

ACC

AC/100/90

10000/148/1590

20
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10000/148/1590

ROME - NAPLES VIA CASSINO
APR. 1944 - NOV. 1945

ACP/ic

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL SECTION)

C/o Transportation Increment,
C.M.F.

Tel: 843238

Our reference: AC/100/90/Tn

8 January 1945

TO : General di Raimondo
Director General
I.S.R.

SUBJECT : Civilian passenger traffic Roma-Napoli via Cassino.

1. Reference is your letter 5 January 1945.
2. The general principles are approved but the following points are specially made.
 - (1) A through coach Rome-Reggio is understood at the present moment, owing to difficulties in shunting at Naples, and possibility of missing connections. It is therefore suggested you arrange for seats to be reserved on the Naples-Reggio train for passengers from Rome, on the understanding that no guaranteed connection can be maintained. The Naples-Reggio Service cannot take an additional coach at the present time. Similar arrangements should be made on the return journey for passengers from Reggio desirous of travelling to Rome.

3. Some adjustments in the timing suggested will be necessary, but in the meantime you are requested to advise all concerned of the proposed arrangements for the Naples-Rome train service, details of service to follow.

2511

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: LRS/2158/265

Message Centre No: G/3470

Date/Time of Origin:

Date Time Rec'd: NOV 110959 A

Precedence: ROUTINE

FROM: APLRS ROME AREA ALLIED COMMAND

TO : MRS CMF DW GHQ, PBS SOUTH, CE DISTHREE, HQ ALCOM

UNCLASSIFIED.

Your TN A 3 E sland 15 dated 6 refers. Approval is given to additional allotment of 2,000 kilowatts peak 380,000 kilowatts hours consumption per month for balance of november for re-energisation of section of ROMA NAPOLI line.

AC DIST

ACTION TRASPORT SC 2
INFO CHIEF COMMISSIONER
ECONOMIC SEC 2
FILE 2
FLOAT

HEADQUARTERS

13 NOV 59

A. C.

2510

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

REFERENCES:
Riferimento:

APPLICATION:

Richiesta n°: **M.211/3913/193A**

I.S.E.

FP.SS Direzione Generale - Servizio Movimento =

A.C.

C.A. Sottocommissione Trasporti = Divisione Ferroviaria = SEDE

Date:

Date: **11/10/1945**

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta effettuazione treni viaggiatori da parte delle FF.SS.

Prolungamento fino Sparanise 3821 e 3824 attualmente limitati fra Caserta e Napoli

COMPARTIMENTO: **Napoli**

FROM:

Da: **Sparanise**

TO:

a: **Napoli**

LINE NUMBER:

Numero della linea: **90**

PRIORITY NUMBER:

Numero di precedenza:

FREQUENCY

Frequenza **giornaliera**

COAL CONSUMPTION (WEEKLY)

Consumo carbone (Settimanale)

Tn. **8**

EQUIPMENT NUMBER:

Materiali v. app. occorrenti:

LOCO, COAL, OR ELECTRIC **Vapore**

2598

COACHING STOCK

Materiali v. app. occorrenti

non occorre nuovo materiale

trattandedi di prolungamento

MITTORLINE

WHO WILL PROVIDE COACHING STOCK?

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

FROM WHERE?

Date: 11/10/1945

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta effettuazione treni viaggiatori da parte delle RT.SS.
 Prolungamento fino Sparanise 3821 e 3824 attualmente limitati fra
 Caserta e Napoli

COMPARTIMENTO: Napoli

FROM: Sparanise TO: Napoli LINE NUMBER:
 Da: Sparanise a: Napoli Numero della Linea: 90

PRIORITY NUMBER:

Numero di precedenza:

FREQUENCY

Frequenza giornaliera

COAL CONSUMPTION (WEEKLY)

Consumo carbone (Settimanale)

Tn. 8

EQUIPMENT NEEDED:

Materiali occorrenti:

LOCO, COAL, OR ELECTRIC Vapore

2508

COACHING STOCK

Materiali viaggiatori non occorre nuovo materiale
 trattandosi di prolungamento
 LITIERINE

WHO WILL PROVIDE COACHING STOCK?

Chi fornirà il materiale viaggiatori? F.S.

FROM WHERE?

Da dove? Stesso materiale treni da prolungare
(5 carrozze ed un bagagliaio)

TIMINGS - KILOMETRAGE AND TRAIN NUMBERS

Orari - Kilometraggio e numeri dei treni.

(To be inserted over leaf)

(Da essere inserito nella pratica)

87

N.B. - I treni 3821 e 3824 si effettuano attualmente fra Caserta e Napoli

102

APPLICATION:

Richiesta n°: M. 211/3931/200

Direzione Generale - Servizio Movimento

Sottocommissione Trasporti - Divisione Ferroviaria

Defect

Date: 11/10/1945

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta effettuazione treni viaggiatori da parte delle FF.SS.

Proseguimento indipendente da Cancellò a Napoli del treno 2655 Avellino
Cancellò svincolando dalla fusione col treno 3821, che verrebbe anticipato
COMPARTIMENTO:

~~SECRET~~

FROM:

FOI

LINE NUMBER:

47

Maaili

Numero della linea: 284

PRIORITY NUMBER:

Numero di precedenza:

FREQUENCY

Frequency

giornaliera

EQUIPMENT NEEDED:

Materiale occorrente:

COAL CONSUMPTION (WEEKLY)

Consumo carbone (Settimanale)	7000	1.500
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LOCO, COAL, OR ELECTRIC

COACHING STOCK

Materiali viaggiatori Non occorre trattandosi di proseguimento di treni esistenti
LITTOBIONE

WHO WILL PROVIDE COACHING STOCK?

Chi fornirà il materiale viaggiatori?

FROM WHITTIER?

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta effettuazione treni viaggiatori da parte delle FF.SS.

Proseguimento indipendente da Cancellò a Napoli del treno 2655 Avellino
Cancellò svincolando dalla fusione col treno 3821, che verrebbe anticipato

COMPARTIMENTO:

NAPOLI

FROM: TO: LINE NUMBER:
Da: Cancellò a: Napoli Numero della linea: 234

PRIORITY NUMBER:
Numero di precedenza:

FREQUENCY COAL CONSUMPTION (WEEKLY)
Frequenza Consumo carbone (Settimanale) *Tonn 1.500*

giornaliera

EQUIPMENT NEEDED:
Materiale occorrente:

LOCO, COAL, OR ELECTRIC VAPOR
2507

COACHING STOCK

Materiale viaggiatori Non occorre, trattandosi
di proseguimento di treno esistente
LITTORINE

WHO WILL PROVIDE COACHING STOCK?

Chi fornirà il materiale viaggiatori? F.S.

FROM WHERE?

Da dove? *Stesso materiale del treno da pro-*

TIMING SEGUIDE (SACERDOTE IN PEGNOLIAIO)

Orari - Kilometraggio e numeri dei treni.

(To be inserted over leaf)

(Da essere inserito nella pratica)

102

TRAIN N°		Km. 21		TRAIN N°	
3821	2655				
TIMINGS:				TIMINGS:	
da					
Caserta					
6.18	4.05	p.	Avellino		
6.23	6.35	a.	Cancello		
	6.45	p.			
7.00	7.25	a.	Napoli		
(1)	(2)				

- (1) Orario modificato dall'attuale treno 3821 Caserta - Napoli
- (2) Il treno 2655 attualmente si effettua da Avellino a Cancello e prosegue su Napoli fuso col treno 3821

TRANSPORTATION SUB-COMMISSION AG

(RAIL DIVISION)

C/o Transportation (Br) Main,

C.M.F.

