Roma-Bari

Sottocommissione Trasporti
dell'A.C. S E D E

1°-Data l'affluenza di viaggiatori dalle Puglie verso Roma, la Sezione Movimento di Bari, d'accordo con quel Comando Militare Alleato, dispone quasi giornalmente l'aggiunta di carrozze nella composizione del treno 816 che ritornano utilizzate col treno 815.

2°-Si propone pertanto per far fronte al forte e costante movimento di viaggiatori tra Bari e Roma, l'aumento di due carrozze nella composizione del treno 783 destinate ai viaggiatori diretti verso la Puglia.

3°-Dette carrozze dovrebbero proseguire col treno 783 fino Napoli, per essere ivi aggiunte al treno 815, e ciò allo scopo di evitare la lunga sosta a Caserta di oltre sette ore fra l'arrivo e la partenza rispettivamente dei due treni.

4°- Il ritorno delle due carrozze Bari-Roma si effettuerebbe con i treni 816 e 84 per la via di Aversa.

5°-Tale aggiunta non richiede aumento di mezzi di trazione.
Si prega autorizzare.

IL CAPO DEL SERVIZIO MOVIMENTO

23

ACP/1c

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

Tel. 843238

Ref. AC/100/89/90/Tn 4

24 April 1945

SUBJECT : Train service Rome-Naples.

TO : His Excellency Cerabona
Minister of Transports
R o m e

Dear Mr Minister,

I duly received your letter of 20th April in regard to the Rome-Naples train service and feel you may have overlooked that the service was increased on 5 March last, so that it now operates daily between Rome and Calabria.

It is hoped in the very near future to put into operation civilian passenger services between Rome and Ancona, Arezzo, and Grosseto, and this will absorb all spare passenger coaches for the moment.

The tracks between Rome and Naples are already heavily occupied, and at the moment considerable quantities of military stores are behind scheduled movement. When the movement of these stores is up to date and it is possible to find some spare capacity on the lines, line 90 between Rome and Naples via Cassino will probably be closed for overhaul before the winter season.

In all these circumstances, I must ask that any question of further augmenting the civilian passenger service between Rome and Naples be deferred for the time being.

2328

M. B. Thomas

M. B. THOMAS, Colonel
Deputy Director

Rome
Dear Mr Minister,

I duly received your letter of 20th April in regard to the Rome-Naples train service and feel you may have overlooked that the service was increased on 5 March last, so that it now operates daily between Rome and Calabria.

It is hoped in the very near future to put into operation civilian passenger services between Rome and Ancona, Arezzo, and Grosseto, and this will absorb all spare passenger coaches for the moment.

The trucks between Rome and Naples are already heavily occupied, and at the moment considerable quantities of military stores are behind scheduled movement. When the movement of these stores is up to date and it is possible to find some spare capacity on the lines, line 90 between Rome and Naples via Cassino will probably be closed for overhaul before the winter season.

In all these circumstances, I must ask that any question of further augmenting the civilian passenger service between Rome and Naples be deferred for the time being.

2328

M. B. Thomas

M. B. THOMAS, Colonel
Deputy Director



IL MINISTRO DEI TRASPORTI

Fil 2. 4204

Rome,

20.4.44

Dear Col. Thomas,

Some time has passed since the attuation of the train Roma-Napoli, 22nd of January, and experience has proved the insufficiency of what, with real comprehension, has at that time been granted.

In fact, the reconvergence of the economic life of the country, the refleurishing of private initiatives and rehabilitation of administrative relations, and, moreover the cost of railway transports has evidently given a good shake to private transports, confirms the necessity to increase the service on the above said line.

In relation to what is said above, and interpreting the desire of many private and public authorities, I ask you to examine the possibility of adding some other daily train on the Roma-Napoli.

Sure of your kind interest in the matter I remain

Yours

Francesco Cerabona

2327



IL MINISTRO DEI TRASPORTI

FII.2/4204

Roma,

20. 4. 45

Caro Colonnello Thomas,

dalla data di attivazione del treno Roma Napoli, 22 gennaio u.s., è trascorso diverso tempo e l'esperienza ha dimostrato la insufficienza di quanto, con squisito senso di comprensione, fu allora concesso.

Difatti, l'incremento subito dalla ripresa della vita economica del Paese, le iniziative private che vanno via via rifiorendo, il riassetto parziale di quelle relazioni sociali amministrative fra organi centrali e periferici, non fanno che ribadire la necessità di incrementare i trasporti viaggiatori sulla linea di che trattasi.

Nel quadro generale dei prezzi poi, la funzione importante devoluta ai trasporti, pone in evidenza la necessità predetta e, dalla particolare caratteristica dei trasporti su rotaia, appare chiara l'azione moderatrice alle pretese dei trasportatori privati.

In relazione a quanto sopra, rendendomi interprete dei desiderata che mi pervengono da Autorità, enti pubblici e privati, rivolgo a Lei viva preghiera di voler disporre per un esame della questione e perchè voglia fare tutto il possibile acchè i desiderata stessi vengano accolti, concedendo l'autorizzazione ad effettuare qualche altro treno giornaliero fra Roma e Napoli.

Sicuro che la Sua comprensione saprà apprezzare le necessità esposte, La prego, caro Colonnello, di voler gradire con i sensi della mia stima i miei cordiali saluti

Colonnello M.B. THOMAS
Director of Transportation Sub Commission
Commissione Alleata

R O M A
Via Veneto

2326

MINISTRY OF TRANSPORTS
DSR GENERAL DIRECTION
MOVEMENT DEPT.

Roma, 23 April 1945
M.210/2973/193-D

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

SUBJECT: Roma-Napoli trains,
Via Line 89.

1. Reference is made to your letter 20 April ref. AC/100/89/Tn 4 on the same subject.
2. We suggest to operate the Roma-Napoli trains, four times a week via Cassino (line 90) and three a week via Fossia (line 89).
3. We therefore suggest that trains 783/784 be operated also on Sundays via line 90 while corresponding trains 83/84 should be cancelled; no other alterations should be made to present schedule.
4. The new arrangements could become effective on May 6th next.

The Director General
sgd. G.D. RADONIS

2325



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
(1) Servizio Movimento

Roma, 11 23 APR 1945

N. M. 210/2793/193 D
Al N. A.C. 100/89/T. n. 4 del 20 corr.

OGGETTO. Treni Roma-Napoli via Formia.

Alla Sottocommissione Trasporti
dell'A.C.
Divisione Ferroviaria

S E D E

- I) - Visto quanto segnalato con la lettera a riferimento si ritiene preferibile effettuare 4 volte la settimana il treno via Cassino e 3 volte via Formia.
- II) - Si propone quindi di effettuare nei giorni di domenica i treni 783 e 784 Roma-Napoli via Cassino sopprimendo nello stesso giorno i treni 83 e 84 via Formia fermi restando gli altri giorni di effettuazione sia per la via di Cassino che per quella di Formia.
- III) - Il provvedimento potrebbe avere inizio dal 6 maggio.

IL DIRETTORE GENERALE

Ugo Lomazzi

2324

785021

100/89 S

MINISTRY OF TRANSPORTS
DSR GENERAL DIRECTION
MOVEMENT DEPT.

Roma, 23 April 1945
M.210/2973/193-D

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

SUBJECT: Roma-Napoli trains,
Via Line 89.

1. Reference is made to your letter 20 April ref. 10/100/89/Tn 4 on the same subject.
2. We suggest to operate the Roma-Napoli trains, four times a week via Cassine (line 90) and three ^{times} a week via Forlì (line 89).
3. We therefore suggest that trains 783/784 be operated also on Sundays via line 90 while corresponding trains 83/84 should be cancelled; no other alterations should be made to present schedule.
4. The new arrangements could become effective on May 6th next.

The Director General
sgd. G.B. BALMONTI

Lgt Ricci

Agreed

act. by hand.

23/4/45

2323

Lgt Lottile

23/4

1630 hrs

fin

MEMORANDUM:

22 April 1945

FROM: DMRI

TO : Maj. Matson, A.C., Building

Reference is made to your AC/100/89/S/Tn 4 dated 17 April. Catholic Action Society made formal request for extra coaches to leave Naples 23 April and Rome 29 April. CS 285

File with other papers
Phm

H. H. Headlee
H. H. HEADLEE
Captain, TC 2322

Ministry of Transport
ISR General Direction

15 Feb 1945

C.312/21

Subject: Irregularities in the sale of
railway tickets.

Memorandum for Maj. Pins.

1. Further to our preceding letter concerning irregularities in the sale of railway tickets at Roma Termini Station, irregularities which had been hinted at in an article of "Il Risorgimento Liberale", we want to inform you that we have not been able to trace the Italian soldier, whereof above article, because he is no longer in Rome. The policeman has issued a statement (copy of which is attached) which contradicts what had been reported by the newspaper. As per the irregularities at Roma Termini, the results of the inquiry carried out by ISR Officials were that the charges put on Booking Office Staff are absolutely unfounded.

Sgd. The Chief Commercial Dept.
sgd.....

S t a t e m e n t

One evening, about ten days ago, I was informed by Mr. Antonelli, a reporter of Risorgimento Liberale, that he had been told by an Italian soldier that, to travel from Napoli to Roma, as he had not been able to secure a regular ticket for the whole journey, he had bought a ticket to Caserte and thence he had been obliged to pay 200 lire fine at each station in order to may carry on his trip.

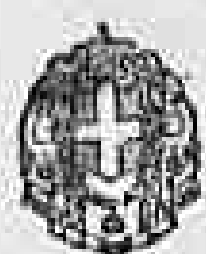
On his way back, the same soldier had been obliged to buy his ticket from some unknown individual, at the price of 600 lire instead of abt. 120, because no more tickets were on sale at the window.

It appears that also other reporters listened to the soldier's report; not I who was in another room with other people.

I do not know said soldier who is not stationed in Roma; as a matter of fact I have heard that he left Roma on that same evening.

sgd. Celavita Pietro
S.Sgt. of the Police

2321



MINISTERO DEI TRASPORTI
MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO DIREZIONE GENERALE

(1)

15 MAR 1945 193 - A

N C.312/21

Al N. del

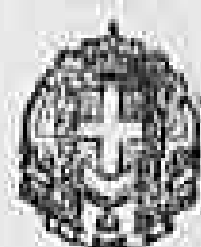
OGGETTO:

APPUNTO PER IL SIG. MAGGIORE PING

A seguito delle precedenti comunicazioni, si fa presente, in merito alla pretesa irregolarità avvenuta alla stazione di Roma Termini, irregolarità segnalata dal giornale "Il Risorgimento Liberale", che il militare interessato non è stato potuto rintracciare perchè partito per Napoli. L'agente di P.S. (V Brigadiere CALAVITA Pietro) ha rilasciato una dichiarazione (vedasi unita copia) in contrasto con le affermazioni del giornale. D'altra parte, da indagini eseguite da Funzionari delle F.S. è risultata infondata l'accusa mossa al personale della biglietterie di Roma Termini di aver venduto un biglietto a prezzo maggiorato.

Calz.

2320



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE

(1)

193 - A

N

Al N. del

c o p i a

OGGETTO:

Una sera, circa dieci giorni fa seppi dal giornalista del Risorgimento Liberale a nome Antonelli, che nella serata stessa, aveva avuto notizia da un militare italiano che per viaggiare da Napoli a Roma non avendo potuto ottenere il regolare biglietto fino a Roma, aveva fatto il biglietto con scadenza a Caserta e per proseguire, venne costretto dal personale viaggiante a pagare la multa di lire 200 per ogni stazione che il treno faceva sosta.

In seguito, per effettuare il viaggio di ritorno, dato che i biglietti erano terminati allo sportello, era stato costretto per necessità a pagare ad un individuo la somma di L.600, il biglietto che costava lire 120.

Sembra che al racconto fatto dal militare, assistevano anche altri giornalisti. Io non ero presente al racconto, dato che mi trovavo con altre persone in un'altra stanza.

Non conosco il militare in parola dato che era di passaggio per Roma e sembra che sia ripartito nella serata del racconto.

Fto V. Dr. gadiere di P.S. Pietro
Calavita

Roma, 19 febbraio 1945

952 Tipo-Litografia F. S. - Roma, 6-1019-XVII

(1) Servizio

2319



MINISTERO TRASPORTI
~~DELL'E~~ COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 13 MAR 1945

194 - A.

N. M.211/2538/193A/3246/26

Al N.

del

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

R O M A

OGGETTO

Servizio locale fra
Napoli e Caserta

ALLEGATI N.

I) - Si fa riferimento alla vostra lettera 506/OP/ del 10 gennaio u.s.

II) - Le restrizioni e le formalità imposte per l'acquisto del biglietto per accedere ai treni locali fra Napoli e Caserta comportano forte perdita di tempo, tanto per gli Uffici che per i viaggiatori, a gran numero dei quali viene praticamente tolta la possibilità di un qualsiasi viaggio determinato da improvvise necessità.

III) - Tale stato di cose suscita continue proteste e determina quotidiani spiacevoli incidenti, per eliminare i quali si propone di sostituire i treni operai con treni per civili, aumentandone congruamente la composizione e ammettendovi i viaggiatori senza vincoli di sorta, sia pure contingentando i treni stessi.

IV) - Si attende di conoscere quale decisione sarà presa al riguardo e con l'occasione si richiama la proposta fatta con la lettera M.211/2395/193-A del 6 corrente circa il prolungamento fino Capua dei treni 3820 e 3823.

IL DIRETTORE GENERALE

Ugo Raimondo

2318

Ministry of Transport
I.S.R. General Direction

Rome 13 MAR 1945

M.211/2528/193A/Deca/3246/28

Subject:

Local service between
Naples and Caserta

Allied Commission
Transportation Sub Commission
Railway Division

R o m e

*AC Circular No 211. Reference your letter dated 10 January 1945, file
refers. (506/OP.*

2. Restrictions and formalities concerning purchase of tickets to travel on local trains between Naples and Caserta are causing a loss of time both to offices and passengers. Many of them, as the travel is required because of sudden necessities, have to renounce to their trip.
3. To meet this situation, that provokes continuous complains and daily pitiful incidents; we suggest to replace the workers trains with civilian passengers trains, increasing their consist. The trains should be reserved, but no restrictions should be made in accepting the passengers.
4. Waiting for your decisions on the matter, we call your attention on the letter dated 6 March, file M.211/2395/193-A, concerning trains 3320 and 3323 to be extended up to Capua.

Director General

Signed: Di Raimondo

2317

2. Restrictions and formalities concerning purchase of tickets to travel on local trains between Naples and Caserta are causing a loss of time both to offices and passengers. Many of them, as the travel is required because of sudden necessities, have to renounce to their trip.
3. To meet this situation, that provokes continuous complains and daily pitiful incidents; we suggest to replace the workers trains with civilian passengers trains, increasing their consist. The trains should be reserved, but no restrictions should be made in accepting the passengers.
4. Waiting for your decisions on the matter, we call your attention on the letter dated 6 March, file M.211/2395/193-A, concerning trains 3820 and 3823 to be extended up to Capua.

Director General
Signed: Di Raimondo 2317

Ca.13.3.cb.

Ministry of Transports
ISR General Direction
Movements Dept.

Roma, 14 April 1945

Memorandum for Maj. Ping

Present schedule of trains 83 and 84 could be reduced by:
one hour and 30' btw. Roma and Reggio, train 83
abt. two hours " Reggio and Roma, " 84
above reductions would not interfere with present stays at Napoli.

A further reduction will be obtainable when the section
Roma-Torricola-Campoleone will be ready for operation, that is
by the end of this month.

One and a half hour will be gained in June, when the
Petrace bridge will be completed, thus permitting to spare
the interval presently existing btw. arrival at Gioia Tauro
and departure from km. 350,644 and viceversa.

We therefore suggest that the speeding-up of trains
83/84 be ~~for~~ deferred till rehabilitation of the section
Roma-Torricola-Campoleone, is completed, while a further
reduction of the schedule will be attained when the Petrace
bridge will be repaired.

sgd. Biondi

P.S. There are not possibilities of reducing present sched-
ules btw. Napoli and Roma, via line 90 (Cassino), for the
time being.

2316

Roma, 14 Aprile 1945

APPUNTO PER IL MAGGIORE PING

Non tenendo conto delle attuali soste a Napoli i treni 83 e 84 potranno essere accelerati complessivamente fra Roma e Reggio Cal. di circa 1^h e 30' l'83 e circa 2^h l'84.

Un ulteriore acceleramento si potrà conseguire con l'attivazione del tratto di linea Roma-Torricola-Campoleone, previsto verso la fine del mese in corso.

A Giugno poi con l'attivazione del ponte sul torrente Petrace si potrà guadagnare tutto l'intervallo oggi esistente fra l'arrivo a Gioia Tauro e la partenza dal Km.350+644 e viceversa, cioè circa un'ora e mezza.

La questione dell'acceleramento dei treni 83 e 84 dovrebbe quindi essere ripresa in esame appena si avrà conferma dell'attivazione del tratto di linea Roma-Torricola-Campoleone, salvo a conseguire poi un ulteriore acceleramento con la riattivazione del ponte sul Petrace.

Finis

Un ulteriore acceleramento si potrà conseguire con l'attivazione del tratto di linea Roma-Torricola-Campoleone, previsto verso la fine del mese in corso.

A Giugno poi con l'attivazione del ponte sul torrente Petrace si potrà guadagnare tutto l'intervallo oggi esistente fra l'arrivo a Gioia Tauro e la partenza dal Km.350+644 e viceversa, cioè circa un'ora e mezza.

La questione dell'acceleramento dei treni 83 e 84 dovrebbe quindi essere ripresa in esame appena si avrà conferma dell'attivazione del tratto di linea Roma-Torricola-Campoleone, salvo a conseguire poi un ulteriore acceleramento con la riattivazione del ponte sul Petrace.

Finis

2315

ACP/ag

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

Tele : 643238
Our ref: AC/100/89/Tn.4

20 April 1945

TO : ISR
Building

SUBJECT: Operation of Civilian Passenger trains
on line 89.

1. It is the intention of MRE to allocate 3 Diesel locomotives to ISR for the operation of civilian passenger trains on line 89 between Rome and Naples, two for actual operating work, and one as a spare.
2. This will create an operating difficulty due to the fact that the train runs four days in each direction, and the matter will require careful consideration. In view of the difficulties in tunnels, it is desired to know whether the ISR will intend to continue the four day operation on line 89, utilising coal-burning locomotives on the trips when Diesel will not be available for each train, or to divert operation to line 90 which might be considered safer for such locomotives.
3. May your proposals be received as soon as possible please.

Director.

2314

Copy to: Major Baister,
Rail Movements.

Building

SUBJECT: Operation of Civilian Passenger trains
on line 39.