REFERENCES,
Riferimento:APPLICATION:
Richiesta n° M. 211/3912/193-A

I.S.R.

FF.SS Direzione Generale - Serv. Mov.

A.C.

C.A. Sottocommissione Trasporti = Divisione Ferroviaria = SEDE

Date:

Date: 11.X.1945

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta effettuazione treni viaggiatori da parte delle FF.SS.

Attivazione una coppia treni giornalieri fra Roma e Colferro

COMPARTIMENTO: Roma

FROM:

Da: ROMA

TO:

a: Colferro

LINE NUMBER:

Numero della linea:

90

PRIORITY NUMBER:

Numero di precedenza:

FREQUENCY

Frequenza giornaliera

COAL CONSUMPTION (WEEKLY)

Consumo carbone (Settimanale)

Tonn. 13

EQUIPMENT NEEDED:

Materiale occorrente:

LOCO, COAL, OR ELECTRIC Vapore

2506

COACHING STOCK

Materiali viaggiatori 4 carrozze 1 bagaglio

LITTERINE

WHO WILL PROVIDE COACHING STOCK?

Chi fornirà il materiale viaggiatori? F.S.

FROM WHERE?

Da dove? Compartimento di Roma

Date: 11.X.1945

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR
 Richiesta effettuazione treni viaggiatori da parte delle FF.SS.
Attivazione una coppia treni giornalieri fra Roma e Colferro

COMPARTIMENTO: Roma

FROM:

Da: ROMA

TO:

a: Colferro
 LINE NUMBER:
 Numero della linea: 90

PRIORITY NUMBER:

Numero di precedenza:

FREQUENCY

Frequenza **giornaliera**

COAL CONSUMPTION (WEEKLY)

Consumo carbone (Settimanale)

Tonn. 13

EQUIPMENT NEEDED:

Materiale occorrente:

2506

LOCO, COAL, OR ELECTRIC Vapore

COACHING STOCK

Materiali viaggiatori 4 carrozze 1 bagaglio

LITTORINE

WHO WILL PROVIDE COACHING STOCK?

Chi fornirà il materiale viaggiatori? F.S.

FROM WHERE?

Da dove? Compartimento di Roma

TIMINGS - KILOMETRAGE AND TRAIN NUMBERS

Orari - Kilometraggio e numeri dei treni.

(To be inserted over leaf)

(Da essere inserito nella pratica)

/-

92

TRAIN N°

3202

TIMINGS:

8.30

6.40

Km. 54

TRAIN N°

3205

TIMINGS:

15.30

17.20

Roma

Colleferro

a.

p.

p.

a.

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

Ref.: 843191

Ref.: AG/100/55/90/In-4

29 October 1945

SUBJECT: Track conditions between
Torre del Greco and S. Giovanni Barra.

TO: Director General,
Italian State Railways.

1. On a recent trip south of Rome it was noted dangerous track conditions between Torre del Greco and San Giovanni Barra. Practically all of the track between these points is made up of very short sections of rail. The changing out of this rail with standard rail should be given a high priority and should be carried out at once.
2. It was also noted on line 90 that while in certain sections the short lengths of rail had been changed out, there remains much work to be done in changing out the short lengths of rail especially between Casoria and Roccasecca. The track in many places is in bad condition due to its being out of surface.
3. It is planned to note the progress which has been made in the construction and repair to station buildings on line 90.

For Director.

2505

Copy to: Chief Engineering Branch.

100/90
RPM/ae

TRANSLATION

MINISTRY OF TRANSPORTS
IR MOVEMENT SERVICE.

Rome, 15 Sept. 1945.

Ref. M.221/1216/60.2

TO : Tn Sub-Commission AC
Rail Division
Bldg

We would very much appreciate a favourable decision concerning the addition of a coach to trains n°815 and 816 between Foggia and Naples requested with our letter same number of Sept.1st, 1945.

Chief of Movement Service
Sgd. BIONDI

Tr/al/16/9/45.

 **MINISTERO DEI TRASPORTI**
FERROVIE DELLO STATO - DIREZIONE GENERALE
SERVIZIO MOVIMENTO

OGGETTO:

Roma,

15 SET. 1945

194

N. **M.221 1216/60.2**

Al N.

del

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

S E D E

Si gradirebbe risposta alla lettera pari numero del 1° corrente relativa all'aumento di una carrozza tra Foggia e Napoli ai treni 816 e 815.

IL CAPO DEL SERVIZIO MOVIMENTO

2503

4706 - Tipo-Lito P. S. - Roma 5/1945

(1) Servizio.

ACP/lnl

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

Tel. 843238
Ref. AC/100/89/90/Tn4

28 August 1945

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

TO : Director, Transportation Sub-Commission.

1. We are informed by ISR 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

2502

MINISTRY OF TRANSPORTS
I.S.R.

20 August, 1945

M.211.945.8bis.193-D

SUBJECT: Additional service
between Rome & Naples.

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

cc: Direction M.R.S.

- 1.- The numerous and populated localities on lines Rome-Roma-Naples and Rome-Roccasecca-Naples, are at present without sufficient communications for local needs.
- 2.- In order to eliminate such a state which is cause of great dissatisfaction, it is proposed to work on said lines and additional service with slow trains, extending between Rome and Naples, 4 days via line 89 and 3 days via line 90; trains 1934 & 1935; at present working between Naples and Reggio Calabria. Said new trains, to which will be assigned numbers 1910 and 1911 (via line 89), and 1920 and 1921 (via line 90), will run on enclosed timings.
- 3.- With the working of train 1911, via line 89, it will also be eased the direct service Rome-Apulize which, travelling at present with train 781 (dep. Rome at 08.40 hrs.) via line 90, has a long stay (6 hrs and 20 minutes) at Caserta, while with train 1911 passengers will leave Rome at 1500 hrs.
- 4.- The consist of said trains, and therefore also the consist of present trains 1934 & 1935 which are now made up only with cars, should be of 8 coaches on trucks; therefore there would be a total need of 24 coaches on trucks (beside 3 baggage van and 3 postal vans), which it is kindly requested to will supply in order to ensure the entire service. In case of need there could be added to said trains 3 cars to be used for passenger services.
- 5.- We remain in waiting for the decision of your Sub Commission, pointing out that the new requested services ~~xxxx~~ are urgently needed, and could be started on 25 August.

THE GENERAL DIRECTOR
Sgd. Di Raimondo

Per la
8 coaches.
1 Baggage Van
1 Diesel Van
1 Van for mail parcels

No freight cars
to be used

nal service with slow trains, extending between Rome and Naples, at days via line 89 and 3 days via line 90; trains 1934 & 1935; at present working between Naples and Reggio Calabria. Said new trains, to which will be assigned numbers 1910 and 1911 (via line 89), and 1920 and 1921 (via line 90), will run on enclosed timings;

3.- With the working of train 1911, via line 89) it will also be eased the direct service Rome - Apulise which, travelling at present with train 781 (dep. Rome at 0840hrs.) via line 90, has a long stay (6 hrs and 20 minutes) at Caserta, while with train 1911 passengers will leave Rome at 1500 hrs.

4.- The consist of said trains, and therefore also the consist of present trains 1934 & 1935 which are now made up only with cars, should be of 8 coaches on trucks; therefore there would be a total need of 24 coaches on trucks (beside 3 baggage van and 3 postal vans), which it is kindly requested to will supply in order to ensure the entire service. In case of need there could be added to said trains 3 cars to be used for passenger service.

5.- We remain in waiting for the decision of your Sub Commission, pointing out that the new requested services ~~have~~ are urgently needed, and could be started on 25 August.

THE GENERAL DIRECTOR

Sgd. Di Raimondo

Per la
8 coaches.
1 Baggage Van
1 Diesel Van
1 Van for small parcels

No freight cars
to be used

25 1



MINISTERO DEI TRASPORTI
MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma,

10 AGO 1945

194

-A

N. M.211.945.8bis.193-D

Al N.

del

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

OGGETTO

Servizio integrativo fra
Roma e Napoli.

S E D E

ALLEGATI N. 2

I - Le numerose e popolate località delle linee Roma - Formia - Napoli e Roma - Roccasecca - Napoli, sono attualmente prive di comunicazioni atte all'espletamento del servizio locale.

II - Per eliminare tale stato di disagio, causa di forte malcontento, si propone di effettuare, su dette linee, un servizio integrativo con treni accelerati, prolungando fra Roma e Napoli, 4 giorni per la via di Formia e 3 giorni per la via di Roccasecca, i treni 1934 e 1935, attualmente limitati tra Napoli e Reggio C. - Detti nuovi treni, ai quali verranno assegnati i numeri 1910 e 1911 (via Formia), 1920 e 1921 (via Roccasecca) saranno regolati dagli orari allegati.

III - Con l'istituzione del treno 1911, via Formia, si agevolerà anche il servizio diretto Roma - Puglie, che viaggiando oggi col treno 781 (Roma p. 8,40) per Roccasecca, ha una lunga sosta (di ore 6,20) a Caserta, mentre col treno 1911 i viaggiatori partiranno da Roma alle 15,00.

IV - La composizione di detti treni, e conseguentemente quella degli attuali 1934 e 1935 oggi formati esclusivamente con carri arretrati, dovrebbe essere di 8 carrozze a carrelli; complessivamente quindi si avrebbe una occorrenza di 24 carrozze a carrelli (oltre a 3 ba-

2500

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gagliai e 3 postali) che si prega voler fornire per assicurare l'intero servizio. A detti treni si potranno aggiungere in caso di necessità altri 3 carri da adibirsi al servizio viaggiatori.

V - Si resta in attesa della decisione di codesta Commissione, avvertendo che i nuovi servizi richiesti hanno carattere di massima urgenza e potrebbero attivarsi dal 25 corrente.

IL DIRETTORE GENERALE

Adriano Rimondo

1910

Si effettua in partenza da Napoli la domenica, il lunedì, mercoledì e venerdì

a.	6.00	p.	5.39
"	5.38	"	5.30
"	5.29	"	5.19
"	5.18	"	5.05
"	5.04	"	4.54
"	4.53	"	4.39
"	4.37	"	4.21
"	4.11	"	3.58
"	3.55	"	3.35
"	3.32	"	3.08
"	3.07	"	2.57
"	2.55	"	2.39
"	2.38	"	2.25
"	2.15	"	2.00
"	1.58	"	1.33
"	1.31	"	1.10
"	1.09	"	0.56
"	0.54	"	0.42
"	0.37	"	0.29
"	0.27	"	0.22
"	0.20	"	0.13
"	0.08	"	0.02
"	24.00	"	23.56
"	23.54	"	23.46
"	23.44	"	23.30

ROMA
Torricola
Divino Amore
Pomezia
Campoleone
Carano
Cisterna
Latina
Sezze Romano
PRIVERO FOSSAN.
Monte S. Biagio
Fondi
Itri
FORMIA
Minturno S.
Sessa Aurunca
Falciano
Cancello Arnone
VILLA LITERNO
Albanova
S. Marcellino
AVERSA
S. Antimo
Frattamaggiore
Casoria
NAPOLI

1911

a.	15.20	p.	15.00
"	15.28	"	15.21
"	15.40	"	15.29
"	15.53	"	15.41
"	16.04	"	15.55
"	16.16	"	16.05
"	16.31	"	16.13
"	16.53	"	16.41
"	17.14	"	16.56
"	17.42	"	17.17
"	17.54	"	17.43
"	18.23	"	17.56
"	18.35	"	18.24
"	19.02	"	18.45
"	19.29	"	19.04
"	19.50	"	19.31
"	20.06	"	19.52
"	20.20	"	20.08
"	20.33	"	20.25
"	20.40	"	20.34
"	20.48	"	20.41
"	21.04	"	20.58
"	21.10	"	21.06
"	21.19	"	21.11
"	21.35	"	21.21

0030

2150

2499

Si effettua in partenza da MAROI il martedì, giovedì e sabato.

1921 - 99		1920 - 99	
13.28	13.10	13.05	Roma Ter.
13.40	13.29	13.45	Roma Capranica
14.06	13.42	13.36	Ciampino
14.14	14.07	13.21	Colonna
14.29	14.15	13.16	Colonna Littorio
14.36	14.30	13.07	Zagarolo
14.44	14.37	13.03	Palestrina
14.49	14.45	12.50	Labico
15.00	14.50	12.41	Valmontone
15.17	15.05	12.21	Colleferro
15.28	15.18	12.06	Anagni
15.36	15.29	11.54	Sgurgola
15.47	15.37	11.46	Morolo
16.03	15.48	11.35	Ferentino
16.24	16.10	11.18	Frosinone
16.41	16.25	11.02	Ceccano
16.57	16.42	10.44	Cattro
17.05	16.58	10.29	Ceprano
17.30	17.06	10.24	Isoletta
17.59	17.50	10.55	Roccasecca
18.11	18.00	10.37	Aquino
18.31	18.12	10.35	Piedimonte
18.55	18.36	10.03	Casino
19.21	18.56	09.36	Rocca d'Evandro
19.43	19.22	09.11	Mignapo
20.01	19.46	08.50	Tora
20.22	20.08	08.35	Vairano
20.37	20.23	08.12	Riardo
20.55	20.38	07.57	Teano
21.13	21.00	07.35	Sparanise
21.30	21.14	07.13	Pignataro M.
21.40	21.51	06.53	Capua
21.53	21.41	06.42	S. Maria G.V.
22.13	22.05	06.18	Caserta
	22.14	06.07	Maddaloni Inf.

Si effettua il martedì, giovedì e sabato.

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

15.00	15.03	Colleferro	7.21	7.26
15.17	15.18	Anagni	7.06	7.07
15.28	15.29	Sgurgola	6.54	6.55
15.36	15.37	Morolo	6.46	6.47
15.47	15.48	Perentino	6.35	6.36
16.03	16.10	Frosinone	6.18	6.21
16.24	16.25	Ceccano	6.02	6.03
16.41	16.42	Castro	5.44	5.45
16.57	16.58	Ceprano	5.39	5.30
17.05	17.06	Isoletta	5.24	5.25
17.30	17.50	Roccasecca	4.55	5.05
17.59	18.00	Aquino	4.37	4.43
18.11	18.12	Piedimonte	4.35	4.26
18.31	18.36	Cassino	4.03	4.07
18.55	18.56	Rocca d'Evandro	3.36	3.43
19.21	19.22	Mignano	3.11	3.13
19.43	19.46	Tora	2.50	2.53
20.01	20.08	Vairano	2.25	2.35
20.22	20.23	Riardo	2.12	2.13
20.37	20.38	Teano	1.55	1.57
20.55	21.00	Sparanise	1.37	1.35
21.13	21.14	Pignataro M.	1.13	1.13
21.30	21.31	Capua	0.53	0.55
21.40	21.41	S. Maria C.V.	0.42	0.44
21.53	22.05	Caserta	0.18	0.30
22.13	22.14	Maddaloni Inf.	0.07	0.09
22.22	22.25	Cancello	23.54	23.58
22.35	22.36	Aversa	23.42	23.44
22.42	22.43	Casalnuovo S.	23.34	23.36
23.00		Napoli		23.15

Si effettua il martedì, giovedì e sabato

PCM/af

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

Tel.: 843238

Ref.: AC/100/89/90/En.4

20 July 1945

SUBJECT: Ticket Sales.