1. It is the intention of MRS to allocate 3 Diesel locomotives to ISR for the operation of civilian passenger trains on line 39 between Rome and Naples, two for actual operating work, and one as a spare.
2. This will create an operating difficulty due to the fact that the train runs four days in each direction, and the matter will require careful consideration. In view of the difficulties in tunnels, it is desired to know whether the ISR will intend to continue the four day operation on line 39, utilising coal-burning locomotives on the trips when Diesel will not be available for each train, or to divert operation to line 90 which might be considered safer for such locomotives.
3. May your proposals be received as soon as possible please.

Director.

2314

Copy to: Major Baister,
Rail Movements.

ACP/av

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

Tel. 843233
Ref: AG/100/89/90/92/Tn 4

19 April 1945

SUBJECT : Booking of tickets on Rome-Reggio trains.

TO : I.S.R. General Director Bldg.

1. It is understood that the present practice is for tickets only to be sold for specified days.
2. Thus a man who has waited in a queue for a long time, on arrival at the booking office is told that all tickets have been taken for the point to which he wishes to travel, and he is not permitted to book for the following day.
3. It is not our desire to interfere in arrangements made, and maybe it is found that such a method presents abuse, but the matter is drawn to your notice in case any alteration is felt possible.

Lucio Magli
/ DIRECTOR

2313

WIRE

14 April 1946

FROM: DMH

TO : Major Watson, AG, Building

Reference AG/100/89B/Pn4 dated 12 April. I SR request that a through bogie type baggage car be operated between Rome and Gioia Tauro on trains 83-84 and 783-784. A personal check was made at Rome Terminal on train No. 83, 0900 hours Saturday 14 April and all sets of equipment consist of eight (8) coaches, one (1) large and one (1) small baggage car which may operate through to Gioia Tauro. Small baggage car contained no baggage, however, some forty (40) civilians were occupying space for various destinations. CS 154 Signed London

H.H. Headlee

H. H. HEADLEE
Captain, TC
774 RCD
1045

PCM/av

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

Tel. 843238
Ref: AC/100/89/90/Tn 4

19 April 1945

SUBJECT : Extra Bage Van Rome Naples train 83.

TO : A.F. D.M.R.S. HQ. 774 Ry Grand.Div. Bldg.
(Attention Major London)

1. Request is made for an extra baggage car to be placed on train N°. 83 saturday april 21 Rome-Naples for the handling of theatrical Baggage.

2. A small baggage car will serve the purpose.

For the Chief Commissioner:

P.G. MATSON, Major T.C.

2312

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOVEMENTS DEPT.

Roma, 16 April 1945
M.232/407/41

Memorandum for Tn.S/Commission A.C.
Rail Division.

The Troupe Zabum has applied for allocation of a box-car to be attached to passenger train N°83 leaving Roma in the morning of Saturday 21 next or Sunday 22 next, for carriage to Naples of theatrical accessories and baggage.

Please grant authorization.

The Chief of the Dept.
BIONDI

2311



MINISTERO DELL' COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
(1) SERVIZIO MOVIMENTO

Roma, 16 APR 1945 1945
N. M.232/407/41
Al N. ael.

OGGETTO,

P R O M E M O R I A
per la Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

La Compagnia Zabum, dovendo recarsi a Napoli per impegni artistici già presi, chiede la concessione di un carro per il trasporto a bagaglio di materiale teatrale da spedirsi da Roma con il treno 83 di sabato 21 oppure di domenica 22 corrente.

Pregasi voler favorire cortese e sollecito benestare.

IL CAPO DEL SERVIZIO MOVIMENTO

2310

PGM/av

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

17 April 1945

Tel. 343338
Ref. AC/MCO/89/S/Tn 4

SUBJECT : Extra Coaches trains 84-783.

TO : AF. D.M.R.S. HQ. 774 Ry Grand Div. APO 512 Bldg.
Attn: Major London

1. The I.S.R. have requested that three extra coaches be placed on train 84 Naples-Rome 23 April and three extra coaches on train 783 Rome-Naples April 30.
2. The additional equipment is to be used by the Catholic Action Society, attending a convention in Rome.
3. Can the additional accommodations be arranged.

For the Chief Commissioner:

F.G. MATSON, Major T.C.

2309

Rome, 14 April 1945

M.222/364

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOVEMENTS DEPT.

Memorandum for Tn S/Commission, Rail Division.

SUBJECT: Special trains.

1. With reference to your letter AC/100/89/ S/Tn 4 dated 7 April ult. we beg to inform you that Catholic Action Society has accepted that S/Commission's proposal for three extra coaches to be attached to regular trains, and they request that for the outwards trip the coaches be attached to train 84 leaving Napoli on 23 April next, and for the return trip to train 783 leaving on 30 April next.

2. Please confirm, so that suitable instructions may be issued.

SIO.G.DI RAIMONDO
DIRECTOR GENERAL

2338



Roma, 14 APR 1945

M.222/364

P R O M E M O R I A
per la Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

Riferimento al N° A.C./100/89S/Tn4 del 7 andante s'informa che l'Azione Cattolica Italiana ha accettato la proposta di codesta Sottocommissione relativa all'aggiunta di tre carrozze al treno 84 di lunedì 23 andante da Napoli a Roma e di altre tre carrozze al treno 783 di lunedì 30 detto da Roma a Napoli per il viaggio di circa 300 dirigenti diocesani.

Si prega benestare per le opportune disposizioni.

IL DIRETTORE GENERALE

Adi Raimondo

FGM/av

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

12 April 1945

Rel. 843238
Ref. AG/100/89S/Tn 4

SUBJECT : Baggage Car thru Rome-Gioia Tauro
Trains - 83/84 - 783/784

TO : D.M.R.S. - Bldg.
Attn: Major London)

1. The I.S.R. has requested that a thru bogie type baggage car be operated between Rome and Gioia Tauro on trains 83/84 = 783/784 instead of one Rome-Naples and one Naples-Gioia Tauro.
2. Your consideration is requested.

For the Chief Commissioner:

F.G. MATSON, Major T.C.

Roma, 9 April 1945

M.221/1087/60-2

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOVEMENTS DEPT.

TO: Tr S/Commission A.C.

Rail Division.

SUBJECT: Bogie-luggage van on
trains 83/84 and 783/784

1. Present stock of trains 83/84 and 783/784 btw. Roma and Gioia Tauro involves changing of the luggage van at Napoli.
2. To avoid transshipment of luggage and other authorized commodities from the arriving luggage van to the departing one we suggest to put on above trains one only bogie-luggage van to operate a through service from Roma to Gioia Tauro.
3. Please authorize above alteration in the composition of said trains.

THE CHIEF OF THE DEPT.

-PLONDI-

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

Roma, 29 APR 1945 194 - Anno

N. M.221/1087/60-2

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

OGGETTO

Bagagliaio a 4 assi treni 83-84-783-784.

S E D E
=====

- I) L'attuale composizione dei treni 83, 84, 783, 784 fra Roma e Gioia Tauro prevede il cambio del bagagliaio a Napoli.
- II) Per evitare in detta stazione il trasbordo, dei bagagli e delle merci autorizzate, dal bagagliaio che arriva in quello che parte, è opportuno disporre che i predetti treni siano serviti da unico bagagliaio a quattro assi fra Roma e Gioia Tauro.
- III) Si prega autorizzare di modificare in questo senso la composizione.

IL CAPO DEL SERVIZIO MOVIMENTO

Arden

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION

Roma, 7 April 1945
M.211/2541/193/C-42

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

SUBJECT: Train stop at Maratea.

1. Reference is made to your letter AC/100/89/Tn 4 dated 2 April ult.
2. Having considered that the stop at Maratea of trains 83/84 has been repeatedly asked for by private and Statel Bodies, this Ministry has decided to comply with said request.
3. The stop has been established beginning April 6th ult.

sgd. G. DI RAIMONDO
Director General.

2393

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



(1)

Roma, li 7 APR 1945 194 - A
M. 211-2541-193 C-42
Al N. del

OGGETTO. Fermata treni a Maratea

Alla Sottocommissione Trasporti
dell'A.C. - Direzione Ferroviaria -
R O M A

- I) Si fa riferimento alla lettera AC-100-89 del 2 andante.
II) Date le continue insistenze pervenute a questo Ministero da Enti ed Autorità si è ritenuto opportuno disporre la fermata per servizio viaggiatori dei treni 83 e 84 a Maratea.
III) Il provvedimento decorre dal 6 andante.

IL DIRETTORE GENERALE

Luigi Raimondo

2302

ACP/10

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

5 April 1945

Tel. 843238
Ref. AC/100/89 S/Tn 4

TO : Ministry of Communications

SUBJECT : Special trains.

1. Reference letter dated 28 March file M.233/412/25/52.
2. We cannot agree to operate a special train for 300 people on April 24 and 29 between Rome and Naples for the Catholic Action Society.
3. It may be possible that we can arrange for three extra coaches to be attached to regular trains to handle this party; if this is satisfactory we will work on that basis.

For the Chief Commissioner

P.G. MATSON, Major. *Te*

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

• 2331

Special train for Catholic Action

ISR cannot say, now, whether coaches are going to be available by the end of April. But if the special train can be granted with the provision that the stock is to be supplied by ISR, they will manage in order to spare the four coaches required.

30 March 1945

mr/

Major London
hopes to be able to
provide 3 additional
coaches (50 seats) on
existing trains

2300

MINISTRY OF TRANSPORTS
 IGR GENERAL DIRECTION
WORKS & CONSTRUCTIONS DEPT.

Roma, 28 March 1945
 M.233/412/25/52

SUBJECT: Special trains for
 Diocese Directors.

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

1. A general Meeting of the Diocese Directors of Catholic Action will be held at Rome btw. 24 and 29 April 1945; the members will be received by the Holy Father.
2. All Members, most of them coming from Southern Italy, will concentrate at Naples whence they will proceed to Rome; they will total abt. 300 people.
3. For the journey from Napoli to Roma the Catholic Action requests if a special train may be granted, leaving Napoli in the morning of April 24th; another special, leaving Roma on the evening of the 29th, is requested for the return trip.
4. For the first train the same path train 784 could be utilized, as said train will not be operated on that day (being a Friday), while for the return trip we would suggest following schedule:

Roma Termini		dep 2100
Ciampino	arr 2130	dep 2135
Cecchinn	arr 2215	dep 2220
Campoleone	arr 2245	dep 2300
Formia	arr 0310	dep 0320
Villa Literno	arr 0500	dep 0505
Napoli C.le	arr 0610	

5. Stock: 4 bogie-coaches, 3rd class.
6. Please grant authorization.

The Director General
C.Di Raimondo

22



MINISTERO DEI TRASPORTI
DELL'E COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 29 MAR 1945

N. 233/412/25/52

Al N

del

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

S E D E

OGGETTO

Treni straordinari per
Dirigenti Diocesani.

ALLEGATI N.

I - Nei giorni fra il 24 e il 29 aprile p.v. avrà luogo in Roma il Convegno Generale dei Dirigenti Diocesani dell'Azione Cattolica, che saranno ricevuti in speciale udienza dal Santo Padre.

II - I partecipanti al Convegno, provenendo in maggior parte dall'Italia Meridionale, verranno raggruppati a Napoli, donde proseguiranno per Roma in numero di circa trecento.

III - Per il viaggio da Napoli a Roma, l'Azione Cattolica prega concedere un apposito treno in partenza da Napoli il mattino del 23 aprile e, per il ritorno, un secondo treno in partenza da Roma la sera del 29 aprile.

IV - Per il primo treno, si potrebbe utilizzare l'orario del treno 784, che il giorno 23 (venerdì) non si effettuerà, mentre per il secondo treno si potrebbe stabilire il seguente orario:
Roma partenza ore 21.00; Ciampino 21.30 - 21.35; Cecchina 22.15 - 22.20
Campoleone 22.45 - 23.00; Formia 3.10 - 3.20; Villa Literno 5.00-5.05;
Napoli C.le a. 6.10.

V - Composizione: 4 terze e carrelli.

VI - Prego dare benestare.

IL DIRETTORE GENERALE

Indi Ramundo

2298

PGM/ic

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

Tel. 843238

4 April 1945

Ref. AC/100/89/Tn 4

TO : Ministry of Communications
I.S.R. - Building .

SUBJECT: Stop Fendi trains 33/34 line 89.

1. Reference your letter dated 22 March 45, file M 211-2616-193 D-10.

2. We do not encourage the practice of stopping thru trains at local points but however in this case we will leave the decision with you and if you decide a stop should be made at Fendi it must be understood that it will not interfere with present schedule.

For the Chief Commissioner

P.G. WATSON, Major.

2297

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

SEL/cd

531.7 T

A.P.O. 512
3 April 1945

SUBJECT: Stop of Train 83/84 Line 89, Fondi.

TO: Transportation Increment,
AC Transportation Sub-Commission (Rail Division),
APO 394.
ATTENTION: Major P. G. Matson.

1. Reference your letter AC/100/89/Tn 4 of 2 April,
subject as above.

2. The proposed stop of train 83/84 at Fondi is approved with the understanding that it will not interfere with present schedule.

FOR THE DIRECTOR:



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

2296

PGM/10

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

Tel. 843191/11
Ref. AC/100/89/Tn 4

2 April 1945

TO : A.P. D.M.R.S. Italy, HQ.774 Ry Grand Div.
APO 512 (attention Major London).

SUBJECT : Stop of train 83/84 line 89 FONDI.

1. It is requested that trains 83-84 be permitted to stop at Fondi...
2. It is understood however that the stop if authorized will not interfere with the present schedule.

P.G.MATSON, Major T.C.

2295

Ministry of Transports
ISR General Direction
Movements Dept.

Roma, 22 March 1945

M.211/2616/193/D-10

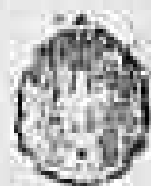
SUBJECT: Stop at Fondi.

TO: The S. Commission A.C.
Rail Division.

1. The local Authorities of Fondi, center of an important agricultural district comprising also, Lenola and Sperlonga and totalling some 30.000 inhabitants, have requested that a stop be established at that station for trains 83/84 operating the service b/w. Roma and Napoli via line 89 (Fonnia)
2. We recommend above request as by linking up Fondi with both Roma and Napoli we would greatly help the revival of a town so heavily damaged by the war.
3. We await that S/Commission's decision.

sgd. G. DI RAIMONDO
Director General

MINISTERO DEI TRASPORTI

~~MINISTERO DELLE COMUNICAZIONI~~

FERROVIE DELLO STATO - DIREZIONE GENERALE

(1) Servizio Movimento

I 1a, 11 22 MAR 1945
M. 211-2616-193 D-10
Al N. delOGGETTO. Fermata treni a FondiAlla Sottocommissione Trasporti
dell'A.C. Divisione Ferroviaria
R O M A

I)- La città di Fondi, capoluogo popoloso del Mandamento omonimo, cui fanno capo altri centri d'importanza agricola come Lenola e Sperlonga, con un complesso di circa 30.000 abitanti, avanza premure per ottenere la fermata in quella stazione dei treni 83 e 84 della linea Roma-Napoli via Formia.

II)- Si appoggia la richiesta, ritenendola giustificata, dato che, riallacciandone le comunicazioni con Roma e Napoli, verrebbe data a Fondi, che ha riportato gravissimi danni dalla guerra, la possibilità di incrementare lo sviluppo ricostruttivo della località.

III)- Si resta in attesa di decisioni.

IL DIRETTORE GENERALE

Ugo R. R. R. R.

2293

ACP/1c

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

Tel. 843238
Ref. AC/100/89

2 April 1945

TO : General di Raimondo
Director General ISR

SUBJECT : Halts of trains 83 & 84.

1. Reference is to your M.211/2541/193.C.42/ICCA/3154/28 dated 9 March 1945.

2. It is felt that any decision as to additional stops must be made by ISR, based on whether it is the intention that such trains shall be semi-fast or stopping at all stations, for when one application is conceded, it is certain others will follow, and the capacity of the train to carry the passengers involved must also be considered.

3. There is already a stop of this train at Sapri, and if it is helpful in coming to a decision, our Officer in Reggio Compartimento does not recommend the additional stop at the moment. It is desired that this Sub-Commission be advised of your decision in the matter in due course.

For the Chief Commissioner:

2292

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

TRANSPORTATION SUB-COMMISSION A.C.

ALLIED ~~CONTROL~~ COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT: HALTS OF TRAINS 03 AND 04.

REF: REG. 1/1/25
26 MAR 45

TO: TFIN. S.C. A.C.
C/O TN. INC. C.M.F.

1. Your AG/100/09 TN/4 of 10 March. halt at Maratea not recommended.

B.W. Boddy

B. W. BODDY
CAPTAIN
DIVN. SUPT. TFIN. S.C. A.C.
REGGIO CAL.

2291

Gen di Reimondo.

Reference is to you of 9 March 45.

It is felt that any decision as to additional stops must be made by ISR, based on whether it is the intention that such trains shall be semi-fast or stopping at all stations, for when one application is conceded, it is certain others will follow, and the capacity of the train to carry the passengers involved must also be considered.

~~xxx~~ There is already a stop of this train at Sanri, and if it is helpful in coming to a decision, our Officer in Reggio Compartimento does not recommend the additional stop at the moment. It is desired that this Sub Commission be advised of your decision in the matter in due course.

100/89

ACP/AC

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

Tel. 843238

Ref. AC/100/39/Tn 4

10 March 1945

TO : Capt. B.W. Boddy, ~~c/o~~ ~~Rev. Regilio~~
AC Transportation Office
Laguna, Balab.

SUBJECT : Halts of trains 83 & 84.

1. A request has been received from ISR for trains 83 and 84 to be halted at Maratea for the use of Lagonegro people.
2. It would be quite useless introducing this stop if the train is already overcrowded, but your opinion on the desirability of the stop is sought.

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

2289

Ministry of Transports
I S R Direction General
Movement Service

Subject: Halts of Trains 83 and 84

Rome - 9 MAR 1945

M. 211/2541/193.C.42/Dcca/3154/28

Allied Commission
Transportation Sub Commission
Railway Division

R o m e

- 1) It is urged that trains 83 and 84 be halted at Maratea.
- 2) Maratea is the only railway yard availed by the populated area of Lagonegro. Therefore, we sponsor said request that appears to be reasonable.
- 3) Anyhow, we are awaiting for your decisions on this matter.

Director General
signed Di Raimondo

Ca ng 9/3

2288

MINISTERO DEL TRASPORTI
MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
(1) Servizio Movimento

OGGETTO. Fermate treni 83 e 84

Roma

- 6 MAR 1945

104 - A

N. M.211/2541/193 C-42

Al N.

del

Scia/3154/28

SOTTOCOMMISSIONE TRASPORTI DELL'A.C.
Divisione Ferroviaria

R O M A

I) - Viene insistentemente richiesta la fermata a Maratea dei treni 83 e 84.

II) - Maratea è l'unico scalo ferroviario servente il popoloso circondario di Lagonegro e pertanto la richiesta è giustificata e se ne avanza formale proposta.

III) - Si resta comunque in attesa di conoscere quale decisione sarà presa al riguardo.

IL DIRETTORE GENERALE

Udi Lamurda
2287

Servizio.

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR ITALY

531/7 OP

A.P.O. 512
20 February 1945

SUBJECT: Operation by Italian State Railways.

TO: Director General, Italian State Railways.
Commanding Officer, 701st Railway Grand Division.
Commanding Officer, 705th Railway Operating Battalion.

1. Effective 2359 hours, 28 February 1945, the Italian State Railways will assume responsibility for the operation of the railway lines listed below:

Line	Between
90	Rome and Naples.
✓ 89	Rome and Naples.
91	Aversa and Gervaro.
94	Naples and Potenza.
283	Cancello and Avellino.
284	Codola and Nocera Inf.
287	Naples and Villa Literno.
290	Sparanise Jct. and Santa Fe Jct.
291	Cancello to end of track.

The Italian State Railways will carry out the operation of the above mentioned lines without supervision on the part of the Military Railway Service. Existing telephone lines and equipment now used by the Military Railway Service for operational purposes will be made available to the Italian State Railways.

2. A joint Liaison Headquarters composed of the Movement Section, Italian State Railways of the Naples Compartimento, representatives of Q. Movements, West Italy and representatives of the Military Railway Service will be established at No. 2 Piazza Nicola Amore, Naples. It shall be the function of this Headquarters to coordinate all movement and demands for movement of traffic on the above mentioned lines. Matters pertaining to railway operations will be handled with the Italian State Railways through representative of the Military Railway Service. Traffic and movement demands (Br.) will be made by Q. Movements to the Italian State Railways through Military Railway Service representative. Traffic and movement matters pertaining to American traffic will be handled by Transportation Officer, PMSOUTH through Military Railway Service representative who will coordinate with representative of Q. Movements and the Italian State Railways.

90 Rome and Naples.
 ✓ 89 Rome and Naples.
 91 Aversa and Carvare.
 94 Naples and Potenza.
 283 Cancelllo and Avellino.
 284 Codola and Nocera Inf.
 287 Naples and Villa Literno.
 290 Sparanise Jct. and Santa Fe Jct.
 291 Cancelllo to end of track.

The Italian State Railways will carry out the operation of the above mentioned lines without supervision on the part of the Military Railway Service. Existing telephone lines and equipment now used by the Military Railway Service for operational purposes will be made available to the Italian State Railways.

2. A joint Liaison Headquarters composed of the Movements Section, Italian State Railways of the Naples Compartimento, representatives of Q. Movements, West Italy and representatives of the Military Railway Service will be established at No. 2 Piazza Nicola Amore, Naples. It shall be the function of this Headquarters to coordinate all movement and demands for movement of traffic on the above mentioned lines. Matters pertaining to railway operations will be handled with the Italian State Railways through representative of the Military Railway Service. Traffic and movement demands (Br.) will be made by Q. Movements to the Italian State Railways through Military Railway Service representative. Traffic and movement matters pertaining to American traffic will be handled by Transportation Officer, PENSOUTH through Military Railway Service representative who will coordinate with representative of Q. Movements and the Italian State Railways.

(1)

2286

3. Personnel of the Military Railway Service will be withdrawn from the above mentioned lines. Commanding Officers of units of the Military Railway Service will instruct all personnel under their commands that there must be no interference on the part of the Military Railway Service in the operation of such lines under the jurisdiction of the Italian State Railways. Any complaints from any source must be handled through the joint Liaison Headquarters.

4. Commanding Officers of Military Railway Service units involved will handle with the Directors of the Naples and Rome Compartimenti to insure that personnel of the Italian State Railways are in position to start operations at the effective time and date.

For the Director

R.P.MOBS

Lt.Col. T.C.

Deputy Director-Operations

cc-Commanding Officer, 701st Railway Grand Division.

Commanding Officer, 715th Railway Operating Battalion.

Commanding General, P.B.S.

G-4, AFHQ.

Chief of Transportation, MFOUR.

Commanding Officer, PERSOUM.

Rail Division, Tn Sub-Commission, Allied Commission.

Asst. to Deputy Director, MRS, AFHQ.

Supt. Transportation, 774th Railway Grand Division.

Commanding Officer, Military Railway Police.

Director, Naples Compartimento, Italian State Railways.

Director, Naples Compartimento, Italian State Railways.

2285

HEADQUARTERS
LAZIO UMBRIA REGION
TRANSPORTATION DIVISION

100/89/265

Date 6 March 1945

Ref. TSC/RD/54

SUBJECT: Rome-Nettunia Passenger Service

TO: Transportation Subcommittee (Rail)

HQ.AC.

1. Reference your AC/100/89/265/Tn 4 dated 22 Feb. 1945, there are no reasons (security or otherwise) which would make the suggested facility undesirable.

2. Applications have been received from time to time from anti-malarial workers, etc, for permission to use the railway workers trains over this section, and it would also provide facilities for those engaged in works at the Port of Anzio.

E. Dean

Capt.

For Regional Transp. Officer

TRANSPORTATION SUB-COMMISSION RAIL SECTION	
	SEEN. INITIALS.
CHIEF.	
ASSISTANT	
ADMIN.	<i>10.9.45</i>
CIVIL ENG.	
MECH. ENG.	
TRAFFIC.	
STORES.	

2284

150/89/

ALLIED FORCE
MILITARY RAILWAY SERVICE
Office of Director - Italy

A. P. O. 512
21 February 1945

Subject: Civilian Passenger Service Rome - Reggio Calabria
To : Director General, ISR

1. Effective Monday 5 March 1945 civilian passenger trains 83 and 84 will operate on following schedule via line 89 and Aversa:

Train No. 83		Train No. 84	
Tues-Thurs-Sat-Sun		(*)Mon-Wed-Fri-Sun	
Station		KMP	
0900 Lv	Rome Terminal	0	Ar 1610
1025 Ar	Campoleone	36	Lv 1452
1035 Lv			Ar 1442
1116 Ar	Littoria	64	Lv 1403
1119 Lv			Ar 1400
1153 Ar	Priverno	88	Lv 1326
1156 Lv			Ar 1323
1333 Ar	Formia	131	Lv 1142
1339 Lv			Ar 1137
1356 Ar	Minturno	141	Lv 1120
1359 Lv			Ar 1117
1514 Ar	Villa Literno	183	Lv 1004
1519 Lv			Ar 0959
1547 Ar	Aversa	197	Lv 0930
1552 Lv			Ar 0923
1630 Ar	Naples Centrale	216	(*)Lv 0840
Train No. 83		Train No. 84	
1800 Lv	- Daily - Naples Centrale	0	Ar 0710
2025 Ar	Salerno	54	Lv 0400
2040 Lv			Ar 0340
0515 Ar	Gioia Tauro	423	Lv 1835
0640 Lv	Km. 350		Ar 1710
0800 Ar	Reggio Calabria	474	Lv 1600

Station	KMP	
Rome Terminal	0	
Campoleone	36	
Littoria	64	
Priverno	88	
Formia	131	
Minturno	141	
Villa Literno	183	
Aversa	197	
Naples Centrale	216	
Train No. 83		(*)Lv 0840
1800 Lv		Train No. 84
2025 Ar		Ar 0710
2040 Lv		Lv 0400
0515 Ar		Ar 0340
0640 Lv		Lv 1835
0800 Ar		Ar 1710
		Lv 1600

0903

2. Train N 83 will be made up as follows from Rome:

BETWEEN ROME AND CAMPOLEONE

Locom. (10) (9) (8) (7) (6) (5) (4) (3) (2) (1)

BETWEEN CAMPOLEONE AND NAPLES

(10) (9) (8) (7) (6) (5) (4) (3) (2) (1) Locom.

BETWEEN NAPLES AND GIOIA TAURO

Locom. (11) (10) (9) (8) (7) (6) (5) (4) (3) (2)

- (1) Luggage van Rome - Naples
- (2) Passengers from Rome to Naples and Italian Military personnel from Naples to Gioia Tauro
- (3) Passengers from Rome to Naples
- (4) Passengers from Rome to Naples
- (5) Passengers from Naples to Calabria and Sicily
- (6) " " " " " "
- (7) Passengers from Rome to Calabria and Sicily
- (8) " " " " " "
- (9) " " " " " "
- (10) Mail-van Rome - Calabria
- (11) Luggage-van Naples - Calabria

3. Equipment will operate through from Rome to Reggio Calabria both directions.

4. The intervals at Rome and Gioia Tauro are sufficient for servicing the stock.

For the Director:

R. P. MOSS
Lt. Col, TC

Deputy Director Operations

cc:- DMRI
DDMRI

DD-Operations

CO, 701 RGD, NAPLES

CO, 715 ROB, ROME

CO, 719 ROB, LEGHORN

Chief Dispatcher 719 Rome

DD Tn Ry. ATTN: Tn 3 (O) & (M)

G-4, Mov & Tn, AFHQ

Major Howes, LO, Room 38, Building

Major Ping, AC, Building

Equip. Sec., 774 RGD

Hq. Ry. Military Police

American RTO, Rome Terminal

British RTO, Rome Terminal

Movements Rome

Movements West Italy

Lt. Col. E.F. Barnes, Asst. to DDMRS, AFHQ

Major W.F. Blair, AC Tn Sub-Comm.

Capo Compartimento, Rome

2282

- (2) Passengers from Rome - Naples
from Naples to Gioia Tauro
- (3) Passengers from Rome to Naples
- (4) Passengers from Rome to Naples
- (5) Passengers from Naples to Calabria and Sicily
- (6) " " " " " "
- (7) Passengers from Rome to Calabria and Sicily
- (8) " " " " " "
- (9) " " " " " "
- (10) Mail-van Rome - Calabria
- (11) Luggage-van Naples - Calabria

3. Equipment will operate through from Rome to Reggio Calabria both directions.

4. The intervals at Rome and Gioia Tauro are sufficient for servicing the stock.

For the Director:

cc:- DMRI

DDMRI

DD-Operations

CO, 701 RGD, NAPLES

CO, 715 ROE, ROME

CO, 719 ROE, LEGHORN

Chief Dispatcher 719 Rome

DD Tn RV. ATTN: Tn 3 (O) & (M)

G-4, Mov & Tn, AFHQ

Major Howes, LO, Room 38, Building

Major Ping, AC, Building

Equip. Sec., 774 RGD

Hq. Ry. Military Police

American RTO, Rome Terminal

British RTO, Rome Terminal

Movements Rome

Movements West Italy

Lt. Col. E.F. Barnes, Asst. to DDMRS, AFHQ

Major W.F. Blair, AC Tn Sub-Comm.

Capo Compartimento, Rome

Capo Compartimento, Naples

Deputy Director Operations

2282

Ministry of Transport
General Direction IS

28 Jan. 1945

Memorandum for Maj. Ping
M.S./Commission AC

1. As shown by following detailed data, the working of both trains 791 and 792 between Roma and Napoli was a quite satisfactory one during the first week of operation.

Train 791

22 Jan. Via Formia; Dep. from Roma on time; non-scheduled stops: 40' at Littoria (breakfast for engine crews); 18' at Formia; 55' at Villa Literno; 10' at Campi Flegrei; 15' at Mergellina; arr. at Napoli on time.

24 Jan. Via Cassino; Dep. from Roma 10' late; arr. at Frosinone 35' late for servicing the engine; arr. at Roccasecca on time and successive running on time up to Caserta. Arr. at Napoli 35' late owing to a non-scheduled stop at Acerra for crossing train OL 616346 which had failed through lack of current.

26 Jan. Via Cassino. Both dep. from Roma and arr. at Napoli on time.

Train 792

23 Jan. Via Formia. Dep. from Napoli on time; arr. at Roma 20' early

25 Jan. Via Cassino. " " " " " " 63' "

27 Jan. Via Cassino. " " " " " " 72' "

From above prospect it appears that the running time can be sensibly reduced.

2. As for the allocation of seats, if we consider the records of the booking office at Roma we can see that the seats reserved for destinations beyond Napoli are insufficient and several requests for Calabria and Sicily could not be granted; while there is an excess of seats for the intermediate stations between Roma and Napoli, as well as for privileged passengers.

Apart from 22 Jan. when the train did not follow its normal route, following seats remained unbooked in the other days:

	for intern. stations	for Napoli
24/1 ordinary pass. privileged "	79 50	none. 50
26/1 ordinary pass. privileged "	14 46	none 39
		2281

We are therefore of the opinion that the total number of seats reserved for destinations beyond Napoli should be increased up to 240 while the total number of seats reserved for intermediate stations would be reduced ~~xx~~ from 190 to 80 and those for Napoli from 346 to 296.

In order to save the detraining and re-entering at Napoli of the southbound passengers, we would also suggest that the whole stock of train 791 be forwarded to Gioia Tauro as train 81, and the same on the way back.

ive running on time up to Caserta. Arr. at Napoli 35' late owing to a non-scheduled stop at Acerra for crossing train OL 616346 which had failed through lack of current.

26 Jan. Via Cassino. Both dep. from Roma and arr. at Napoli on time.

Train 792

23 Jan. Via Formia. Dep. from Napoli on time; arr. at Roma 30' early

25 Jan. Via Cassino. " " " " " " 53' "

27 Jan. Via Cassino. " " " " " " 72' "

From above prospect it appears that the running time can be sensibly reduced.

2. As for the allocation of seats, if we consider the records of the booking office at Roma we can see that the seats reserved for destinations beyond Napoli are insufficient and several requests for Calabria and Sicily could not be granted; while there is an excess of seats for the intermediate stations between Roma and Napoli, as well as for privileged passengers.

Apart from 22 Jan. when the train did not follow its normal route, following seats remained unbooked in the other days:

	for intern. stations	for Napoli	
24/1 ordinary pass.	79	none.	2281
" privileged "	50	50	
26/1 ordinary pass.	14	none	
" privileged "	48	39	

We are therefore of the opinion that the total number of seats reserved for destinations beyond Napoli should be increased up to 240 while the total number of seats reserved for intermediate stations would be reduced ~~to~~ from 190 to 80 and those for Napoli from 346 to 296.

In order to save the detraining and re-entraining at Napoli of the southbound passengers, we would also suggest that the whole stock of train 791 be forwarded to Gioia Tauro as train 81, and the same on the way back.

It would thus be possible to operate every day also trains 791 and 792 between Roma and Napoli, without any further stock being required other than that presently required to operate the tri-weekly trains 791 and 792 and the daily trains 81 and 82.

sgd. G. di Raimondo

Roma, 8.1.45

PROMEMORIA PER IL CAPOCOMUNE PIRE
della Sottocommissione Trasporti

1 - Come risulta dai seguenti dati l'andamento dei treni 781 e 782 nella prima settimana di effettuazione fra Roma e Napoli è stato soddisfacente:

Treno 781

Giorno 22/1 via Formia - Partito orario da Roma, dopo una sosta non prevista di 40' a Littoria a richiesta del personale di macchina americano per refezione, ed altre soste di 18' - 55' - 10' - 15' rispettivamente a Formia - Villa Literno - Campi Flegrei - Mergellina, giunse a Napoli orario.

" 24/1 via Cassino - Partito da Roma con ritardo di 10' per attendere la locomotiva, arrivato a Frosinone con 35' di ritardo per accoglienza locomotiva, arrivò poi orario a Roccasecca e viaggiò in orario fino Caserta. Giunse a Napoli con 35' di ritardo per avere atteso l'incrocio ad Acerra del tr. CT. 51346 fermatosi in linea per mancanza di tensione.

" 26/1 via Cassino - Partito orario da Roma, giunto orario a Napoli.

Treno 782

Giorno 25/1 via Formia - Partito orario da Napoli, giunto a Roma con anticipo di 30'.

" 25/1 via Cassino - Partito orario da Napoli, giunto a Roma con anticipo di 53'.

" 27/1 via Cassino - Partito orario da Napoli, giunto a Roma con anticipo di 72'.

2280

I - Come risulta dai seguenti dati l'andamento dei treni 791 e 792 nella prima settimana di effettuazione fra Roma e Napoli è stato soddisfacente:

Treno 791

Giorno 23/1 via Formia - Partito orario da Roma, dopo una sosta non prevista di 40' a Littoria a richiesta del personale di macchina americano per refezione, ed altre soste di 18' - 55' - 10' - 15' rispettivamente a Frosinone - Villa Literno - Campi Flegrei - Lergellina, giunse a Napoli orario.

" 24/1 via Cassino - Partito da Roma con ritardo di 10' per attendere la locomotiva, arrivato a Frosinone con 35' di ritardo per accudienza locomotiva, arrivò poi orario a Reccasecca e viaggiò in orario fino Caserta. Giunse a Napoli con 35' di ritardo per avere atteso l'incrocio ad Acerra del tr. CE 613346 fermatosi in linea per mancanza di tensione.

" 25/1 via Cassino - Partito orario da Roma, giunto orario a Napoli.

Treno 792

Giorno 23/1 via Formia - Partito orario da Napoli, giunto a Roma con anticipo di 30'.

" 25/1 via Cassino - Partito orario da Napoli, giunto a Roma con anticipo di 60'.

" 27/1 via Cassino - Partito orario da Napoli, giunto a Roma con anticipo di 70'.

- La percorrenza dei treni può quindi essere notevolmente ridotta.

./.

II - Per quanto riguarda la ripartizione dei posti, dai risultati della vendita della biglietteria di Roma si rileva che sono insufficienti i posti a disposizione per oltre Napoli rimanendo insoddisfatte numerose richieste per Calabria e Sicilia mentre sono superanti i posti a disposizione per le stazioni intermedie fra Roma e Napoli e quelli delle categorie preferenziali per Napoli.

Astrazione fatta del giorno 22/1, nel quale il treno non seguì la via normale, nei giorni 24 e 25 rimasero disponibili i seguenti posti:

	stazioni intermedie	Napoli
24/1 ordinari.....	73	-
categoria preferenziali.....	50	50
25/1 ordinari.....	14	-
categoria preferenziali.....	48	39

Semberebbe opportuno aumentare i posti a disposizione per oltre Napoli portandoli complessivamente a 240 con la riduzione da 190 a 80 di quelli per le stazioni intermedie e da 246 a 296 di quelli per Napoli.

Per evitare il disagio del trasbordo a Napoli dei viaggiatori diretti oltre sarebbe poi opportuno che il materiale in partenza da Roma proseguisse da Napoli col treno 81 fino Gioia Tauro e viceversa.

Il provvedimento darebbe la possibilità di effettuare giornalmente anche i treni 791 e 792 fra Roma e Napoli senza maggiore impegno di materiale di quello che attualmente viene impiegato complessivamente per la effettuazione dei treni 791 - 792 trisettimanali e 81 - 82 giornalieri.