TO : I.S.R. Bldg.
(For personal attention of
Ing. di Reimondo).

1. We hear considerable rumblings about black marketing in tickets at the Rome Termini 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.

Prostanmoyol
For Director.

PGM/lc

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

26 June 45

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

SUBJECT : Italian Military on Rome-Reggio thru train.

TO : DMRSI - Bldg. (attn. Major London).

1. - Two coaches Naples-Reggio are now reserved for Italian Military on our thru Rome-Reggio trains 80/81.
2. - It is desired to handle these on local trains 1934-1935 instead.
3. - The military, police and Railway employees are unable to control the Italian Military travelling on these trains as they are usually unruly, and refuse to stay in the cars assigned to them and mingle with other passengers throughout an already overcrowded train. Also it is necessary for the thru trains 80/81, to make local stops enroute for military only.
4. - The real value of the present Rome-Reggio thru service is lost by the Italian Military travelling on these trains.
5. - It is intended that two compartments be reserved on the thru train for Italian Officers.

For the Chief Commissioner:

P.G. MATSON, Major

EXTRACT FROM GRO N. 660/45

1. Arrangements now exists whereby regular provision is made for conveyance of Italian Military personnel including Co-operators, on duty or leave, by box cars on freight trains service.
2. Such personnel are not allowed to ride on British or American military passenger trains nor to ride indiscriminately on freight trains.
3. Detailed information regarding services available can be obtained from Movements Areas, Movements Sub Areas and RTOs.

It is important that advance information should be given to the appropriate Movements authority before Italian personnel are sent down to the Station for entrainment. Parties of 20 or over should be arranged with Movements Sub-Area, parties of less than 20 or individuals with RTOs.
4. It is essential that units despatching Italian Cooperators either on duty or leave provide them with a correct Movement Order in accordance with the normal procedure. On the authority of a properly made out Movement Order RTOs will issue British Military Warrants.

Mov 6/3 C/RO

A.C.Duff,
Major General,
D.Q.M.G..

Rome, 23 June 1945

M.221/1140/60/2

I. S. R.
Transportation Dept.

To: Allied Commission,
Transportation Sub-Commission.
Bldg.

1-It concern military passenger service between Naples and Reggio Calabria.

2-Notwithstanding instructions given also by the Military and Police Authorities, we have not been able to discipline the movement of military personnel in trains 81 and 80.

3-In said trains, together with military personnel, which is generally far above in number to the seating capacity of the two coaches put at their disposal, are mixing up false soldiers and it is very difficult, for not to say impossible, to make any control because the said two coaches are literally packed up.

4-As many soldiers do also invade the coaches reserved to civilian passengers, it follows a great inconvenience for these latter, for which the seating capacity is already insufficient.

5-In order to avoid said inconveniences it is proposed to suppress the movement of other ranks with trains 81 and 80, leaving two compartments at disposal of officers.

6-Other ranks would travel with trains 1934 and 1935 in which it is proposed to increase the consist from 4 to 6 coaches, a possible thing if it considered that of the 8 coaches rendered available following the suppression of transfer at Petrace 4 are utilized for services in Reggio Calabria compartment, and the other 4 are available. This beside the 8 coaches forming the hospital train dismantled and which will come out of shop pretty soon.

7-Accepting the proposal mentioned in points 5 and 6 the civilian passenger service with trains 81 and 80 will be sensibly ameliorated. This will fulfill the expectation of the population of those regions served by said trains which number to about 8 millions peoples, Sicily included, and for which the present means of transportations are not adequate.

Furthermore, having trains 1934 and 1935 stops at all stations from Naples to Reggio, they could pick up military personnel from and for all localities. And also, owing to the fact that train 1935 leave Naples at 00.30 hrs. with it could leave also military personnel arriving at Naples in the evening, and so it would be avoided to have to shelter such military personnel until the evening of next day, if not 8-The existing railway service on the Reggio-Naples line, even if not entirely corresponding to local needs, is in any case a marked start of rehabilitation of traffics, and as the proposals are aiming to speed the return to a normal situation, we have faith that they will be accepted.

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7-Accepting the proposal mentioned in points 5 and 6 the civilian passenger service with trains 81 and 80 will be sensibly ameliorated. This will fulfill the expectation of the population of those regions served by said trains which number to about 8 millions peoples, Sicily included, and for which the present means of transportations are not adequate.

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8-The existing railway service on the Reggio-Naples line, even if not entirely corresponding to local needs, is in any case a marked start of rehabilitation of traffics, and as the proposals are aiming to speed the return to a normal situation, we have faith that they will be accepted.

The Chief of Transportation Dept.
Sgd. Biondi

MINISTERO DEI TRASPORTI
DELLE COMUNICAZIONIFERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

Roma, 28 GIU. 1945

194 - A.

N. M. 221/1140/60-2

Al N.

del

URGENTE

Sottocommissione Trasporti dell'A.C.

S E D E

OGGETTO

ALLEGATI N.

1 - Riguarda il servizio viaggiatori militari fra Napoli e Reggio Calabria.

2 - Malgrado i provvedimenti adottati anche dalle Autorità Militari e di Polizia, non si è riusciti a disciplinare il movimento dei militari nei treni 81 e 80.

3 - Nei treni stessi coi militari, che sono normalmente in quantità di gran lunga superiore ai posti offerti dalle due carrozze loro riservate, si confondono anche falsi militari ed è difficile, quando non riesce impossibile, eseguire la controlleria, perchè letteralmente stipate le dette due carrozze.

4 - Poichè molti militari invadono pure le carrozze riservate ai viaggiatori ordinari, ne consegue un grave disagio per questi ultimi, per i quali già sono insufficienti i posti offerti.

5 - Per ovviare ai prospettati inconvenienti si propone di sopprimere il servizio dei militari di truppa coi treni 81 e 80, lasciando a disposizione degli ufficiali due compartimenti.

6 - I militari di truppa viaggerebbero coi treni 1934 - 1935, di cui si propone aumentare la composizione da 4 a 6 carrozze, cosa possibile se si tien conto che delle 8 carrozze rese libere ²⁴⁹⁸ seguito alla soppressione del trasbordo a Petrace, 4 sono state impegnate

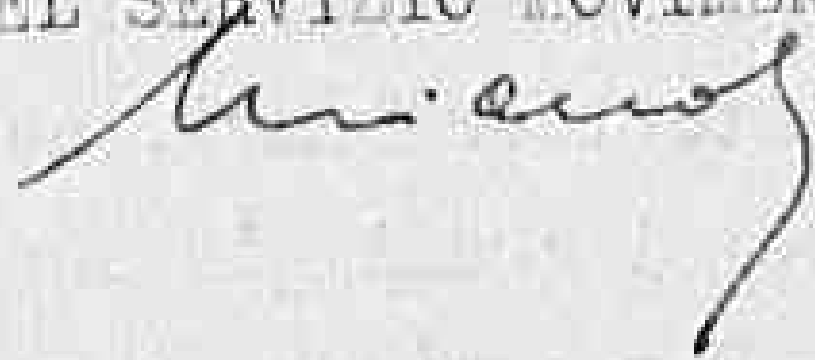
per i servizi del Compartimento di Reggio Cal. e le rimanenti 4 sono disponibili. Ciò oltre alle 8 carrozze costituenti il treno ospedale disattrezzato e che quanto prima verranno fuori dalle officine.