IL DIRETTORE GENERALE

U. D. Raimondo

6388

100/89

ISR

It is required to know whether the existing workmen's trains between Rome and Naples via Aversa could be withdrawn if a new ~~www~~ passenger service were introduced between Rome and Naples via Formia on the days when ~~tax~~ trains 791 and 792 are not running.

The possibility of extending trains 791 and 792 to Reggio ~~isxxxxxxxxxxxxxxxxxxxx~~ ~~attention~~ and also extending the proposed

ISR agreeFile

ACP/ic

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

Tel. 843238
Our Ref. AC/100/89/90

TO : ISR
Building

SUBJECT : Train service Rome- Naples.

It is required to know whether the existing workmen's trains between Rome and Naples via Aversa could be withdrawn if a new passenger service were introduced between Rome and Naples via Formia on the days when trains 791 and 792 are not running.

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

✓
1150/84/90

WIRE

26 February 1945

FROM: DMRI

TO : Director General ISR

Civilian passenger trains Stella di Roma and Stella di Napoli now operating between Rome and Naples via line 90 and Cancello will assume train numbers 83, 84, 783 and 784; new timings and new routings effective Monday 5 March 1945. CS 261 Signed London

H. H. Headlee
H. H. HEADLEE
LT., TC
774 RGD
1030

cc - DMRI
DDMRI
DD-Operations
CO, 701 RGD, NAPLES
CO, 715 ROE, ROME
CO, 719 ROE, LEGHORN
Chief Dispatcher 719 Rome
DD Tn Ry. ATTN: Tn 3 (O) & (H)
G-4, Mov & Tn, AFHQ
Major Howes, LO, Rm 38, Bldg.
Major Ping, AC, Bldg.
Equip. Sec., 774 RGD
Hq. Ry. Military Police
American RTO, Rome Terminal
British RTO, Rome Terminal
Movements Rome
Movements West Italy
Lt. Col. E. F. Barnes, Asst. to DDMRS, AFHQ
Major W. F. Blair, AC Tn Sub-Comm.
Cape Compartimento, Rome
Cape Compartimento, Naples

2278

AGP/ev

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

Tel. 843238
Ref. AG/100/39/TH 4

26 February 43

TO : J.B.R.
General Direction

SUBJECT : New Rome-Naples service via Aversa.

1. It is agreed that accommodation may be reserved on train 84 from Naples to Rome on Wednesday, Friday, and Sunday for passengers joining the train at Aversa off train 818 from Bari.
2. It is emphasized, however, that the only advertised connection Rome-Bari must be by train 785 on line 30, changing at Caserta, and that the southbound train from Rome via Aversa must not be quoted as a connection for Bari.
3. The connection mentioned in paragraph 1 must not be considered guaranteed, and the northbound train for Rome must not be held more than 5 minutes in the event of the train from Bari being late. Failure to conform with these requirements will doubtless lead to withdrawal of the facility.

acting mcy
G.H. LINDBERG
Lt. Col. R.C.
Chief, Rail Division

Copy to: M.E.C.
Movements, Transportation Sub-Commission,
Regional Transportation Officer Southern Region
(for Major V.E. Bowery, for Major C.V.G. Taylor)
Regional Transportation Officer Lazio Umbria
(for Capt. J.S. Dean)

2277

100/89

CG/1c

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

Tel. 843238 ✓

Ref. AC 100/89/90/92

24 February 45

TO : HQ COMMANDANT
HQ., AC.

SUBJECT : AC. Personnel Rome-Naples-Reggio.

1. Commencing Monday 5 March 45, a daily civilian passenger service will run Rome-Naples-Reggio and viceversa. (See Train Service Circular N° 5, dated 24 Feb.45).
2. Three compartments from Rome-Naples and two compartments from Naples-Reggio will be reserved on these trains for AC personnel.
3. Allocation of seats at Rome and Naples will be arranged as per instructions shown in Train Service Circular N° 2, dated 11 January 1945.
4. Regional Commissioner, Southern Region, will arrange allocation of seats for passengers leaving Reggio.

John May
O.H. LINDBERG
Lieut. Col. R.E.,
Chief, Rail Division.

2276

ALLIED FORCE
MILITARY RAILWAY ST ICE
OFFICE OF DIRECTOR ITALY

A.P.O. 512
21 February 1945

531.7 OF

SUBJECT: Civil Passenger Train, Rome-Naples via Formia.

TO: Director General, Italian State Railways.
Rail Division, Tn Sub-Commission, Allied Commission.
Movements Division, Tn Sub-Commission, Allied Commission.
Commanding Officer, 701st Railway Grand Division.
Commanding Officer, 715th Railway Operating Battalion.

1. Effective with first train from Rome Tuesday, 6 March, passenger train service for civil traffic will be established between Rome and Naples via Line 89, Formia and Aversa. The consist of the train shall be identical with the equipment now in operation between Rome and Naples via the Cassino Line, that is, eight (8) coaches, one (1) baggage car and one (1) postal car.
2. The service on both lines between Rome and Naples shall be as follows:
 - a. Via Cassino - From Rome each Monday, Wednesday and Friday, and from Naples each Tuesday, Thursday and Saturday.
 - b. Via Formia - From Rome each Tuesday, Thursday, Saturday and Sunday, and from Naples each Monday, Wednesday, Friday and Sunday.
3. The passenger equipment in the services between Rome and Naples via both the Cassino and Formia Lines will be operated through to Gioia Tauro on the regular schedule which has been in effect south of Naples for sometime. The inauguration of the new service between Rome and Naples via Line 89 has the effect of providing daily passenger service between Rome and Reggio Calabria, which operates between Rome and Naples on alternate days via the Cassino and Formia Lines.
4. One baggage car will be added at Naples for Gioia Tauro which on the return trip from Gioia Tauro will be out out at Naples and not operated through to Rome. The consist of the train via both lines between Rome and Naples shall be ten (10) cars and between Naples and Gioia Tauro eleven (11) cars.
5. Detailed schedule will be furnished:

For the Director:

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

2275

cc-G-4, AFHQ
Asst to Dep. Dir., MRSI - AFHQ
Director, Rome Compartimento
Director, Naples Compartimento

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR ITALY

A.P.O. 512
21 February 1945

531.7 CP

SUBJECT: Passenger Train Service, Rome-Naples-Cioia Tauro-Reggio Calabria.

TO: Director General, Italian State Railways,
Rail Division, Tc Sub-Commission, Allied Commission.

1. Reference letter 9 February, M.210/2452/41.B, concerning train service Rome-Naples-Cioia Tauro- Reggio Calabria, via Cassino and Formia.
2. It is proposed by the Director General, Italian State Railways that car No. 2 of the train operating between Rome and Naples, via Formia, would carry passengers from Rome to Aversa bound for Foggia.
3. This must not be done, due to the fact that we do not want passengers stranded at Aversa for a day or two awaiting service. Please have it thoroughly understood that passengers are not to be dumped at points along the line for indefinite periods awaiting service and Foggia passengers must not be sent via Aversa. Service has been provided three days per week from Naples to Bari which connects with the train from Rome via Cassino.

For the Director:

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

2274

Seq. 20/2386/28

100/84790

Ministry of Transports
I.S.R. General Direction

Rome 28 January 1945

Memorandum for Major Ping
Transportation Sub Commission A.C.

1.

As it results by the following data, the operation of the trains 791 and 792, during the first week, between Rome and Naples, has been satisfactory:

Train 791

On 22 January - operated Via Formia - Departed Rome in due time - halted 40 minutes at Littoria, upon request of the american engine drivers, for supplying foods, 18 ms at Formia, 55 ms at Villa Literno, 10 ms. at Campi Flegrei, 15 ms. at Mergellina, arrived at Naples in due time.

On 24 January - operated via Cassino - Departed Rome 10 ms belated to wait for locomotive, arrived at Frosinone 35 ms. belated due to locomotive maintenance, arrived at Roccasecca in due time, and run in time up to Caserta. It arrived at Naples 35 ms. belated, due to crossing at Acerra with train OL 616346, halted along the line due to lack of tension.

On 26 January - operated via Cassino - Departed Rome and arrived at Naples in due time.

Train 792

On 23 January - operated via Formia - Departed Naples in due time, arrived at Rome 20 ms. before.

On 25 January - operated via Cassino - Departed Naples in due time, arrived at Rome 63 ms before.

On 27 January - operated via Cassino - Departed Naples in due time, arrived at Rome 72 ms. before.

The time running of these trains, therefore, can be considered considerably reduced.

As for the allocation of the seats, by the records of the tickets office at Rome station, it results that available seats for passengers bound behind Naples are insufficient, as several requests concerning Calabria and Sicily cannot be granted, while the seats available for passengers bound to intermediate stations between Rome and Naples, and those regarding priority ranks for Naples are in surplus.

Apart from the day 22nd, when the train was not operated on the normal route, on 24th and 26th the following seats remained available:

On. 24 Jan.	Ordinary	Intermediate stations	Naples
	Priority ranks	79	50
		50	50

2.

time - halted 40 minutes at Littoria, upon request of American engine drivers, for supplying foods, 18 ms at Formia, 55 ms at Villa Literno, 10 ms. at Campi Flegrei, 15 ms. at Mergellina, arrived at Naples in due time.

On 24 January - operated via Cassino - Departed Rome 10 ms belated to wait for locomotive, arrived at Frosinone 35 ms. belated due to locomotive maintenance, arrived at Roccasecca in due time, and run in time up to Caserta. It arrived at Naples 35 ms. belated, due to crossing at Acerra with train OL 616346, halted along the line due to lack of tension.

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Train 792

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Apart from the day 22nd, when the train was not operated on the normal route, on 24th and 26th the following seats remained available:

		<u>Intermediate stations</u>		<u>Naples</u>
On. 24 Jan.	Ordinary	79	--	--
	Priority ranks	50	50	50
On 26 Jan.	Ordinary	14	--	--
	Priority ranks	48	39	39

Ca.29.cb.

./.

Seats available for passengers bound behind Naples should be increased up to 240, reducing from 190 to 80 those concerning intermediate stations and from 346 to 296 those available for passengers bound to Naples.

Besides, in order to avoid the change at Naples of the passengers bound to South, the equipment departing Rome should be despatched from Naples to Gioia Tauro, coupled with train 81, and viceversa.

Also the trains 791 and 792 between Rome and Naples, could be thus operated every day, without requiring more equipment than that at present required for the operation both of the three-weekly trains 791 and 792 and of the daily trains 81 and 82.

Director General

Cig. 2°/2336/28

1^a, 28 GEN 1945

MINISTERO DEI TRASPORTI

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO

DIREZIONE GENERALE

PROMEMORIA PER IL MAGGIORE PING
della Sottocommissione Trasporti

=====

I = Come risulta dai seguenti dati l'andamento dei treni 791 e 792 nella prima settimana di effettuazione fra Roma e Napoli è stato soddisfacente:

Treno 791

Giorno 22/1 via Formia - Partito orario da Roma, dopo una sosta non prevista di 40' a Littoria a richiesta del personale di macchina americano per refezione, ed altre soste di 18' - 55' - 10' - 15' rispettivamente a Formia - Villa Literno - Campi Flegrei - Mergellina, giunse a Napoli orario.

" 24/1 via Cassino - Partito da Roma con ritardo di 10' per attendere la locomotiva, arrivato a Frosinone con 35' di ritardo per avaria locomotiva, arrivò poi orario a Roccasecca e viaggiò in orario fino Caserta. Giunse a Napoli con 35' di ritardo per avere atteso l'incrocio ad Acerra del tr. OL 616346 fermatosi in linea per mancanza di tensione.

" 26/1 via Cassino - Partito orario da Roma, giunto orario a Napoli.

Treno 792

2272

Giorno 23/1 via Formia - Partito orario da Napoli, giunto a Roma con anticipo di 20'.

" 25/1 via Cassino - Partito orario da Napoli, giunto a Roma con anticipo di 63'.

" 27/1 via Cassino - Partito orario da Napoli, giunto a Roma con anticipo di 72'.

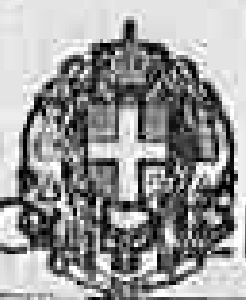
- La percorrenza dei treni può quindi essere notevolmente ridotta.

./.

Leg. 20/2386/28

Roma, 28 GEN 1945

MINISTERO DEI TRASPORTI

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO

DIREZIONE GENERALE

PROMEMORIA PER IL MAGGIORE PING
della Sottocommissione Trasporti

=====

I = Come risulta dai seguenti dati l'andamento dei treni 791 e 792 nella prima settimana di effettuazione fra Roma e Napoli è stato soddisfacente:

Treno 791

Giorno 22/1 via Formia - Partito orario da Roma, dopo una sosta non prevista di 40' a Littoria a richiesta del personale di macchina americano per refezione, ed altre soste di 18' - 55' - 10' - 15' rispettivamente a Formia - Villa Literno - Campi Flegrei - Mergellina, giunse a Napoli orario.

" 24/1 via Cassino - Partito da Roma con ritardo di 10' per attendere la locomotiva, arrivato a Frosinone con 35' di ritardo per accudienza locomotiva, arrivò poi orario a Roccasecca e viaggiò in orario fino Caserta. Giunse a Napoli con 35' di ritardo per avere atteso l'incrocio ad Acerra del tr. OL 616346 fermatosi in linea per mancanza di tensione.

" 26/1 via Cassino - Partito orario da Roma, giunto orario a Napoli.

Treno 792

2272

Giorno 23/1 via Formia - Partito orario da Napoli, giunto a Roma con anticipo di 20'.

" 25/1 via Cassino - Partito orario da Napoli, giunto a Roma con anticipo di 63'.

" 27/1 via Cassino - Partito orario da Napoli, giunto a Roma con anticipo di 72'.

- La percorrenza dei treni può quindi essere notevolmente ridotta.

./.

II = Per quanto riguarda la ripartizione dei posti, dai risultati della vendita della biglietteria di Roma si rileva che sono insufficienti i posti a disposizione per oltre Napoli rimanendo insoddisfatte numerose richieste per Calabria e Sicilia mentre sono esuberanti i posti a disposizione per le stazioni intermedie fra Roma e Napoli e quelli delle categorie preferenziali per Napoli.

Astrazione fatta del giorno 22/1, nel quale il treno non seguì la via normale, nei giorni 24 e 26 rimasero disponibili i seguenti posti:

		<u>stazioni intermedie</u>	<u>Napoli</u>
24/1	ordinari.....	79	-
	categorie preferenziali.....	50	50
26/1	ordinari.....	14	-
	categorie preferenziali.....	48	39

Sembrerebbe opportuno aumentare i posti a disposizione per oltre Napoli portandoli complessivamente a 240 con la riduzione da 190 a 80 di quelli per le stazioni intermedie e da 346 a 296 di quelli per Napoli.

Per evitare il disagio del trasbordo a Napoli dei viaggiatori diretti oltre sarebbe poi opportuno che il materiale in partenza da Roma proseguisse da Napoli col treno 81 fino Gioia Tauro e viceversa.

Il provvedimento darebbe la possibilità di effettuare giornalmente anche i treni 791 e 792 fra Roma e Napoli senza maggiore impegno di materiale di quello che attualmente viene impiegato complessivamente per la effettuazione dei treni 791 - 792 trisettimanali e 81 - 82 giornalieri.

IL DIRETTORE GENERALE

Indirizzo

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR ITALY

A.P.O. 512
7 February 1945

531.7 OF

SUBJECT: Passenger Service, Line 89.

TO: Director General, Italian State Railways.

1. When the passenger stock is available, it is proposed to establish tri-weekly passenger service on Line 89 between Rome and Naples. These trains would operate from Rome on alternate days of the now-established passenger service via Cassino. This means that it would operate from Rome each Tuesday, Thursday and Saturday, and from Naples each Monday, Wednesday and Friday.

2. If and when this service is established will the Director General of the Italian State Railways agree to the discontinuance of the workers' trains now operating between Naples and Rome via Line 89.

3. The Director General, Italian State Railways, will please submit through Rail Division, Tn Sub-Commission, Allied Commission proposed schedule covering the operation of this service if and when it is established, stating whether the train should be routed through Benevento or through Aversa.

For the Director:

R. P. MOSS

R. P. MOSS

Lt. Col. T.C.

Deputy Director-Operations

cc-Rail Division, Tn Sub-Commission, Allied Commission.
Movements Division, Tn Sub-Commission, Allied Commission.
Supt. Transportation - 774th RGD
ADD-Equipment

ACP/1c

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

Tel. 843238

Ref. AC/100/89/265/Tn 4

22 February 45

TO : Regional Transport Officer
Lazio-Umbria Region.

SUBJECT : Rome-Nettunia Passenger Service .

1/ ISR has asked for a passenger coach, or two box cars, to be attached to the existing workers' trains between Rome and Nettunia.

2. Please let me have your observations in respect of this request.

for Arthur May
O.E.LINDBERG
Lt.Col. R.E.,
Chief, Rail Division.

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

2270

I.S.R.
Movement Service

Subject:

Train service between
Rome and Nettunia.

Rome 195 FEB. 1945

I.211/2459/193-E/3000/2744/28

Allied Commission
Transp. Sub-Commission
Building

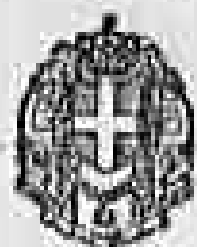
1. The town of Nettunia and the near-by localities have no railway communication with Rome; therefore their traffic situation is very bad and they are suffering remarkable damages.
2. Consequently, it is evident the necessity to resume a civilians service on said line.
3. For this purpose, we suggest to assign one passenger coach at the worker - trains running at present between Rome and Nettunia; the service would be operated in the same way and with the same formalities as already done for Civitavecchia.
4. We beg kindly to consider our suggestion.

Director General

F.to DI RAIMONDO

Na.15.cb.

2269



MINISTERO DEI TRASPORTI
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

(1) Servizio Movimento

OGGETTO
Comunicazioni tra
Roma e Nettunia

Roma, 15 FEB 1945 193 Anno

N. M.211/2459/193-E/Scia/2744
28

Al N. del

Commissione Alleata
Sottocommissione Trasporti
S E D E

ALLEGATI N.

I = La città di Nettunia e zone viciniori risentono grave disagio e sensibile danno dalla mancanza di comunicazioni colleganti quelle località con Roma.

II = E' pertanto evidente la necessità di ripristinare su detta linea un servizio per civili.

III = Si propone, a tale scopo, di assegnare una carrozza per viaggiatori ai treni operai che attualmente si effettuano fra Roma e Nettunia, analogamente a quanto si è praticato per Civitavecchia e con le stesse modalità.

IV = Si prega favorevole esame della proposta.

IL DIRETTORE GENERALE

Indi Raimondo

ACP/10

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

Tel. 843238

Our Ref. AC/100/89/90/Ta 4

1st February 1945

TO : General di Raimondo
Director General, ISR

SUBJECT : Rome-Naples-Rome Service.

1. Reference is your Segr. 2°/2386/23 dated 28 January 1945.
2. Arrangements are being made for the timing of the Rome-Naples-Rome Service to be reduced to 10 hours, possibly from Monday next.
3. The question of operating a through service to Gioia Tauro will be investigated with MRS and a reply given as soon as possible.

L. acting May
O.R. LINDBERG

Lt.Col. R.E.,

Chief, Rail Section.

Copy to: MRS.

OEL/10

INTER-OFFICE MEMORANDUMOur Reference: AC/100/89/90/Tn 4TO : Director,
Tn Sub-CommissionSUBJECT : Traffic on lines 89/90.

1. You recently asked for information as to the possibility of using one of these lines for working traffic Rome to Naples and the other line being used for traffic Naples to Rome.
2. If this could be done, it would be ideal, and would no doubt increase the capacity of the line.
3. Unfortunately, the reasons against such working, make the suggestion impossible. The question was fully enquired into in June 1944, but I have again asked the MRS for their opinion.
4. They point out it is not practical to have a flow of traffic in one given direction on either line due to the fact that there are military installations, especially on line 90. originating and termination traffic both north and south.
5. They also state that the main reason why the circular movement was not seriously considered was the fact that the same kind of power cannot be used over both lines. Diesel-Electric Engines have to be used on Line 89 on account of the tunnels. The train crew might be suffocated if a steam or oil burning loco. were to be used through the tunnels.
6. Another point I might mention is that we are now considering a passenger train service on line 89, and this train will have to feed the intermediate stations in both directions.
7. For your perusal, I enclose a graph showing the traffic in both directions on line 89. This gives some idea of the traffic flowing in each direction on a typical day, and you notice the large amount of short distant traffic.

W. J.
O.D. LINDBERG

2266

2. If this could be done, it would be ideal, and would no doubt increase the capacity of the line.
3. Unfortunately, the reasons against such working, make the suggestion impossible. The question was fully enquired into in June 1944, but I have again asked the MRS for their opinion.
4. They point out it is not practical to have a flow of traffic in one given direction on either line due to the fact that there are military installations, especially on line 90. originating and termination traffic both north and south.
5. They also state that the main reason why the circular movement was not seriously considered was the fact that the same kind of power cannot be used over both lines. Diesel-Electric Engines have to be used on line 89 on account of the tunnels. The train crew might be suffocated if a steam or oil burning loco. were to be used through the tunnels.
6. Another point I might mention is that we are now considering a passenger train service on line 89, and this train will have to feed the intermediate stations in both directions.
7. For your perusal, I enclose a graph showing the traffic in both directions on line 89. This gives some idea of the traffic flowing in each direction on a typical day, and you notice the large amount of short distant traffic.

2288

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

Transportation Sub-Commission (Rails)
1st February 1945
Tel: 343218

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR ITALY

A.P.O. 512
28 January 1945

531.7 OF

SUBJECT: Operation of Lines 89 and 90.

TO: Chief, Rail Section, Transportation Sub-Commission, Allied Commission.

1. With reference letter 26 January file AC/100/89/90 Tn 4, subject Traffic on Lines 89/90.
2. The question of circular movement, northbound on Line 90, southbound on Line 89, was investigated in June 1944.
3. It is not practical to have the flow of traffic in one given direction on either Line due to the fact that there are military installations, especially on Line 90, originating and terminating traffic both north and south.
4. The main reason that this circular movement was not seriously considered is the fact that the same kind of power cannot be used over both Lines, which definitely prevents a circular movement.

For the Director:

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

100/89

NORTHWARD 791

792 SOUTHWARD

				ROME to CASSINO Stations				
			0730	0	ROME 4		2000	
		7 43		4	CASILINA 6		19 42	
		8 00		10	CAPANNELLE 4		19 30	
		8 15		13.9	CIAMPINO II		19 21	
		8 53		25.7	COLONNA 9		18 59	
		9 26		34.8	ZAGAROLO 3		18 39	
		9 36		36.9	PALESIRINA 5		18 33	
		9 47		42.4	LABICO 4		18 16	
		9 55		45.5	VALMONTONE 7.6		18 05	
		10 11		53.6	SESTI 8.9		17 45	
		10 32		62.5	AMAGNI 4.9		17 26	
		10 43		67.4	SEURGOIA 4.7		17 15	
		10 54		72.1	MOROLO 5.1		17 04	
		11 09		77.2	FERTENTINO 8.3		16 52	
		11 30	11 35	85.5	FROSINONE 6.5		16 30 16 35	
		11 51		92.0	CECCANO 8.6		16 11	
		12 11		100.6	FOVI (Castro) 10.1		15 52	
		12 35		110.6	CEPRANO 2.0		15 28	
		12 43		112.6	ISOLETTA 8.4		15 21	
		13 05	13 35	121.0	ROCCASTOCCA 4.8		14 35 15 05	9 07 15
		13 48		125.8	AQUINO 12.2		14 19	

8 15	13.9	GIAMPINO II	19 21
8 53	25.7	COLONNA 9	18 59
9 26	34.8	ZAGARELO 3	18 39
9 36	36.9	PALESTRINA 5	18 33
9 47	42.4	LABICO 4	18 16
9 55	45.5	VALMONTONE 7.6	18 05
10 11	53.6	SEGNI 8.9	17 45
10 32	62.5	ANAGNI 4.9	17 26
10 43	67.4	SCURGOIA 4.7	17 15
10 54	72.1	MOROLO 5.1	17 04
11 09	77.2	FERENTINO 8.3	16 52
11 30 11 35	85.5	FROSINONE 6.5	16 30 16 35
11 51	92.0	CECCANO 8.6	16 11
12 11	100.6	POFI (Castro) 10.1	15 52
12 35	110.6	CAPRANO 2.0	15 28
12 43	112.6	ISOLETTA 8.4	15 21
13 05 13 35	121.0	ROCCASTOCCA 4.8	14 35 15 05
13 48	125.8	AQUINO 12.2	14 19
14 17	135.0	CASSINO	13 39

22f3

16 09	176.2	RIARDO 5.8	11 51
16 23	182.0	TEANO 4.1	11 39
=	186.1	CLOVIS 3.2	=
16 35 16 40	189.3	SPARANISE 5.9	10 05 10 30
16 51	195.2	FIGNATARO 9.4	10 57
17 05 17 10	204.6	CAPUA 4.8	10 30 10 35
17 25	209.4	SANTA MARIA 6.3	10 17
17 38 18 08	215.7	CASERTA	09 30 10 00
18 22	221.4	MADDALONI I 6.0	9 22
18 36	227.47	CANCELLO 7.4	9 05
18 52	234.70	ACERRA 3.3	8 45
19 02	238.00	CASALNUOVO 8.68	8 33
=	246.68	SMISTAMUNO 2.17	=
19 30	248.85	NAPLES	08 00

2263

T R A S L A T I O N

g/s

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

26th January 1945

"Daily Digest of Rome Press"I. From the "Italia Nuova"

"The railway line Rome-Naples through Formia will be soon reoperated to the public".

"The S.I. informs that another line, ^{and} exactly that of the "old express" will soon link up Rome with Naples through Formia and will be reoperated to public use within a short time.

The Minister of transport Francesco Cerabona, who participates to the inaugural trip, of the reoperated tri-weekly service between the two towns, has returned this morning after having inspected the works. The section Naples-Campoleone is in efficient condition, while the section Campoleone-Rome still requires some repairs which will be soon completed.

The return trip has been of eight hours instead of twelve.

785021

100/89

ACP/ic

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

Tel. 343238

Our Ref. AC/100/89/90 Tm 4

26 January 1945

TO : DMRS

Attn. Lt.Col. Moss

SUBJECT : Traffic on lines 89/90

1. Director this Sub-Commission has raised the question which was previously mentioned some months ago in regard to working of lines 89 & 90.

2. He asks for information as to possibility of using one of these lines for working traffic Naples-Rome, and the other line Rome-Naples, thus permitting a circular flow.

3. It is felt that this question must have been fully examined in the past, and possibly the reasons against the decision might be

1. Interstation traffic
2. Susceptibility of both lines to sudden closure due to washouts and tunnel difficulties
3. Difficulty of securing satisfactory working arrangements.
4. Inability to use steam locomotion on line 89.

4. It is felt that the prospect of establishing a passenger service on line 89, which has already formed subject of discussion would now completely prevent any such scheme, but if you have any opinion to the contrary, perhaps you will say.

O. Lindberg Lt. Col.

O.H. LINDBERG

Lt.Col. R.E.,

Chief, Rail Section.

2201

Disputed this sub-commission has raised the question which was previously mentioned some months ago in regard to working of lines 89 & 90.

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4. Inability to use steam locomotion on line 89.

4. It is felt that the prospect of establishing a passenger service on line 89, which has already formed subject of discussion would now completely prevent any such scheme, but if you have any opinion to the contrary, perhaps you will say.

O. H. Lindberg, Lt. Col.

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

2261

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR ITALY

100/89
A.P.O. 512
17 January 1945

516 OP

SUBJECT: Additional Coach for Civil Traffic, Caserta-Naples Workers' Train.

TO: Transportation Sub-Commission, Allied Commission,
Commanding Officer, 701st Railway Grand Division,
Director General, Italian State Railways.

1. Reference to letter this Headquarters dated 6 January, concerning additional coach for civil traffic on the Caserta-Naples workers' train.

2. Please cancel Paragraph 5 of that letter wherein it states, consist of workers' train will be two coaches for personnel of the Italian State Railways and one coach for civil traffic. The consist of workers' train will be one coach for civil traffic, one baggage car and sufficient box cars or coaches to transport approximately 120 workers of the Italian State Railways.

For the Director:

R. P. Moss

R. P. MOSS

Lt. Col. T. C.

Deputy Director-Operations

cc-Commanding Officer, 715th Railway Operating Bn.
Supt. Transportation, 774th Ry Grand Division.

TRANSLATION

/aa

From "Risorgimento Liberale"
Nov. 28th

Communications and transports

Shall Rome go on being isolated as presently?

A topic and a problem too, which deserves we deal with again, is represented by civilian rail-communications, especially for passengers, from and towards Rome.

Immediately after the liberation of the Capital everybody hoped that above communications have soon been re-operated, but besides the publication of a general time-table, from which the zone of Rome is obviously excluded, no more news have been heard on this subject.

Both allies authorities and ministry of Communications are silent on this subject, but not the Romans, who claim that some be linked up with the other regions.

We quite understand military necessities, priorities, and so on; all people are quite aware of them and so are the Italians, remembering the time when they were at war with the allies; but it is hardly necessary to point out that in spite of all military exigencies no nation ever cancelled the civilian passenger traffic so completely as it has been done with Rome. A percentage of traffic has always been allowed.

We cannot believe that it be really impossible to operate some couples of trains from and towards Rome, especially with the South.

If we consider that before the armistice the Formia line alone was daily run by 250 trains (civilian and military) and sometimes even 270, we must conclude that it is question only of a little good-will.

Somebody will object that before the armistice there were the double track, an efficient rolling stock, etc, but we can reply that to re-operate at least 5% of above traffic for the civilians, Italian technicians and workers await but the start in order to re-construct what has been destroyed and to salvage what is still utilisable.

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(Translation) Rome 20 Dec. 1944

Ministry of Communications
I S S - Direction GeneralC O R R

M. M. 210/3170/100A/1775/28

Subject: Improvements for
passenger serviceTo Allied Commission
Transportation S/Comm.

R O S S

For 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 -

I) Line Naples - Reggio Calabria

Salerno	d. 1630	Sapri	a. 1105
Napoli	" 0150	Salerno	" 0630

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 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) Aboli	d 0400	Rocera	a. 0620
Rocera	" 1900	Aboli	" 2115

This train, besides being used by the students that from the important centre of Aboli and intermediate stations must go to Salerno, would also be a good communication between the provinces of Salerno and Naples by 1940 and 1941 trains, operated at present between Rocera and Naples for the communications with the Province of Avellino -

b) Taranto	d 1721	Francavilla	a 1838
Francavilla	" 0550	Taranto	" 0700

For this train requested on behalf of the workers of Naval Yard, we refer to the letter M. 211/3116/194 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

22258

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. 1430	Napoli	a. 2103
Reggio	" 0330	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 Napoli - 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) Napoli	d. 0400	Lecce	a. 0627
Lecce	" 1400	Napoli	" 2135

This train, besides being used by the students that from the important centre of Napoli and intermediate stations must go to Salerno, would also be a good communication between the provinces of Salerno and Naples by 1940 and 1941 trains, operated at present between Lecce and Naples for the communications with the Province of Avellino -

b) Taranto	d. 1722	Francavilla	a. 1818
Francavilla	" 0550	Taranto	" 0700

For this train requested on behalf of the workers of 22228 Naval Yard, we refer to the letter N. 211/2116/194 dated 5 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	" 1430	Brindisi	" 1540

././.

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 Nicotano-Lecce

Nicotano	d.	0620	Lecce	a.	0920
Lecce	"	1500	Nicotano	"	1750

With the daily operation of this train indispensable for students as a compensation, the triweekly couple of 1991/3996 trains might be suppressed.

III) Line Foggia - Naples

(Caserta)	d.	0605	(Naples)	a.	0745
(Napoli)	"	1025	(Caserta)	"	1345
(Napoli)	"	0605	(Benevento)	a.	1015
(Benevento)	"	1715	(Naples)	"	2145
(Benevento)	"	0430	(Foggia)	"	0500
(Foggia)	"	1700	(Benevento)	"	2045

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 3037 and 3038 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

Potenza	d.	0545	Foggia	a.	0835
Foggia	"	0540	Potenza	"	0830

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

V) Communications in the Foggia area:

(Caserta)	d.	0610	(Foggia)	a.	0725
(Foggia)	"	1730	(Caserta)	"	2015

2257

III) Line Foggia - Naples

(Casserta	d.	0605	Capri	a.	0745
(Napoli	"	1635	Capri	"	1945
(Napoli	"	0605	Benevento	a.	1015
(Benevento	"	1715	Napoli	"	2145
(Benevento	"	0450	Foggia	"	0800
(Foggia	"	1700	Benevento	"	2045

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 3047 and 3050 for workers not 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	"	0840

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:

(Ternoli	d.	0430	Foggia	a.	0735	2257
(Foggia	"	1730	Ternoli	"	2015	
(Manfredonia	"	0500	Foggia	"	0704	2806
(Foggia	"	1800	Manfredonia	"	2006	
(Lucera	"	0830	Foggia	"	0730	1810
(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
and: Lo Ciano

TRANSPORTATION SUB-COMMISSION, 40.
(RAIL SECTION)
C/o Transportation Movement
C.M.R.

Tel: 483238

Our Reference: AQ/100/69/90/Tn

29 December 44.

TO : Gen. di RAIMONDO
ISR General Direction

SUBJECT : Train Service Rome-Naples via Cassino.

1. As agreed by the Transportation Committee recently, arrangements are to be made for the operation of a civil passenger train service between Rome and Naples via Cassino three days a week, on and from 22 January next. The possibility of extending the service to a daily one will be considered after operation of the tri-weekly service has been established, and the conduct of passengers on that train will undoubtedly influence the Director, Military Railway Service, in any subsequent action which may be agreed.

2. The train will have seating capacity for 540 passengers, and it is proposed that it operate from Rome on Monday, Wednesday and Friday, and return from Naples on Tuesday, Thursday and Saturday.

3. Stops will be permitted at the following points:

Rome, Colleferrro, Tuscanino, Roccasecca, Falciano, Speranico,
Capua, Cassino, Cancelli and Naples.

It is not desired to allow additional stops at other stations. Duration of the journey, to commence the service, will be approximately 12 hours.

4. It is essential that the ISR submit by return a satisfactory plan for governing the number of passengers on the train. In this connection, it is suggested that CIR might be appointed agents to issue tickets to the capacity of the train, and that the station booking office be completely closed on the days on which the train is leaving, only ticket holders being permitted to enter the stations. However, if you have any other satisfactory scheme, this Sub-Commission is prepared to consider it.

5. The ISR requires that at least to start with, carabiniere should ride in each coach, and adequate arrangements must be made at Rome and Naples to control crowds who will quite obviously attempt to travel. You may consider that press notices to the effect that the train is an experiment, and that the good conduct of the travellers is essential to ensure its continuance could not be undesirable.

6. It is possible that you may wish to arrange for the allocation of seats for selected stops, say 20 for passengers to Colleferrro,

2256

1. As agreed by the Transportation Committee recently, arrangements are to be made for the operation of a civil passenger train service between Rome and Naples via Vesuvio three days a week, on and from 22 January next. The possibility of extending the service to a daily one will be considered after operation of the tri-weekly service has been established, and the conduct of passengers on that train will undoubtedly influence the Director, Military Railway Services, in any subsequent action which may be agreed.

2. The train will have seating capacity for 640 passengers, and it is proposed that it operate from Rome on Monday, Wednesday and Friday, and return from Naples on Tuesday, Thursday and Saturday.

3. Stops will be permitted at the following points:

Rome, Colliere, Tronchino, Roccasecca, Veiano, Sparano,
Capua, Gaeta, Cervello and Naples.

It is not desired to allow additional stops at other stations. Duration of the journey, to commence the service, will be approximately 12 hours.

4. It is essential that the ISM submit by return a satisfactory plan for governing the number of passengers on the train. In this connection, it is suggested that GTF might be appointed agents to issue tickets to the capacity of the train, and that the station booking office be completely closed on the days on which the train is leaving, only ticket holders being permitted to enter the stations. However, if you have any other satisfactory scheme, this Sub-Commission is prepared to consider it.

5. The MRS requires that at least to start with, carabinieri should ride in each coach, and adequate arrangements must be made at Rome and Naples to control crowds who will quite obviously attempt to travel. You may consider that press notices to the effect that the train is an experiment, and that the good conduct of the travellers is essential to ensure its continuance would not be undesirable.

6. It is possible that you may wish to arrange for the allocation of seats for selected stops, say 20 for passengers to Colliere, and so on, but it is requested that detailed plans be prepared and submitted at once. It is regretted that so many strictures have to be imposed; but you will appreciate fully the difficult conditions under which such a service must run.

2256

./... /

7. It is also suggested that one coach might be attached to each worker's train operating between Caserta and Naples. Please let me know what arrangements you would make in respect to the limitation of the issue of tickets on such trains, and what assurance can be given that the trains concerned would not be used by passengers as feeder to the Naples-Rome trains.