7 - Accogliendo la proposta di cui ai punti 5 e 6 si migliorerebbe sensibilmente il servizio viaggiatori ordinari con i treni S1 e S2, il che, oltre ad essere nei voti delle regioni servite dai treni stessi, costituisce una necessità in quanto, per quella popolazione, che si aggira sugli 8 milioni, Sicilia compresa, non sono adeguati i mezzi di trasporto attuali.

Inoltre, avendo i treni 1934 e 1935 fermata in tutte le stazioni da Napoli a Reggio, essi raccoglierebbero i militari per e da tutte le località. Infine, data l'ora di partenza del 1935 da Napoli (0.30) con lo stesso partirebbero anche i militari in arrivo nella serata e si eviterebbe così l'inconveniente attuale di dover ricoverare tali militari fino alla sera del giorno successivo.

8 - Il servizio ferroviario esistente sulla Reggio - Napoli, se pure non del tutto rispondente ai bisogni locali, è in ogni modo un significativo inizio di ripresa dei traffici e siccome le proposte formulate mirano a vieppiù affrettare il ritorno alla normalità, si ha fiducia che si consentirà la loro attuazione.

IL CAPO DEL SERVIZIO MOVIMENTO



Allied Force
 MILITARY RAILWAY SERVICE
 Office of Director - Italy

HH/vp

531.7 T

A. P. O. 512
 16 June 1945

SUBJECT: Civilian Passenger Train Service.

TO: Director General, ISR

1. Effective Saturday 16 June 1945, trains number 80, 81,
 780 and 781 will operate on the following schedule:

Mon. Wed. Fri. Sun.
 TRAIN No 781/81

0840
 1248
 1331
 1558
 1628
 1700
 1752
 1850
 2117
 0645

ROME TERMINAL
 Roccasecca
 Cassino
 Sparanise
 Capua
 Caserta
 NAPLES C.
 Salerno
 REGGIO

Mon. Tue. Thur. Sat.
 TRAIN No 780/80

1720
 1346
 1229
 1018
 0944
 0922
 0820
 0725
 0455
 1840

Tue. Thur. Sat. Mon.

Sun. Mon. Wed. Fri.

* * * * *

Tue. Thur. Sat.
 TRAIN No 81

1130
 1323
 1534
 1552
 1705
 1731
 1800
 1850
 2117
 0645

ROME TERMINAL
 Littoria
 Formia
 Minturno
 Villa Literno
 Aversa
 NAPLES C.
 Salerno
 REGGIO

Wed. Fri. Sun.
 TRAIN No 80

1515
 1324
 1101
 1039
 0931
 0906
 0830
 0725
 0455
 1840

Wed. Fri. Sun.

Tue. Thur. Sat.

2. Each set of equipment will consist of one (1) baggage
 van, one (1) mail van and eight (8) coaches with 640 seats.

FOR THE DIRECTOR:

Copies furnished:

DIRI
 DDMRI
 ADDMRI
 DAD Tn 3 (O) Bldg.
 DD Tn 3 (M) Bldg.
 Routing Sec 774 BCD

2492

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

1/52
1850
2117
0645

Tue. Thur. Sat. Mon.

* * * * *

NAPLES C.
Salerno
REGGIO

Tue. Thur. Sat.
TRAIN No 81

1130
1323
1534
1552
1705
1731
1800
1850
2117
0645

Sun. Mon. Wed. Fri.

* * * * *

0914
0922
0820
0725
0455
1840

Wed. Fri. Sun.
TRAIN No 80

ROME TERMINAL
Littoria
Formia
Minturno
Villa Literno
Aversa
NAPLES C.
Salerno
REGGIO

Wed. Fri. Sun.

Tue. Thur. Sat.

2. Each set of equipment will consist of one (1) baggage van, one (1) mail van and eight (8) coaches with 640 seats.

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
Joint Railway Control, Rome
Joint Railway Control, Naples
Provost Marshall, 774 RGD
Capo Compartimento, Rome
Capt. Gray, LO, Building

S. E. London

S. E. LONDON
Major, TC
Supt. Transportation

Capo Compartimento, Naples
Capo Compartimento, Bari
American RTO, Rome Terminal
British RTO, Rome Terminal

2492

785021

100/90
 Allied Force
 MILITARY RAILWAY SERVICE
 Office of Director - Italy

HH/vp

531.7 T

A. P. O. 512
2 June 1945

SUBJECT: Military Passenger Train Leghorn - Rome - Naples

TO:

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

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

Sat-Thur.Tue-Fri.

1915 Lv.

LEGHORN

Ar. 0700

0010 Ar.

Grosseto

Lv. 0205

Ar. 0150

0333 Ar.

Civitavecchia

Lv. 2250

Ar. 2240

0600 Ar.

ROME TERMINAL

Lv. 2030

Ar. 1845

1501 Ar.

Roccasecca

Lv. 1505

Ar. 1405

1855 Ar.

Caserta

Lv. 1012

Ar. 0950

1900 Lv.

2000 Ar.

NAPLES

Lv. 0845

Sun-Wed.Mon-Thur.

2. Train will consist of one (1) baggage car and seven (7) coaches with 560 seats to accommodate leave and reinforcement troops. Headlight equipped locomotive will handle schedule No. 6 between Rome and Leghorn both directions. One (1) h meal halt at Roccasecca on northward journey.

FOR THE DIRECTOR:

cc - DMRT

DDMIA

DD-Operations

Director General, ISR

Capo Compartimento, Rome

Capo Compartimento, Naples

Capo Compartimento, Florence

G-4, AFHQ (Mov & Trn) Caserta

Transp. Sec., 15 Army Group

Major Ping, AC, Building

Equip. Sec., 774 RGD

DAD Trn 3 (O) Bldg.

AD Trn 3 (M) Bldg.

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

2491

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

0333 Ar.	Civitavecchia	Lv. 2250
0343 Lv.		Ar. 2240
0600 Ar.	<u>ROME TERMINAL</u>	Lv. 2030
1100 Lv.		Ar. 1845
1501 Ar.	Roccasecca	Lv. 1505
1510 Lv.		Ar. 1405
1855 Ar.	Caserta	Lv. 1012
1900 Lv.		Ar. 0950
2000 Ar.	NAPLES	Lv. 0845
<u>Sun-Wed.</u>		<u>Mon-Thur.</u>

2. Train will consist of one (1) baggage car and seven (7) coaches with 560 seats to accommodate leave and reinforcement troops. Headlight equipped locomotive will handle schedule No. 6 between Rome and Leghorn both directions. One (1) h meal halt at Roccasecca on northward journey.

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cc - DMRT

DDMIA

DD-Operations

Director General, ISR

Capo Compartimento, Rome

Capo Compartimento, Naples

Capo Compartimento, Florence

G-4, AFHQ (Mov & Trn) Caserta

Transp. Sec., 15 Army Group

Major Ping, AC, Building

Equip. Sec., 774 RGD

DAD in 3 (O) Bldg.

AD Trn 3 (H) Bldg.

Movements Rome

Ing. Pindi, ISR

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

2491

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

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

Ministry of Transport
General Direction II
Movements Dept.

Roma, 19 May 1945
M.210/2 3/193-B

100/90

To: Tn. S/Commission AC
Rail Division

Subject: Rehabilitation of Roma-Campoleone section.

1. We beg to inform you that the Roma-Campoleone section of the "Direttissima" Roma-Napoli via Frosinone has been rehabilitated.
2. Effective Monday 21 next, respectively Tuesday 22 next, trains 84 and 83 will run over said line instead that through Ciampino-Cecchina; train 84 will arrive at Roma at 1550 (instead of 1610) and train 83 will leave at 0925 (instead of 0900); no alterations to present schedule beyond Campoleone and beyond Napoli.

for the Chief of the Dept.
Sottile

*noted
flm
in new car
flm*

249



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

Roma, 1946 1949

N. M.210/2943/193-D

Al

del

OGGETTO

Riattivazione tratta
Roma - Campoleone.