AL

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

TRADUZIONE

Ms. Ref. AC/100/89/90, 1m

/12/1944

A S.E. il Generale G. di Raimondo
Direttore Generale F.S.S E D E

Oggetto: Servizio passeggeri Roma - Napoli via Cassino

1) Come è stato stabilito nell'ultima riunione del Comitato Trasporti sono in corso misure per istituire un servizio di treni passeggeri civili tra Roma e Napoli via Cassino, che funzionerà per tre giorni alla settimana a partire dal 22 gennaio 1945. La possibilità di aumentare il servizio da trisettimanale a giornaliero potrà essere presa in esame dopo che il suddetto servizio trisettimanale sarà stato istituito e il comportamento dei passeggeri del treno stesso influenzerà indubbiamente le successive decisioni del Direttore del Servizio Militare Ferroviario Alleato, qualunque esse possano essere.

2) Il treno avrà posti a sedere per 640 passeggeri e si è proposto che esso debba partire da Roma ogni Lunedì, Mercoledì e Venerdì e da Napoli ogni Martedì, Giovedì e Sabato.

3) Saranno permesse fermate alle seguenti stazioni:

Roma - Colliferro - Frosinone - Roccasecca - Vairano - Sparanise
Capua - Caserta - Cancelli - Napoli

Ulteriori fermate non sono desiderate. La durata del viaggio, all'inizio del servizio, sarà approssimativamente 12 ore.

4) E' indispensabile che la Direzione Generale F.S. sottoponga a giro di posta un soddisfacente piano per regolare il numero dei passeggeri sul treno. A questo proposito si suggerisce che la CIT potrebbe essere incaricata della emissione dei biglietti per la intera capacità del treno e che la biglietteria della Stazione sia chiusa nei giorni in cui il treno funziona, permettendo l'accesso al piazzale solamente ai viaggiatori in possesso di regolare biglietto. Se tuttavia codesta Direzione Generale ha qualche altro soddisfacente schema da sottoporre, questa Sottocommissione Trasporti è disposta a prenderlo alla dovuta considerazione.

5) MRS richiede che almeno all'inizio ogni vettura sia scortata in viaggio dai RR.CC. e che adeguate disposizioni siano prese sia a Roma come a Napoli per controllare la gente che indubbiamente tenterà di salire sul treno. Si ritiene che anche ammonimenti a mezzo della stampa che il treno è un esperimento e che il disciplinato comportamento dei passeggeri è condizione essenziale per assicurarne continuità di funzionamento, potrebbe essere mezzi efficaci.

6) E' possibile che codesta Direzione Generale voglia disporre un contingimento dei posti per determinate stazioni; ad esempio 20 posti per Colliferro e così via; si richiede però che piani dettagliati siano preparati subito e sottoposti all'esame di questa Sottocommissione.

7) Questa Sottocommissione è spiacente di dover imporre tanta restrizione...

decisioni del Direttore del Servizio Militare Ferroviario Alleato, qualunque esse possano essere.

2) Il treno avrà posti a sedere per 640 passeggeri e si è proposto che esso debba partire da Roma ogni Lunedì, Mercoledì e Venerdì e da Napoli ogni Martedì, Giovedì e Sabato.

3) Saranno permesse fermate alle seguenti stazioni:
Roma - Colliere - Prosinone - Roccasecca - Vairano - Sparanise
Capua - Caserta - Cancelli - Napoli

Ulteriori fermate non sono desiderate. La durata del viaggio, all'inizio del servizio, sarà approssimativamente 12 ore.

4) E' indispensabile che la Direzione Generale F.S. sottoponga a giro di posta un soddisfacente piano per regolare il numero dei passeggeri sul treno. A questo proposito si suggerisce che la CIT potrebbe essere incaricata della emissione dei biglietti per la intera capacità del treno e che la biglietteria della Stazione sia chiusa nei giorni in cui il treno funziona, permettendo l'accesso al piazzale solamente ai viaggiatori in possesso di regolare biglietto. Se tuttavia codesta Direzione Generale ha qualche altro soddisfacente schema da sottoporre, questa Sottocommissione Trasporti è disposta a prenderlo in considerazione.

5) MRS richiede che almeno all'inizio ogni vettura sia scortata in viaggio dai RR.CC. e che adeguate disposizioni siano prese sia a Roma come a Napoli per controllare la gente che indubbiamente tenterà di salire sul treno. Si ritiene che anche ammonimenti a mezzo della stampa che il treno è un esperimento e che il disciplinato comportamento dei passeggeri è condizione essenziale per assicurarne continuità di funzionamento, potrebbe essere mezzi efficaci.

6) E' possibile che codesta Direzione Generale voglia disporre un contingimento dei posti per determinato stazione; ad esempio 20 posti per Colliere e così via; si richiede però che piani dettagliati siano preparati subito e sottoposti all'esame di questa Sottocommissione.

7) Questa Sottocommissione è spiacente di dover imporre tante restrizioni, ma codesta Direzione Generale si renderà certamente conto delle difficili condizioni nelle quali si svolgerà un tale servizio.

Si suggerisce ancora che una vettura passeggeri venga attaccata al treno operaio tra Caserta e Napoli. Si prega di far conoscere allo scrivente quali misure si intendono prendere per quanto riguarda l'emissione dei biglietti per detto treno e quali assicurazioni possono essere date che il treno stesso non sarà usato dai passeggeri come una scappatoia per prendere il treno Roma - Napoli.

O.H. LINDBERG
Lt. Col. R.E.

100/89

ALLIED FORCE
MILITARY RAILWAY SERVICE
HEADQUARTERS 701ST RAILWAY GRAND DIVISION
OFFICE OF COMMANDING OFFICER

APC 512 HAS:jrc
20 November 1944

Subject: Petition for Passenger Service on Line 89
To : Director, Military Railway Service, APC 512, U S Army

1. Herewith is petition received in this office from unknown source, regarding passenger service on Line 89 between Naples and Rome. A translation of the petition is also attached.

For the Commanding Officer:

H. A. Schmitt

H. A. SCHMITT
Major, T.C.
Railway Operations Superintendent

Incl: Petition & Translation

HOW LONG WILL YOU, CATILINA, ABUSE OF OUR PATIENCE ?

TO : MILITARY RAILWAY SERVICE - ROME - VILLA PATRIZI

THROUGH : HEADQUARTERS 701ST RAILWAY GRAND DIVISION- NAPLES

WE ADDRESS TO YOU THIS LETTER TO HAVE YOU LISTENING AND TO GET US OUT OF AN UNPLEASANT TROUBLE.

SINCE FOUR MONTH NAPLES - ROME LINE, VIA FORMIA HAS BEEN OPENED TO THE TRAFFIC AS SINGLE TRACK LINE AND SINCE FOUR MONTH FREE SCHEDULE TRAINS ARE RUNNING THE SAME LINE WITHOUT ANY CIVILIAN BEING ALLOWED ONTO. (BLACK MARKET OPERATORS EXCEPTED).

WHEN WE SAW THE FIRST TRAIN RUNNING, ALL THE PEOPLE LIVING TEMPORARELY ON THE PROVINCE BY CAUSE OF THE WAR OR PERMANENTLY LIVING THERE, GOT THE HEART PLENTY OF HOPE. MANY WHITE-COLLAR EMPLOYEES, STUDENTS OR WORKERS FROM NUMEROUS COUNTRY-TOWN AND PARTICULARLY FROM ALBANOVA, THOUGHT TO BE ABLE TO USE THE TRAIN TO REACH THEIR WORK'S AND STUDY SPOTS. BUT IT HAS BEEN A DREAM. NOTHING HAS BEEN DONE AND NOBODY OF NAPLES COMPARTMENT WONT PROVIDE THOUGH WE ADDRESSED TO THEM WITH APPLICATIONS TO GET ONLY A TRAIN ON THE MORNING AND ONE ON THE EVENING FOR THESE PEOPLE THAT WORK AND STUDY CALL TO THE CITY.

IT'S TRUE THAT NARROW GAUGE TRAIN IS AVAILABLE, BUT EVEN RIDING THE FIRST ON THE MORNING FROM ALBANOVA AT 0538 HRS, IT WILL ARRIVE AT NAPLES AT 1000 HRS BY CAUSE OF THE TRAFFIC EXISTING ON THE NAPLES AVERSA HIGHWAY AND BECAUSE THE ELECTRIC POWER IS MANY TIMES OFF.

WOULD IT BE POSSIBLE TO PUT A LITTORINA (DIESEL CAR) FROM FORMIA OR VILLA LITERNO IN THE MORNING THAT SHOULD MEET AT 0658 HRS AT AVERSA WITH TRAIN FROM CASERTA ? AND WHAT DAMAGE TO THE RAILWAY OPERATION IF A TRAIN WILL LEAVE NAPLES IN THE AFTERNOON TO FORMIA OR VILLA LITERNO ?.

AT NAPLES COMPARTMENT OF I.S.R. PEOPLE SLEEP DEPLY WITHOUT CARING OF MANY PEOPLE THAT ARE SUFFERING.

WE ARE SURE THAT ALLIES, REPRESENTED BY INTELLIGENT PERSONS, TRUE REPRESENTATIVES OF THEIR GREAT GOVERNMENTS WILL BE INTERESTED OF THE MATTER. IN THE MEAN TIME WE THANK AND AWAIT.

SIGNATURES.

2252

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- USQUE TANDEM CATILINA ABUTERE PATIENTIA NOSTRA? +

=====

To Military Railway Service - Roma Villa Patrizi
e per tramite di: Comando 701- Gran Division

=====

W A P O L I

=====

Ci rivolgiamo a Voi affinché vogliate ascol-

tarci e liberarci da un grave inconveniente.

Da circa quattro mesi è stata riattivata a semplice

binario la linea Napoli-Roma, via Formia e da circa

quattro mesi viaggiano treni senza orario e nessun

borghese ne può usufruire. (Rocciazione fatta per gli

agenti del mercato nero che viaggiano indisturbati)

Dacchè fu visto riapparire il primo convoglio ferro-

viario il cuore di noi tutti in Provincia, o perchè

ivi residenti o perchè costretti dalla guerra,

(come innumerevoli sinistrati e sfollati) si rian-

pi di speranza. Moltissimi impiegati, studenti ed

operai dai vari paesi ed in particolar numero da

Albanova, credettero di poter usufruire del treno,

per recarsi ai loro posti di lavoro e di studio.

Fu un vano sogno! Nulla è stato fatto, nè nessuno

del Comandante

To Military Railway Service - Roma Villa Patrizi
e per tramite di: Comando 701- Gran Division

N A P O L I

Ci rivolgiamo a Voi affinché vogliate ascol-
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operai dai vari paesi ed in particolar numero da
Albanova, credettero di poter usufruire del treno,
per recarsi ai loro posti di lavoro e di studio.

Fu un vano sogno! Nulla è stato fatto, nè nessuno
del Compartimento FF.SS di Napoli si preoccupa di
provvedere, nonostante che ci siano rivolti loro
con domande, per rilasciarci anche un sol treno la

221

mattina ed una la sera per queste persone che lo
 studio ed il lavoro chiamano in città. E' vero che
 esiste la Tranvia Provinciale Napoletana, ma pur
 prendendo il primo tram da Albanova, ore 5,30, si
 giunge a Napoli alle ore 10, a causa del traffico
 che esiste sull'autosstrada Aversa-Napoli e della
 mancanza di corrente necessaria.

Perchè non potrebbe essere messa una littorina da
 Formia od anche da Villa Literno alla mattina, in
 coincidenza con il treno, proveniente da Caserta e
 che passa per Aversa alle 6,58? E quale sarebbe
 l'enorme danno per l'Amministrazione ferroviaria
 se da Napoli nel pomeriggio partisse un treno per
 Formia o per Villa Literno?

Al Compartimento FF.SS. di Napoli si dorme e profon-
 damente infischendosi di tanta gente che soffrono.
 Siamo sicuri che Questo Governo Militare, rappre-
 sentato da Persone di Spiccata intelligenza e verà
 rappresentanti dei Loro Grandi Governi, vorrà interes-
 sarsi del caso. In attesa ringraziamo ed ossequiamo

Seguono le firme:

"Antonio Negro"
 "Nobele Alforsio"
 "Coppola Petru"
 "Nobele Giovanni"

=====
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 Siamo sicuri che Questo Governo Militare, rappre-
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 rappresentanti dei Loro Grandi Governi, vorrà interes-
 sarsi del caso. In attesa ringraziamo ed ossequiamo

Seguono le firme:

"Antonio Meo"

Nobile Alfonso "Capella Mattia"

Natali Giovanni "Serra Luigi"

Stambrino "Serra Luigi"

Stambrino "Serra Luigi"

" "

[illegible]

Quello Gallesse	Leonardo Abatoli
Fiumi Paganini	Leone penton
Saline crivelle	Paghica Paolo
Calmeri Antonis	Dele Costa Spingone
Papao Francesco	Paolo Funi
Ampleto Senguly	Di Bella Vincenzo
Ceccivaro Pietro	Martini Alfonso
Luone Giovanni	Pescia Salvatore
Delema Senguly	Martini Giovanni
Sicone Andrea	Dele Villano Cesar
Di Bella Senguly	Ciccarelli Vincenzo
Paganini Pietro	Ciccarelli Vincenzo
Di Donato Paolo	Di Donato Raffaele
Di Carlo Vincenzo	Dele Costa Vincenzo
Passarelli. Lucio	Passarelli. Lucio
Dele. Michele	Castelli Domenico
Scapolo Espedito	Piccinini Antonio
Dele. Senguly	Castelli. Carmine
Dele. Francesco	Dele. Paolo Senguly

Corrado Giuseppe
Napoli Antonio
Corvino Carlo
Bignardi Antonio

Luciano
Ubaldo
Bouard
Gustavo

Luciano
Luciana
Luciana
Luciana

Luciano
Luciano
Luciano
Luciano

William F. Lillo
 Louisa Frank for wife

Arthur M. M.

Virginia Carson
 Lydia and Nicola
 Lucia Vittorio
 John Guadagnoli

Martha Antonini

Lucio Estorino

Marigi Mautino

De Stefano Pietro



168/100/

COPY

TRANSLATION

Il Ministro delle Comunicazioni

Roma, 18 November 1944

Dear Col. Adams,

referring to the letter of the 18th of oct. last, with which I asked you the authorization for the execution of a train for civilians on the line Naples-Roma and viceversa.

The request is founded on, economic and "politico-sociale" basis, because, a service, even if minimum for civil travellers on the above line, would be very useful:

1st To the economic restoring of the country.

2nd It would facilitate the junction from the southern part of Italy to Rome, at present separated. Rome, being the Capital city, needs to shorten the distances from the southern parts.

3rd It would facilitate the "refugees" to go back to their homes, whom, staying in Roma and being unemployed, for a living, they exercise the black market commerce.

4th It would contribute to the supplies of the city, and in accordance with the abolishing of the block houses, also the black market would diminish.

In relation to what is said above, and considering the rightfulness of the arguments exposed, I beg you that such request be granted, even if in short measures.

If it is impossible to obtain a whole train, maybe you could dispose that wagons be attached to the Allied trains.

Sure that you approve of my request, I send you my best regards,

Yours sincerely

Francesco Cerabona

the Minister

100/89/
/fdT R A N S L A T I O N

MINISTRY OF COMMUNICATIONS
CABINET

Rome, 17 November 1944

Ref.: F/II/2.11424

Subject : AUTOMOTRICE SERVICE ROMA-NAPLES-BARI

Dear Col. Adams

With reference to your letter of the 2nd of October, and considering the many requests coming to me: I beg you once more to pay your attention to the question of the reactivation of the line Roma-Bari, Service "AUTOMOTRICE", needed for the functioning of the Corte di Cassazione.

In fact, many Lawyers and Attorney of Law of this Corte, the Supreme of the Italian Magistracy, they are obliged to come into Rome with "mezzi di fortuna" the same must be said for all the others, functionaries and magistrates.

As said above, we beg you to acknowledge the necessity of reexamining the question, in order to give Rome the function of Capital city, and therefore to give Central services the possibility to co-ordinate with direct contacts, with the outskirts, authorising the institution of the service Automotrice till Bari or at least Napoli.

Awaiting for your advice and intentions.

Sincerely yours

Gerabona

the Minister

22'8

ACP/nf

100/89

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel. 473701

16 November 1944

Our Ref. AC/TN/100/89

TO : Ministry of Communications
General Direction
I.S.R.

SUBJECT : Passenger Service - Naples - Caserta via Aversa.

1 Reference is to your M/211/8980/193-A/ICCA/1161/28,
dated 4 Nov. 44.

2 It is regretted that it is not possible to concede
the attachment of civilian passenger cars to railway workers
trains at the moment.

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

100/89

Allied Force
MILITARY RAILWAY SERVICE
Office of Deputy Director, Italy

A. P. O. 512
13 November 1944

Subject: Naples - Caserta Passenger Service.

To : Director, A.C. Transportation Sub-Commission, APO 394

1. Reference your letter 8th November, File AC.Tn/100/89.
2. The policy of not attaching civilian coaches to workers trains continues in effect, and it is therefore necessary to decline the proposal to handle coaches for the accommodation of civilians on the Naples-Aversa workers train.

For the Deputy Director:

S. E. London
S. E. LONDON
Captain, TC
Superintendent Transportation

100/89
HQ 701st RAILWAY GRAND DIVISION
Military Railway Service
Naples

SUBJECT: Applications for rail Service.

TO : Director
Transportation Sub-Comm.
Allied Commission
C.M.F.

Tn Sub-Commission Representative
Allied Commission
Naples Division I.S.R.

Allied Commission
Southern Region
C.M.F.

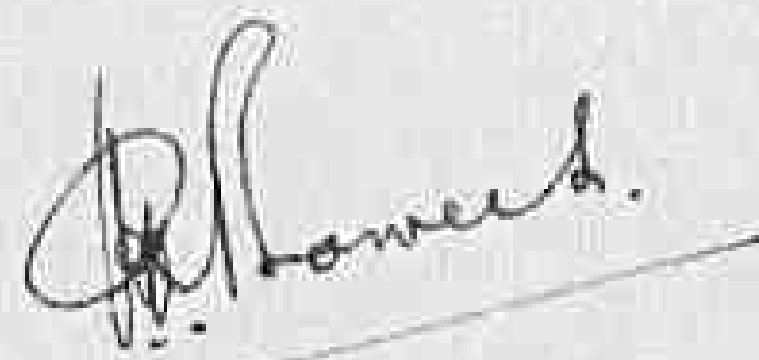
Our ref : AC Tn/Na 7/149
Date : 6th Nov. 1944.

Your ref : AC/Tn/43H
Date : 1st Nov. 1944.

1. I note your remarks with regard to procedure in dealing with requests for additional rail service such as the one referred to, namely, Naples - Caserta.

This procedure will be followed in future and recommendation if any, passed to you instead of 701st Railway Grand Division being consulted.

2. I enclose copy of my reply in the a/m instance, for your information.



Major
(V.R. Bowers)

Encl. 2)

Copy A/B

1
HQ 701st RAILWAY GRAND DIVISION
Military Railway Service
Naples

SUBJECT: Workers train
Naples - Caserta.

TO : Regional Commissioner
Allied Commission
Southern Region

(Attn Lt. Col. Simpson
Zone Commissioner)

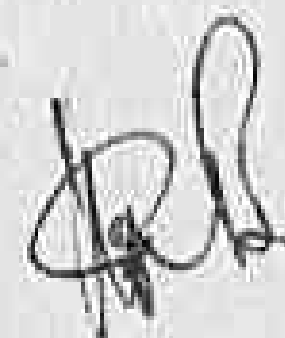
Tn Sub-Commission Representative
Allied Commission
Naples Division I.S.R.

Allied Commission
Southern Region
C.M.F.

Ref: AC Tn/Na 7/118
Date: 4th Nov. 1944

1. Application from Sindaco of Frattamaggiore for workers train service between Naples and Caserta and Aversa has been received here from your office and the subject discussed with Military Railway Service.

2. Military demands on the line in question preclude the possibility at present of inaugurating a service such as is requested, but M.R.S. have the matter under consideration when military requirements diminish sufficiently to permit it.



Major
(V.R. Bowers)

ACP/hl

100/89

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

TEL: 478701
Our Ref: AC.Tn/100/89

8 November 1944

TO : Military Railway Service

SUBJECT: Naples, Caserta Passenger Services

1. Reference is to I.S.R. letter 4 November 1944.
2. The attachment of civilian coaches to railway workers trains is a matter which as a general rule you have objected to in the past.
3. If, however, rolling stock is available and the train is not carrying to capacity, perhaps you will say if any objection would be raised in this instance.

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

Translation
Ministry of Communications
I S R Direction General
Movement Service

- 4 NOV 1944

Rome,
M. 211/8980/193-A/ICCA/1161/28

To the Transportation Subcommittee
of Allied Control Commission

R o m e

To Director General M.R.S.

Building

1) The centers with a large number of inhabitants situated between Caserta and Naples, as Casoria, Frattamaggiore and Aversa, resent of the lack of any kind of communications to connect them to said centers.

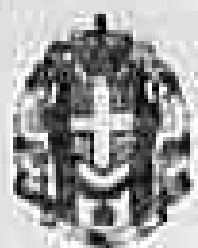
2) At present two couples of trains for railway personnel service between Caserta and Naples - via Aversa - are running with the following timings:

8246	departure	Caserta	0605 hrs.	arr.Naples	0745 hrs.
8218	"	"	1605 "	"	1745 "
8217	"	Naples	0805 "	"	Caserta 0932 "
8239	"	"	1905 "	"	2032 "

3) To satisfy the requirements of these populations we suggest to add to these trains one or two cars for travellers service.

The Director General
signed Di Raimondo

Go.ng3



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

ROMA, - 4 NOV 1944

194 - A.

N. M. 211/8980/193-4 *Beca/161/28*

Al N.

del

OGGETTO

ALLA COMMISSIONE AULEATA DI CONTROLLO
SOTTOCOMMISSIONE TRASPORTI

R O M A

ALLEGATI N.

ALLA DIREZIONE GENERALE M.R.S.

S E D E

1) I grossi centri popolati che si trovano tra Caserta e Napoli, come Casoria, Frattamaggiore e Aversa, lamentano la mancanza di qualsiasi comunicazione che li colleghi ai due centri suddetti.

2) Attualmente si effettuano, tra Caserta e Napoli via Aversa, due coppie di treni per servizio personale ferroviario regolate dal seguente orario:

8246	Caserta	p.	6.05	Napoli	arr.	7.45
8218	"	"	16.05	"	"	17.45
8217	Napoli	"	8.05	Caserta	"	9.32
8239	"	"	19.05	"	"	20.32

3) Per soddisfare il giusto desiderio di quelle popolazioni si propone di assegnare ai suddetti treni una o due carrozze per servizio viaggiatori.

IL DIRETTORE GENERALE

Lidi Rasmondz

2241

ACP/Fd

100/29

TRANSLATION

C.C. R.R.

No. 215/277

Rome, 26 Oct. 1944

SUBJECT : Reactivation of railway service with Naples

TO : Allied Control Commission
Transportation Sub-Commission

With disappointment it is pointed out in Rome the failure of reactivation of the railway service for civilians on the line Rome-Naples.

The people who must go to Southern Italy are obliged to take private automobile transport, who have exclusively insured themselves the service using exorbitant rates; we give for an example the one from Rome to Naples and vice-versa established at 1.400 lire a person or quintal of merchandise transported. In Rome still live many refugee families who cannot go back to their towns of origin, situated South of Rome, because they cannot dispose of the expense for the trip by automobile.

The population appeals for the institution of a couple of trains daily, the use of which, however, with the aim to avoid excessive crowds, only be allowed to people furnished with special authorization, excluding merchant traders, and other people, who would use the train to feed the black market.

Certain have advised, that the permit should be signed on the back of the ration cards, owned by those who have the right, and such a note would allow, to avoid the irregular return to the capital, so as the ration cards would no longer be valid for Rome.

IL GENERALE DI CORPO D'ARMATA
COMANDANTE GENERALE
- Taddeo Orlando

Sgd/ Taddeo Orlando



RISEFATO PERSONALE

Comando Generale dell'Arma dei Carabinieri Reali

UFFICIO SERVIZIO - ~~SITUAZIONE~~ E COLLEGAMENTI

N. 215/277 di prot. R.P.

Roma, li 26 ottobre 1944

Risposta al

del

n.

Allegati n.

OGGETTO: Roma - Riattivazione del servizio ferroviario con Napoli.

A S.E. IL MINISTRO DELL'INTERNO - ROMA

A S.E. IL MINISTRO DELLE COMUNICAZIONI - ROMA

A S.E. IL SOTTOSGREGARIO DI STATO PER L'INTERNO - ROMA

ALLA COMMISSIONE ALLEATA DI CONTROLLO - ROMA

e; per conoscenza:

A S.E. IL PRESIDENTE DEL CONSIGLIO DEI MINISTRI - ROMA

ALLA PRESIDENZA DEL CONSIGLIO DEI MINISTRI - ROMA

In Roma si rileva, con disappunto, la mancata riattivazione del servizio ferroviario per i civili sulla linea Roma-Napoli.

Le persone che devono recarsi nell'Italia Meridionale sono costrette ad avvalersi di trasporti automobilistici privati che, assicuratisi l'esclusività del servizio, praticano tariffe esose; si cita ad esempio quella da Roma a Napoli e viceversa stabilita in lire 1.400 a persona o quintale di merce trasportata. A Roma risiedono ancora molte famiglie di sfollati che non possono rientrare nei loro comuni di origine, situati a sud di Roma, perchè non possono sostenere le spese per il viaggio in automezzo.

La popolazione invoca l'istituzione di una coppia di treni giornalieri, l'uso dei quali dovrebbe, però, al fine di evitare eccessivo affollamento, essere consentito

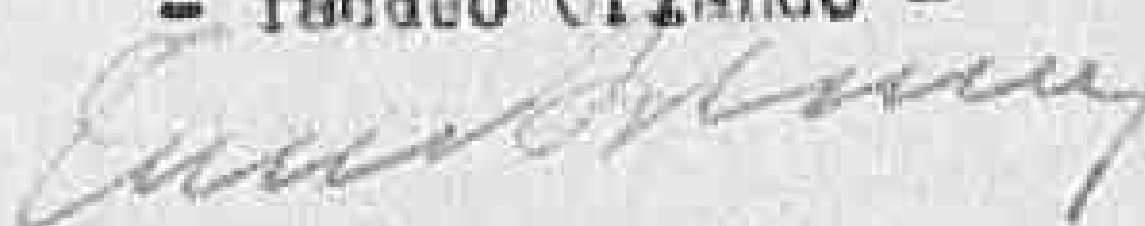
./...

2239

soltanto alle persone munite di speciale autorizzazione, con l'esclusione dei commercianti ed altre persone, che si servirebbero del treno per alimentare il mercato nero.

A parere di taluni, il permesso dovrebbe essere segnato a tergo delle carte annonarie in possesso degli aventi diritto, e tale annotazione dovrebbe comportare, per evitare indebiti ritorni nella Capitale, la decadenza della validità della carta annonaria per Roma.

IL GENERALE DI CORPO D'ARMATA
COMANDANTE GENERALE
- Taddeo Orlando -



C O P Y

EWD/el

Tn. Sub-Comm. Representative
c/o Capo Compartimento
Rome

19 October 1944

Director, Tn. Sub-Commission

Subject : I.S.R. additional tracks.

For information, please note the Military Railway
Service have authorised the I.S.R. to construct.

- (1) Two spur tracks at Campoleone between the Station
and the Cecchina Line
- (2) Extend and connect the spur track into main at
Cecchina Station,

providing the work does not interfere with the
present programme for completing the improvements of the
main track between Cecchina and Campoleone.

R.V. Dean
Capt.

TRANSLATION

Ministry of Communications
Cabinet

Rome - Col. 18th 1944

Ref : P/II/2-8824

D.S. ADAMS - Col.
Director In. Sub-Commission

Sub.: Circulations of trains: line Rome-Naples

Private and public Organizations and Concerns have repeatedly requested that, a public service between Rome and Naples be established, even periodically and at very limited extent.

Above concession, which is justified by the every day increasing necessity to move from place to place following the gradual revival of our economical life, would bear following advantages:

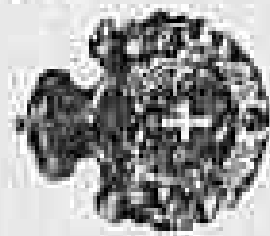
- 1) to help repatriating refugees towards South;
- 2) to settle several families presently displaced at Rome or in other places and which, could re-establish themselves in their homes, thus helping with their private initiative, the general reconstruction work;
- 3) to help small trade thus contriving to bring all prices to the same level;
- 4) to link together Rome with the South thus helping a quick despatch of several small business among smaller central offices and peripheral ones;
- 5) to give to Rome the possibility to better fulfil its duties as capital, even if partially.

Only a very small service is requested, if not a daily train, at least a quadri-weekly train or even a few cars attached to pre-fixed allied trains and therefore we trust into Allies comprehension.

While waiting for your reply we remain

Your faithfully

The Minister
sgd. P. Cerabona



MINISTERO DELLE COMUNICAZIONI

GABINETTO

Roma,

18 OTT. 1944

N. F/II/2 - 8824

Risposta al N.

OGGETTO: Circolazione treni
Linea Roma - Napoli.

COLONNELLO D.S. ADAMS

Direttore della Sottocommissione Trasporti

R O M A

Vengono fatte vivissime premure da parte di Enti pubblici e privati perchè tra Roma e Napoli venga istituito sia pure in misura minima e periodica un servizio viaggiatori per civili.

Il provvedimento che ritrova la sua giustificazione nella necessità che hanno i civili di spostarsi da una località all'altra per ragioni che interessano la ripresa economica del paese offrirebbe indubbie facilitazioni:

- 1) al rimpatrio dei profughi verso il Sud;
 - 2) alla sistemazione di numerose famiglie, le quali, venute meno le ragioni di permanenza a Roma o nei luoghi di sfollamento volontario ritroverebbero nei paesi di origine la loro sistemazione e attività, giovevoli anche alla ricostruzione per quanto concerne la iniziativa privata individuale;
 - 3) faciliterebbe il disbrigo dei piccoli scambi commerciali, che se di mole modesta, contribuiscono, perchè numerosi e facili, al livellamento dei prezzi;
 - 4) costituirebbe un collegamento, finora esistente solo con auto-mezzi, fra Roma e i paesi del Sud, ristabilendo così normalità di corrispondenza fra le famiglie, con grande giovamento del di-
- ... e numerose pratiche fra enti minori centrali e enti

Direttore della Sottocommissione Trasporti

R O M A

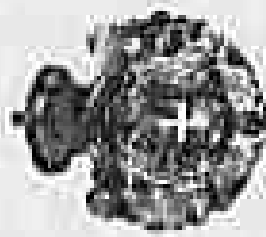
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- 3) faciliterebbe il disbrigo dei piccoli scambi commerciali, che se di mole modesta, contribuiscono, perchè numerosi e facili, al livellamento dei prezzi;
- 4) costituirebbe un collegamento, finora esistente solo con auto-mezzi, fra Roma e i paesi del Sud, ristabilendo così normalità di corrispondenza fra le famiglie, con grande giovamento del disbrigo delle numerose pratiche fra enti minori centrali e enti periferici;

L.P.

- / - 2236



MINISTERO DELLE COMUNICAZIONI
GABINETTO

N.

Risposta al N.

-seguito lettera N.F/II/2

OGGETTO:

5) infine si darebbe a Roma il modo di poter riprendere la sua capitale funzione sia pure parziale di espletare così il compito morale politico sociale che come tale le è devoluto.

Il servizio che si chiede è minimo, poichè potrebbe essere costituito se non da un treno quotidiano da un quattrisettimanale o in via subordinata da alcune vetture agganciate a determinati convogli Alleati, pertanto si confida nella comprensione delle Autorità Alleate.

Al riguardo si gradirà conoscere i vostri intendimenti.

IL MINISTRO

Francesco Cerabona
(Francesco Cerabona)

Translation
=====

Ministry of Communications

Rome, October 11th 1944

M 211 8904.224 R 211 *Qua 988/28*

to N. ACC . Tn. 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.	0945
0115 a	Benevento	s.	0518
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 = ARIANO = FOGGIA = CERIGNOLA = BARLETTA = TRANI = MOLFETTA 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.

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

~~The~~ 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.

~~The~~ travellers will be admitted in the following order:

- a) officers appointed by ACC
- b) officers of the Ministries authorized by the respective Cabinets or Secretaryships.
- 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.

Naples a. 0945
 Benevento s. 0518
 a. 0455
 Foggia s. 0050
 a. 0030
 Bari s. 2030

with stopping places at the intermediate stations of AVERSA = CASERTA =
 BENEVENTO = ARIANO = FOGGIA = CERIGNOLA = BANLETTA = TRANI = MOLFETTA
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- 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 double 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 data 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.

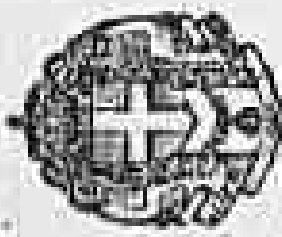
5) Whenever abusive travellers would be found out - they must be compelled to get down at the first station after having been charged with due fees and penalties, and a verbal of infraction having been written, without any exception.

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

Signed Cerabona



11 OTT. 1944

M.211.8904.224.R.211.C/
Data/988/28
al n°.ACC.Tn.42 del 2 corr.

COMMISSIONE ALLEATA DI CONTROLLO
Sottocommissione Trasporti

R O M A
p.n. DIREZIONE GENERALE M.R.S. S E D E

I - Siamo molto grati per la concessione della coppia giornaliera di treni viaggiatori fra Napoli e Bari via Foggia per i quali proponiamo il seguente orario:

21,05	p.	↓	Napoli	↑	a.	9,45
1,15	a.				p.	5,18
1,50	p.		Benevento		a.	4,55
5,46	a.				p.	0,50
6,05	p.		Foggia		a.	0,30
10,40	a.	↓	Bari	↑	p.	20,30

con servizio nelle sole stazioni intermedie di AVERSA-CASERTA-BENEVENTO-ARIANO-FOGGIA-CERIGNOLA-BARLETTA-TRANI-MOLFETTA - e con esclusione del servizio locale nel tratto Napoli-Benevento e Foggia-Bari.

II -Il treno dovrebbe avere la composizione di un bagagliaio, una postale ed otto carrozze a carrelli o veicoli equivalenti per circa 550 viaggiatori di classe unica.

III-L'ammissione dei viaggiatori nei detti treni sarà sottoposta a contingentamento e pertanto la vendita dei biglietti sarà adeguata alla quantità di posti che saranno messi a disposizione.
Dai treni stessi saranno esclusi i viaggiatori muniti di biglietto di abbonamento di qualsiasi specie.

I biglietti rilasciati per questi treni saranno nominativi, ed i viaggiatori sia all'atto della richiesta sia all'atto della controlleria dovranno esibire documenti idonei a provare la propria identità.

Per l'ammissione dei viaggiatori sarà seguito il seguente ordine di precedenza:

- Funzionari incaricati dell'A.C.C.,
- Funzionari dei Ministeri autorizzati dai rispettivi Gabinetti o Segreterie,
- Funzionari delle Pubbliche Amministrazioni che viaggiano per ragioni di servizio, risultanti da dichiarazioni di volta in volta rilasciate dai rispettivi Capi Ufficio,

./.

2204

I - Siamo molto grati per la concessione della coppia giornaliera di treni viaggiatori fra Napoli e Bari via Foggia per i quali proponiamo il seguente orario:

21,05	p.	↖ Napoli	↗ a.	9,45
1,15	a.			
1,50	p.	Benevento	p.	5,18
			a.	4,55
5,46	a.			
6,05	p.	Foggia	p.	0,50
			a.	0,30
10,40	a.	↖ Bari	↗ p.	20,30

con servizio nelle sole stazioni intermedie di AVERSA-CASERTA-BENEVENTO-ARIANO-FOGGIA-CERIGNOLA-BARLETTA-TRANI-MOLFETTA - e con esclusione del servizio locale nel tratto Napoli-Benevento e Foggia-Bari.

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- Funzionari delle Pubbliche Amministrazioni che viaggiano per ragioni di servizio, risultanti da dichiarazioni di volta in volta rilasciate dai rispettivi Capi Ufficio,

./.

2204

- d) Addetti a Ditte o Imprese che lavorano per le Pubbliche Amministrazioni con autorizzazione : volta in volta rilascia dai dirigenti delle Amministrazioni stesse,
- e) Professionisti in genere che si spostano per incarichi attinenti alle Pubbliche Amministrazioni come da dichiarazioni di volta in volta rilasciate dalle Amministrazioni stesse,
- f) Viaggiatori che non rientrano nelle categorie precedenti.
Le autorizzazioni o dichiarazioni di cui ai punti precedenti dovranno essere presentate in doppia copia: una sarà trattenuta dalla biglietteria a giustificazione del biglietto emesso e l'altra sarà restituita al viaggiatore col timbro della stazione e gli estremi del biglietto rilasciato.
I viaggiatori di cui ai punti a) - b) - c) - d) - e) - dovranno prenotarsi sin dal giorno precedente alla partenza.
Per gli altri viaggiatori non è ammessa prenotazione ed i biglietti vengono rilasciati lo stesso giorno della partenza secondo l'ordine di presentazione allo sportello.