Alla Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

R O M A

ALLEGATI N.

I - Da oggi si è riattivato il tratto di linea Roma - Campoleone della Direttissima Roma - Napoli.

II - In conseguenza, i treni 84 e 83 saranno istradati per per tale via, anzichè per la deviata di Ciampino-Cecchina, rispettivamente da lunedì 21 e martedì 22, con arrivo a Roma alle ore 15,50 (anzichè 16,10) e partenza da Roma alle 9,25 (anzichè 9,00), fermi restando gli attuali estremi di orario fra Campoleone e Napoli ed oltre.

IL CAPO DEL SERVIZIO MOVIMENTO

PGM/ic

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

25 May 1945

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

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

2488

PGM/av

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

Tel. 843238
Ref: AC/100/89/90/94/Tn 4

27 April 1945

SUBJECT : Thru coaches Rome-Bari.

TO : I.S.R. Bldg.

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.

Harold W. [unclear]
2- DIRECTOR

2487

100/902/

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

Tel. 843238

Ref. AC/100/29/90/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.

M. B. Thomas 2486

M. B. 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.

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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. B. Thomas 2186

M. B. THOMAS, Colonel
Deputy Director

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

Tel. 843238 ✓
Ref. AC/100/90/57/25/Tn 4

22 April 1945

SUBJECT : Work train.

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

1. Reference conversation date. It is desired that a work train be furnished daily for approximately ten days commencing 0700 hours Thursday April 26 to operate between Naples-Foggia-reale and Cancello to handle workers and material for rehabilitation of the Cancello-Benevento line.
2. Captain M.P.M. Greany will be in charge of the work and will give daily advice to the local Railway authorities of any change in plan.
3. Equipment required, will be one box wagon or caboose, ^{one} ~~are~~ suitable locomotive together with whatever material wagons that are loaded and ready to move to Cancello.

For the Chief Commissioner:

P.G. MATSON, Major T.O.

Copy to: Maj. A.H. Street - A.C. Bldg.
Capt. M.P.M. Greany - AC. Bldg.
Maj. Bowers - Transp. Officer Naples.

2485

PGM/av

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

19 April 1945

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

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.

2484

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

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

SERVIZIO MOVIMENTO

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

2483

ACP/av

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

Tel. 843238
Ref: AC/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.

DIRECTOR

2482

TCM/as

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

Tel : 643238

19 April 1945

Our ref: AC/100/90/3/Tn.4.

TO : Ministry of TransportSUBJECT: Passenger Service Caserta-Sparanise.

1. Referring to your file dated April 7 - M.211/2666/193-A.
2. The request for Trains 3824 and 3821 to be extended to include Sparanise cannot be considered for the present due to the heavy traffic already on Line 90.

Director.

Copy to: Movement's Rail Tn. S/C.
Major Howes L.O. Bldg. Mov & Tn. AFHQ.

2483

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

SEL/cd

531.7 T

A.P.O. 512
17 April 1945

SUBJECT: Passenger Service, Caserta - Sparanise.

TO: AC Tn Sub-Comm, Rail Division, Building.
ATTENTION: Major P. G. Matson

1. Reference your letter AC/100/90 S/Tn 4 of 11 April,
above subject.

2. Request has been given careful consideration, but
owing to Line 90 now handling capacity tonnage, it is not
desirable to burden it further between the points mentioned.
For this reason, the request cannot be approved.

FOR THE DIRECTOR:



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

2130

PGM/af

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

Tel.: 843238

11 April 1945.

Ref.: AC/100/90 S/Tn 4

SUBJECT: Passenger Service
Caserta-Sparanise.

TO : D.M.F.S. Bldg. (Attention Maj. London)

1. Local passenger trains 3821-3824 now operate daily between Naples and Caserta as follows:

<u>3824</u>		<u>3821</u>
1835	Naples	0700
2005	Caserta	0530

2. It is requested that these trains be extended to Sparanise a distance of 26 Km. from Caserta.
3. No additional rolling stock will be required and the additional coal consumption will be approximately 40 tons per month.

For the Chief Commissioner:

P.G. MATSON
Major T.C.

2479

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION

Rome 7 April 1945

M.211/2666/193-A

SUBJECT. Rail communications
Speranise-Napoli.

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

1. The operation of a train leaving Speranise early in the morning bound for Napoli, thus enabling the populations of the densely inhabited area btw. Speranise and Caserta to attend to their business in the provincial capital and to return home in the same evening, has been repeatedly requested.
2. As already suggested in our latter M.211/2395/193-A dated 6 March ult. concerning the operation of a ~~train~~ service btw. Napoli and Capua by trains 3820 and 3823, we now suggest that trains 3821 and 3824, presently operating btw. Napoli and Caserta, be extended as far as Speranise.
3. No more stock would be required, and the coal consumption would be only slightly increased.
4. We await that S/Commission's decision.

Sgt. G. DI RAIMONDO

Director General.

*Minister
D. Di Raimondo
Apr 10-10-45
and the plan*

*2005
3824
1835*

2005

2005

*Local Four Train
to Napoli*

Naples

Caserta

76 km

PPanini

*2005
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2473

Roma, 10 APR 1945

194 - A.

N. M.211.2666.193-A

Al N.

del

MINISTERO DEI TRASPORTI
DELL'E COMUNICAZIONIFERROVIE DELLO STATO
DIREZIONE GENERALEAlla Sottocommissione Trasporti dell'A.C.
Divisione FerroviariaROMA

OGGETTO

Comunicazioni
Sparanise - Napoli.

ALLEGATI N.

I - Viene insistentemente richiesta una comunicazione che, partendo al mattino da Sparanise per Napoli, dia la possibilità alle popolazioni della zona compresa tra Sparanise e Caserta, di recarsi al Capoluogo di provincia e rientrare in giornata in residenza.

II - Trattandosi di zona popolosa e di notevolissimo traffico la richiesta è giustificata.

III - In analogia a quanto venne proposto con lettera M.211.2395.193-A del 6 marzo per una comunicazione Napoli - Capua e viceversa con i treni 3820 e 3823, occorrenti ad altre pure importanti esigenze, si propone di prolungare sul tratto Caserta - Sparanise l'altra coppia di treni 3821 e 3824, oggi limitata al tratto Napoli-Caserta.

IV - Non occorre maggiore impegno di mezzi di trazione e di materiale, ma solo un lieve aumento di combustibile.

V - Si resta in attesa di conoscere quale decisione sarà presa al riguardo.

IL DIRETTORE GENERALE

Ludj Rimond

2477

ACP,

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

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

29 March 1945

TO : General di Raimondo
Director General ISR

SUBJECT : Stop of Rome-Naples train (via Cassino) at S. Maria
Capua.

1. Attached is a copy of a letter from the Mayor of Capua S. Vetere for the Rome-Naples train to stop at St. Maria Capua.
2. As a stop is already made at Capua itself and it is not felt desirable to institute too many stops on these trains owing to the limited accommodation available, you will doubtless be guided by such considerations in submitting to this Sub-Commission any recommendations on the subject.

For the Chief Commission

A.C. PING, Major.

1 Enclosure (copy of letter)

2476

COP

S.MARIA CAPUA VETERE TOWN

File No. 1822

20 March 1945

Subject: Railway Road Naples-Rome - Stop of trains .

To : Zone Commissioner, Allied Military Government.