IV - Per impedire che viaggiatori abusivi prendano posto clandestinamente nei treni sarà intensificato il servizio di sorveglianza e di Polizia, disponendo che ogni carrozza viaggiatori sia permanentemente vigilata da un agente ferroviario con funzioni di controlleria e da almeno due agenti di polizia.

In tutte le stazioni del percorso saranno vigilati i passaggi di ingresso e di uscita, ciascuno con un agente ferroviario e 2 agenti di polizia e nelle stazioni non ammesse al servizio viaggiatori detti passaggi saranno chiusi tempestivamente al transito dei treni.

V - I viaggiatori trovati a viaggiare abusivamente saranno fatti discendere alla prossima stazione di fermata dopo di essere stati sottoposti al pagamento delle sopratasse e penali previste nonché a verbale di contravvenzione senza alcuna eccezione.
Le sopratasse e penali per i viaggi abusivi saranno fortemente aumentate. Il relativo provvedimento è in corso.

VI - Con i provvedimenti di cui sopra si spera di potere eliminare gli inconvenienti finora lamentati per l'eccessivo affollamento dei treni ed ottenere di conseguenza la concessione di quegli aumenti di servizi viaggiatori che sono indispensabili per la ripresa della vita civile.

IL MINISTRO

Cerabona

785021

ACB/hl

100/89

Lit 42407

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel. 478701

ACC. IN/42/

2 October 1944

TO : Ministry of Communications, Rome

SUBJECT: Daily Passenger Service, Bari-Foggia-Naples

1. You will be pleased to hear that approval in principle has been given to a daily passenger train Bari-Foggia-Naples, and perhaps you will let me have a proposed train chart and suggested stock composition.
2. Before this service can be put into operation, however, there is a general question which must be quite definitely settled now in order to serve as a standard for the future.
3. There is unfortunately considerable overcrowding on all trains, and it is quite obvious that the only solution to that is a satisfactory train service to meet requirements. Circumstances do not permit of this at the present time, and before M.R.S. is prepared to accord approval of additional trains, a satisfactory system of control of passengers must be evolved.
4. Limitation of the sale of tickets to the capacity of the train is the first step, but safeguards must also be made against passengers stowing the trains at Termini and at intermediate stations, often without paying fares and to their own danger.
5. If you will take steps to have a comprehensive scheme prepared, I am sure it will help considerably in obtaining the additional trains so necessary to improving the travel facilities in Southern Italy.

in charge *Adams* Capt.
D.S. ADAMS
Colonel, C.E.
Director, Tn. Sub. Comm.

Copy to:

Public Safety, Rome

2. Before this service can be put into operation, however, there is a general question which must be quite definitely settled now in order to serve as a standard for the future.
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in memory *Adm. Capt.*
 D.S. ADAMS
 Colonel, C.E.
 Director, Tn. Sub. Comm.

Copy to:

Public Safety, HQ. ACC
 Capt. S.C. Hall, c/o Mov. East Italy
 Maj. R. Bowers, c/o Mov. East Italy
 M.R.S. Rome

2203

Translation

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

Rome 28 Sept. 1944

our ref. M 323/3254/308/381
Dec 1857/42
reply is to n. ACC/tn/42/68
dated 1/2/44

Subject:

Proposal for an additional
freight trains programme

To: Allied Control Commission

Transp. Sub Commission

Copy to General Direction M. R. S. -

1 Enclosure

- 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 Puglie, 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 Puglie to several Italian Regions. During the above referred period in 1942, ~~n.17361~~ n.17361 cars of vintage products were sent from Foggia northward. This figure shows itself the importance of such product, for the economy of Puglie.

- 3) We acknowledge and we thank

- 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 23 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.

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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, ~~17361~~ n.17361 cars of vintage products were sent from Foggia northward. This figure shows itself the importance of such product, for the economy of Puglia.

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

Cu/23/c.b.

2222

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 Compartimenti.

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

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

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

7. According to what reported by the Capo Compartimento of Palermo, the goods traffic between Sicily and Continent appears almost completely stopped, because since 17 June 1944 only few cars 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

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

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

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Director General
Signed: Di Raimondo

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

Line	Trains quantity	Running hours	Each train composition cars -	Rolling stock daily use Cars	Coal daily average use tons.	Notes
Rome-Naples 1 Daily	27	20	240	6	15	(1)
via Formia couple						
Rome-Naples 1 Daily	29	26	312	6	20	(1)
Rome-Foligno 1 be- weekly couple	23	13	60	6	4	(2)
Rome-Civita- vecchia 1 be- weekly couple	11	30	85	5	3.50	(2)
Foggia-Bari 1 daily couple	20	36	432	6	13	(3)
Brindisi- Lecce 1 daily couple	10	40	400	5	6	(3)
cars amount				1529	Tons.	61.50

NOTES

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

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

50 Rome-Civita- vechia	1 weekly couple	33	18	60	6	4	(2)
86 Foggia-Bari	1 weekly couple	11	30	35	5	3.50	
86 Brindisi- Lecce	1 daily couple	20	36	432	6	13	(3)
	1 daily couple	10	40	400	5	6	
cars amount				1529	Tons.	61.50	

NOTES

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

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

Cu/ng38

2231



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
IL DIRETTORE GENERALE

28 SET. 1944

N. M. 323/8254/309/98/200/857/42

Al N° ACC/Tn/42/68 del 1° Settembre c.m.

— ALLA COMMISSIONE ALLEATA DI CONTROLLO —
SOTTO COMMISSIONE TRASPORTI

p.n. DIREZIONE GENERALE M.R.S.

R O M A

OGGETTO
Proposta per un pro-
gramma supplementare
di trasporti merci.

Allegati 1

Si prega codesta Commissione di voler nuovamente portare la Sua benevola attenzione sulle proposte di treni merci addizionali, già presentate con lettera p.n. del 22 agosto u.s., e tendenti a conseguire un aumento dei rifornimenti necessari alle popolazioni civili.

Al riguardo si fa presente quanto appresso:

- 1°) - Se la deficienza di materiale rotabile e di locomotive non consente, a giudizio di codesta Sottocommissione, l'attuazione del completo programma di treni civili proposto, questo potrà essere convenientemente ridotto, come indicato nel successivo punto 5°).
- 2°) - Pure convenendo che il vino non sia da considerarsi un genere di prima importanza, è da tener presente che nelle Puglie incombe la minaccia della perdita di questo prodotto, se non si provvede alla sua tempestiva esportazione in altre provincie, necessitando vuotare i recipienti ed i depositi per far posto al nuovo raccolto.

Negli anni prebellici, durante il periodo dal settembre al novembre, aveva luogo la così detta "campagna vendemmiale" per l'inoltro del mosto e del vino dalle Puglie alle diverse Regioni d'Italia. Nel cennato periodo dell'anno 1942 partirono da Foggia verso il Nord 17361 carri di prodotti vendemmiali, cifra che di per sé stessa è indice dell'importanza del prodotto nei riguardi dell'economia della Regione Pugliese.

- 3°) - Si è preso atto, e si ringrazia, della disposizione data per l'aggiunta a treni militari di carri ortaggi.

- 4°) - Non fa d'uopo rappresentare l'urgente bisogno che si ha di materiali

2230

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da costruzione in tutti i paesi, dovendo detti materiali essere, in preponderanza, utilizzati per la costruzione di ricoveri alla popolazione civile rimasta senza casa e quindi esposta ai rigori della prossima stagione invernale.

5°) - Il previsto impiego di 2281 carri per i treni addizionali richiesti era in relazione alla sensibile disponibilità media giornaliera di carri (2550), che risultavano non utilizzati nei vari Compartimenti.

Per tenere conto delle osservazioni fatte al riguardo da codesta Commissione, si propone di limitare il numero dei treni addizionali secondo l'unito nuovo programma, in modo da impegnare soltanto 1569 carri, con l'intesa che la effettiva utilizzazione di questo materiale per trasporti civili sarà sempre subordinata alle esigenze militari o comunque di carattere più importante.

6°) - Poichè nella risposta data da codesta Commissione nulla è detto circa il trasporto delle merci a collettame, si prega nuovamente considerare la possibilità di intensificare il servizio dei carri misti, ammesso ora soltanto fra stazioni nell'interno dei Compartimenti di Napoli, Bari e Reggio C., ed estendere il servizio stesso alle località situate oltre i detti Compartimenti.

7°) - Secondo quanto riferisce il Capo Compartimento di Palermo, il traffico delle merci fra la Sicilia ed il Continente sarebbe quasi completamente sospeso, perchè dal 17 giugno u.s., in conseguenza dell'embargo stabilito dalle Autorità Alleate su tutte le merci in partenza dalla Sicilia, risultano passati in Continente, solo pochi carri, eccezionalmente autorizzati dalle Autorità suddette.

Nel richiamare l'attenzione di codesta Commissione sul danno che tale situazione arreca all'economia dell'Isola, i prodotti della quale venivano in massima parte esportati nel Continente, si fa altresì presente che la attuale scarsa utilizzazione dei treni merci per conto civili sulle linee calabresi consentirebbe l'inoltro di un congruo numero di carri provenienti dalla Sicilia, senza bisogno di aumentare i treni in circolazione sulle linee stesse.

IL DIRETTORE GENERALE

Uti Raimondo

PROPOSTE NUOVI TRENI MERCI IN AUMENTO A QUELLI ESISTENTI

L I N E A	Quantità treni	Percor- renza ore	Composi- zione ciascun treno carri	Impegno medio giornaliero mate- riale		Consumo me- dio giorna- liero car- bone tonnellate	A N N O T A Z I
				carri	ciclo		
Roma - Napoli via Formia	1 coppia giornaliera	27	20	240	6	15	) Per rifornimenti) ri dalla Campania) Puglia alla Capitan) no recipienti e) vuoti, utilizzati) per ritorno sfol) ro domicili.
Roma - Napoli via Cassino	1 coppia giornaliera	29	26	312	6	20	
Roma - Foligno	1 coppia bisettimanale	23	18	60	6	4	
Roma - Civita- vecchia	1 coppia bisettimanale	11	30	85	5	3,50	) Per rifornimenti) ri dalle Marche) Lazio, nonché ri) carbone vegetale) li da costruzione)
Foggia - Bari	1 coppia giornaliera	20	36	432	6	13	
Brindisi - Lecce	1 coppia giornaliera	10	40	400	5	6	) Per rifornimen) generi aliment))
Totale carri				1529	tonn.	61,50	

N.B. L'impegno medio del materiale ed il consumo del combustibile per i treni bisettimanali sono raggu-
giornata.

2223

E NUOVI TRENI MERCI IN AUMENTO A QUELLI ESISTENTI

r-	Composi- zione ciascun treno carri	Impegno medio giornaliero mate- riale		Consumo me- dio giorna- liero car- bone tonnellate	A N N O T A Z I O N I
		carri	ciclo		
7	20	240	6	15	) Per rifornimenti alimenta-) ri dalla Campania e dalle) Puglie alla Capitale e litor) no recipienti e materiali) vuoti, utilizzabili anche) per ritorno sfollati ai lo-) ro domicili.
9	26	312	6	20	
3	18	60	6	4	
1	30	85	5	3,50	
0	36	432	6	13	
0	40	400	5	6	) Per rifornimenti vinco) generi alimentari.))
e carri		1529	torn.	61,50	

Il consumo del combustibile per i treni bisettimanali sono ragguagliati a

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference: ACC In/42/28
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/323/8066/309/98 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 districts 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.

TO : Ministry of Communications
Italian State Railways
General Direction.

1. The additional freight services requested in your letter, reference M/323/6066/309/96 of the 22 August 1944 were carefully considered at the meeting of the Transportation Sub-Committee held on Monday, 23 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 Puglia districts 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 2091 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.

2228

D. H. ADAMS
Colonel, C.E.,
Director, T.R.S/C.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 354

Ref: 478701

To : Ministry of Communications
Italian State Railways
General Direction

Our Ref: ACC.TN/42/57
Date : 1 Sept. '44

SUBJECT: Proposed additional passenger train programs.

1. In reply to your letter, ref. A/210/2791/41/13 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. 1.

2227

2. Each proposition in this letter was carefully studied at the Transportation Committee held at HQ AAI on Monday, 20 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 northwards bound on this route, it was found impossible to alter these timings without affecting considerably the present running schedules.

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

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

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-Bari. To transform the present goods train into a mixed train and arrange for this train to stop at intermediate stations, owing to the considerable freight both East to West and West to East, via Potenza.

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

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

2227

6. Your para. 3 (c) Rene - Capote.
 Your para. 3 (c) Rene - Arango.
 Your para. 3 (f) Rene - Polanco.

It is requested that no passenger trains can be run north of Rene 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 (d) Naples - Bogota - Bard.
 It is agreed by the Transportation Committee that one daily Military train running between Naples and Bard, 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) Atenas - Lago.
 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 Lago providing a bid is submitted through the proper channels.

9. Your para. 4 (c) Potenza - Maitano.
 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) Parate - Potenza.

- and this disposition is already receiving attention.
7. Your para. 3 (c) Harlem - Roma - 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) Verona - Lago.
It is not as yet possible to organize civil trains between these points, but with regard to refugees, organized parties will be conveyed south bound from Verona providing a bid is submitted through the proper channels.
9. Your para. 4 (c) Rotterdam - Dieppe.
This train operates tri-weekly and conveys a considerable quantity of military timber at the present moment and it is felt that while this movement continues, the full tonnage will have to be given to freight. This decision is taken owing to the lack of rolling stock within that vicinity.
10. Your para. 4 (3) Zaragoza - Valencia.
2228
To re-organize the whole of the operating schedule of passenger and freight trains over this route, to arrange for naval-guard warships to travel on Saturdays north bound and Monday south bound, would completely throw out the schedule over the week end. It is therefore felt that owing to the considerable tonnage of this route, it must be held in abeyance until at a later date.

11.

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

12.

Your para.4 (d) Pesania-Potenza
Your para.4 (e) Pesania-Sanfrancesco
Your para.4 (f) Pesania-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 organized at a later date.

13.

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

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

D.S. ADAMS
Colonel, G.E.,
Director, Tn.8/3.

TRANSLATION

MINISTRY OF COMMUNICATIONS
ITALIAN STATE RAILWAY
GENERAL DIRECTION

Rome, 22 August 1944
our. ref. M 210/3791/41/13

To Allied Control Commission
Transportation Sub-Commission

Rome

Copy to General Director
M.E.S.

Building

Subject:

Passenger trains
programme

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 07.20 hrs in descending direction and of 08.15 in upward direction.
two daily trains between Salerno and Reggio G. with trains-shipment at Gioia Tauro (about 2 Km.) and stay in such locality of 10.09 hrs. in descending direction.

b) The daily train Naples-Bari (Sunday excluded) operates the passengers service exclusively at the stations of: Naples, Salerno, Battipaglia, S. Ignazio, Potenza, Metaponto, Taranto, Brindisi, Bari. Many passengers of the intermediate stations, especially along the section Potenza-Taranto, have no possibility to use said communication.

Such situation, besides to generate discontent, induces the civil population to ride on goods trains and some time to take place, are no regular stops:

c) The communications are between Rome and its Province, and Southward), between Naples and North, between Naples and Benevento, Campobasso, Avellino, Foggia Provinces, among the Adriatic watershed localities, and between Foggia and the Province displacing localities etc..

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

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

a) The communication between Naples and Reggio is, at present, operated by:
two daily trains between Naples and Salerno. Such trains have a stay at Salerno of 07.20 hrs in descending direction and of 08.19 in upward direction.
two daily trains between Salerno and Reggio G. with trains-shipment at Gioia Tauro (about 2 Km.) and stay in such locality of 10.09 hrs. in descending direction.

b) The daily train Naples-Bari (Sunday excluded) operates the passengers service exclusively at the stations of: Naples, Salerno, Battipaglia, S. C. Ignazio, Potenza, Metaponto, Taranto, Brindisi, Bari. Many passengers of the intermediate stations, especially along the section Potenza-Taranto, have no possibility to use said communication.

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

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

II. As for the enlargement of the liberated Italy's areas, and for the effort which aims the Nation to cooperate promptly the normal activity, although limited by war exigencies, is necessary to institute some services for civil passengers where such services are still new, 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.

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11. 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 M.210/8761/193-C.

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

These trains will stop at Littoria, Formia, Villa 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	0545) 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, Speranise, Capua, Caserta, will be realized through such two communications.

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

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

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

these trains will stop at the most important stations.

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

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

these trains will be stopped at the most important stations.

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

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

these trains will stop at the most important stations.

Rome Lv. 1717
Naples Lv. 1930

arr. Naples 0645 (with line's
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
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. 2323

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

these trains will stop at the most important stations.

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

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

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

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

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

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

2. Prolongation between Fasano and Monopoli of the trains:

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

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

(Taranto Lv. 0532 Metaponto arr. 0658-lv. 0915 Potenza arr. 1456) to these trains will be added passengers cars.

2) Transformation into mixed of the trains:

N. 7000 Potenza Lv. 0505 S. 1144
N. 7003 S. 1152 Potenza arr. 1900

To these trains will be allotted 2 passenger cars.

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

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

4) Prolongation between Taranto and Francavilla of the trains 4851 (Taranto Lv. 0445) and 4854 (Taranto arr. 2100) 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) S. 1144-1152 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 Lagenegro Tribunal.

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

Foggia Lv. 0950 Rocchetta arr. 1200
Rocchetta Lv. 1245 Foggia arr. 1407

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

Rocchetta Lv. 0500 Potenza arr. 0830

2) Transformation into mixed of the trains:

N. 7000 Potenza lv. 0500 Siciignano arr. 1144
 N. 7003 Siciignano lv. 1152 Potenza arr. 1900

So 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. 0900

4) Prolongation between Taranto and Francavilla of the trains 4351 (Taranto lv. 0445) and 4354 (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.

e) Siciignano-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 professional 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. 0950 Rocchetta arr. 1200
 Rocchetta lv. 1245 Foggia arr. 1407

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

Rocchetta lv. 0500 Potenza 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. 1555 Foggia arr. 1750

Foggia-Manfredonia line - A couple of daily trains

Foggia lv. 0730

Manfredonia arr. 0930

Manfredonia lv. 1555

Foggia arr. 1750

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

Foggia lv. 0640

Lucera arr. 0745

Lucera lv. 1550

Foggia arr. 1650

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

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

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

Spinazzola

lv. 0800

Giada del Colle lv. 1600

Giada del Colle arr. 0525

Spinazzola arr. 1930

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

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

sgd.

The General Director
Di Raimondo

between Spinazzola and Gida del Colle, composed of two cars and one luggage wagon, to allow to the line workmen to reach Bari and Taranto.

Spinazzola	lv.0200	Gida del Colle	arr.0525
Gida del Colle	lv.1600	Spinazzola	arr.1930

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

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

sgd. The General Director
Di Raimondo

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