NAPLES.

In the interest of the people of this town and of the numerous nearer Communes, I apply to you, Sir, in order that you will take in examination the opportunity to promote the necessary steps in order to obtain the concession of the stopping in this station, of the trains in service on the railway road Naples-Rome.

This important town would take a sensible advantage from such a permission, as the flourishing trade would receive a great help for the regularity of the communications re-established in this large region.

The Administration of this Comune interpreter of the wish of the citizenship, has forwarded to the Ministry of Transports, a deliberative act asking for authorization for the stopping of the trains from Naples to Rome, but the Ministry of Transports stated that previously the approval of the concerning Allied Authorities would occur.

The population trust in your understanding. Your kind intervention in this matter, would be very appreciated by all the people of this zone, and they send in anticipation the highest senses of their gratitude for the interest that you certainly will give to this matter.

THE MAYOR
Signature illegible

247

HEADQUARTERS
SOUTHERN REGION. ALLIED COMMISSION
TRANSPORTATION DIVISION
(RAILWAYS)
C.M.F.

SUBJECT: Psgr train stop St. Maria Capua.

TO: Transportation Sub- Commission Rail A.C.
care Transportation Increment C.M.F. ✓

Copy to: Zone Commissioner
Naples Zone.

Phone: Naples ⁵²⁰³⁰ ~~xxxxxx~~
Clerks 52029, ~~xxxxxx~~
Movements 52032, ~~xxxxxx~~

Our Ref.: 7H/Rail/408

Date: 26 March 1945

Your Ref.:

Date:

1. Attached correspondence dealing with request for a psgr stop at S. Maria Capua by the "Stella Napoli" and "Stella Roma" trains is passed to you for consideration and approval if possible please.

For the Regional Commissioner:



Major

(V.R. Bowers.)

VR/cg

247¹/₂

C O P Y

ALLIED COMMISSION
NAPLES ZONE
(PROVINCES OF NAPLES . AVELLINO. BENEVENTO.)

PREFETTURA, NAPLES.

File NZ/11/182

24 March 1945

Subject: Train from Rome.

TO: Major Bowra, Transportation.
Southern Region. A.C.

1. Please find application attached ref. above subject.
As St. Maria - Capua serves a large area North and South of
Volturno we strongly recommend this suggestion.
2. Will you please approve.

For the Zone Commissioner:

Sgd: A. McGAHAN,
Major RA,
Zone Officer.

cg

2473

S. MARIA CAPUA VETERE TOWN

File No. 1822

20 March 1945

Subject: Railway Road Naples-Rome - Stop of trains.

To : Zone Commissioner, Allied Military Government

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THE MAYOR
Signature illegible

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THE MAYOR
Signature *illegible*

100/90

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR ITALY

A.P.O. 512
20 February 1945

531/7 OP

SUBJECT: Operation by Italian State Railways.

TO: Director General, Italian State Railways.
Commanding Officer, 701st Railway Grand Division.
Commanding Officer, 715th 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:

<u>Line</u>	<u>Between</u>
✓ 90	Rome and Naples.
89	Rome and Naples.
91	Aversa and Cervaro.
94	Naples and Potenza.
283	Cancello and Avellino.
284	Codola and Nocera Inf.
287	Naples and Villa Literno.
290	Speranise 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 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.

247i

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. MOSS
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, MPOUSA.
Commanding Officer, PENSOUTH.
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.

2470

HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
OFFICE OF THE REGIONAL COMMISSIONER
APO 394

R/ 1584

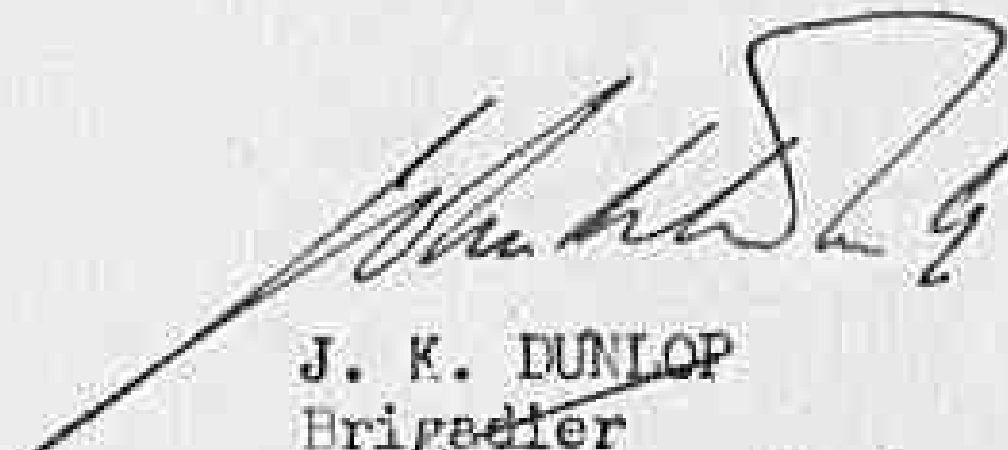
3 February 1945.

SUBJECT: Train Service.

TO : Headquarters, Allied Commission;
Transportation Sub-Commission.

1. I have just received from Major Bowers the news of the improved train service which is being given between Rome and Naples, Foggia and Lucera, Naples and Bari, effective Monday, 5th February.

2. I wish to express my appreciation of the help you have given in this connection and to assure you that these improved services will indeed be a very valuable aid to the restoration of normal life in South Italy.



J. K. DUNLOP
Brigadier
Regional Commissioner.

2429

ACP/IO

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

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

7 March 1945

TO : Major V.R.BOWERS
HQ Southern Region

SUBJECT : Communications for Papua and S.Maria Vetere.

1. Please see attached application from ISR and let me have your recommendations.

sd *Refing*

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

2408

Translation
Ministry of Transport
I S R Direction General

Subject: Communications for Capua
and S.Maria C.V.

Rome - 8 MAR 1945

M. 211.3595.193-A/1043090/28

To Transportation Sub Commission
A.C. (Rail Division)

C/o Transportation Increment

R o m e

1) S.Maria Capua Vetere, an important town between Capua and Caserta, has no railway communications as trains operated between Rome and Naples have no halts at that station. Even Capua cannot sufficiently avail of said trains, due to the scarce number of accommodations that have been put at disposal of said town.

2) As we have been urged on this matter, we propose to prolongate as far as Capua trains 3620 and 3823, at present operated between Naples and Caserta, conveniently increasing their consist/.

3) We beg you kindly to examine our proposal and to let us know your decision on this matter.

The Director General
signed Di Raimondo

Cu 6/3ng

2437



MINISTERO DEI TRASPORTI

~~MINISTERO COMUNICAZIONI~~FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, MAR 1945

N. 211.2395.193-A/1009/28

Al N

del

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

OGGETTO

R O M AComunicazioni di Capua e
S.Maria C.V.

ALLEGATI N

I) - S.Maria Capua Vetere, centro popoloso intermedio tra Capua e Caserta, è privo di comunicazioni ferroviarie, non fermando in detta stazione i treni della linea Roma-Napoli; la stessa città di Capua, inoltre, è insufficientemente servita dai treni suddetti, dato lo scarso numero dei posti contingentati potuti mettere a disposizione di detta località.

II) - Essendo pervenute premure al riguardo, si propone di prolungare fino Capua i treni 3820 e 3823 attualmente limitati al tratto Napoli-Caserta, convenientemente aumentandone la composizione.

III) - Si prega prendere in benevolo esame la proposta e si resta in attesa di conoscere la relativa decisione.

IL DIRETTORE GENERALE

Indira Pionob

2436

100/90

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR ITALY

A.F.O. 512
21 February 1945

531.7 C

SUBJECT: Discontinuance of Workers' Trains - Rome and Aversa.

TO: Director General, Italian State Railways,
Commanding Officer, 701st Railway Grand Division,
Commanding Officer, 715th Railway Operating Battalion,
Director, Rome Compartimento, Italian State Railways,
Director, Naples Compartimento, Italian State Railways.

1. With the establishment of civil passenger service between Rome and Naples via Line 69, effective 6 March, the Director General, Italian State Railways, has agreed to the discontinuance of the daily workers' trains now operating via Line 69, between Naples and Aversa. Therefore, the last workers' trains will be operated between Rome and Aversa Sunday, 5 March.

2. A daily workers' train to leave Rome in the morning, returning in the evening, will still be operated between Rome and Nettuno.

For the Director:

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

cc-Rail Division,
In Sub-Commission,
Allied Commission.

2435

100/90

WIRE

23 February 1945

FROM: DMRI

TO : CO, 701 RGD, NAPLES
CO, 715 ROB, ROME
Capo Compartimento, Rome

An ISR worker's train will operate daily both directions between Rome and Caserta leaving Rome at 0730 hours Tuesday 27 February and leaving Caserta 0730 hours Wednesday 28 February, and daily thereafter. Italian 685 class locomotives will handle these trains and 715 - ISR arrange supply of engine coal at Roccasecca for use of these locomotives. Trains will consist of three (3) box cars and one (1) small caboose or four (4) box cars if cabooses are not available. CS 259 Signed London.

H. H. HEDLEE

H. H. HEDLEE
LT., TC
774 RGD
1100

cc - D.D.-Operations
Equipment Sec., 774 RGD
British RTO Rome Tml.
American RTO Rome Tml.
Director General, ISR, Rome
Major Howes, LO, Bldg.
Captain Ping, Building

2464

100/90

Rome 22 FEB 1945

100A 284K/83

Ministry of Transport
Director General

RAILWAY SERVICE

REPLYING

Subject: Personnel movements

ATTACHED COPY LETTER

2. REPORT FROM AND COMMUNICATION

BUILDING

- 1) As you are aware, on the line Rome-Napoli (via Cassino) that from 1 March has to be operated by us, all the towns and villages, especially on the intermediate station, suffered, because of war events, very hard damages; the buildings of the stations and operational points are in the same conditions.
- 2) The personnel, that worked on this line, was therefore obliged to settle provisionally elsewhere; many of them in Rome or in the towns between Naples and Caserta; it is obviously impossible to oblige them to go back near the working spots, as it is impossible to get lodgings, necessary for them and their families.
- 3) To make sure the operation on this line, it will therefore be necessary for a period to allow this personnel, or part of it at least, to go daily to the most damaged localities, northbound of southbound, by special trains composed by a baggage car and two coaches or cars that, leaving from Rome and Naples, could stop at every station and operational points.
- 4) It should therefore be necessary that starting for 1 March or some days before, the inauguration of a daily couple of trains leaving early in the morning from Rome and Naples could be authorized.
- 5) This should only be a temporarily measure as long as ^{24.3} it will be possible to dispose on this line of a service timing and consequently of a normal freight trains operation; then, some coaches or empty cars might be coupled to two freight trains for personnel transportation as yet this is not possible for all the trains are operated with free timings, only a few of them stop at the places where there is

damages; the billings of the stations and operational points are in the same conditions.

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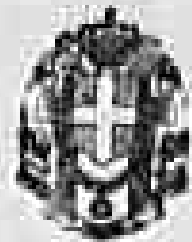
5) This should only be a temporarily measure as long as ^{24.03} it will be possible to dispose on this line of a service timing and consequently of a normal freight trains operation; then, some coaches or empty cars might be coupled to two freight trains for personnel transportation.

As yet this is not possible for all the trains are operated with free timings, only a few of them stop at the places where there is lack of personnel and it is not possible to organize any kind of turns, as there are no settled timings.

6) We beg kindly to examine this matter and acknowledge receipt.

PNNG 21/2

The ~~President~~ ^{President}



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma 27 FEB 1945 194 - A.

N. ICCA/284/23

Al N. _____ del _____

Servizio Ferroviario Militare - S E D E

OGGETTO

Trasporti del perso- Commissione Alleata
nale. Sottocommissione Trasporti - S E D E

1) - Come è noto, sulla linea Roma Napoli (Via Cassino) ALLEGATI che deve passare al nostro esercizio col prossimo 1° Marzo, le località abitate, specie del tratto intermedio, hanno subito, per fatti di guerra, danni ingentissimi ed altrettanto si è verificato per i fabbricati delle stazioni e dei posti di servizio.

2) - Il personale che un tempo era adetto alla linea stessa è stato perciò costretto a sistemarsi provvisoriamente altrove e non pochi in questa Città ed in quelle fra Napoli e Caserta; nè è possibile costringerlo a ritornare nelle immediate vicinanze dei posti di lavoro per la impossibilità di provvedere agli alloggi, indispensabili anche alle rispettive famiglie.

3) - Per garantire quindi il servizio su detta linea occorrerà che per un certo tempo, almeno una parte di questo personale, sia fatto affluire giornalmente nelle località più disastrose, dal nord e dal sud, con appositi treni composti di un bagagliaio e due vetture o carri arredati che, in partenza da Roma e Napoli, fermino in tutte le stazioni e posti di servizio.

4) - Occorrerebbe quindi che con la data del 1° marzo o qualche giorno prima, fosse autorizzata l'istituzione di una

2422

./.

MINISTERO
DELLE COMUNICAZIONIMINISTERO DELLO STATO
DIREZIONE GENERALE

OGGETTO

coppia giornaliera di treni in partenza nelle prime ore del mattino da Roma e Napoli.

5) - Il provvedimento avrebbe un carattere assolutamente temporaneo perchè non appena si potrà disporre su quella linea di un orario di servizio e quindi di una rete fissa di treni ordinari merci, si potrà a due di essi, opportunamente predisposti, aggiungervi qualche vettura o carro vuoto per il trasporto di cui si tratta. Sul momento la cosa non è possibile perchè tutti i treni viaggiano ad orario libero, pochi di essi fermano nelle località dove si verifica la deficienza di personale sul posto e la mancanza di un orario fisso impedisce di organizzare un qualsiasi turno.

6) - Si prega esaminare benevolmente la questione e darci un cortese cenno di benestare.

IL DIRETTORE GENERALE

Ed. Lammol

100/90

May
AC.

✓
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 783 and 784 will operate on following schedule via line 90 and Cancelli:

Train No. 783		Train No. 784	
Mon-Wed-Fri		(*) Tues-Thurs-Sat	
Station	KMP		
Rome	0	Ar 1720	
Colleferro	54	Lv 1547	
		Ar 1542	
Frosinone	86	Lv 1455	
		Ar 1450	
Roccasecca	121	Lv 1350	
		Ar 1330	
Cassino	138	Lv 1241	
		Ar 1235	
Vairano	170	Lv 1115	
		Ar 1113	
Sparanise	190	Lv 1033	
		Ar 1030	
Capua	205	Lv 1001	
		Ar 0956	
Caserta	216	Lv 0936	
		Ar 0921	
Naples Centrale	249	(*) Lv 0820	
Train No. 83		Train No. 84	
Daily -			
Naples Centrale	0	Ar 0710	
Salerno	54	Lv 0400	
		Ar 0340	
Gioia Tauro	423	Lv 1835	
Km. 350		Ar 1710	
Reggio Calabria	474	Lv 1600	

2461

0950 Ar	Colleferro	0	Ar	1720
0955 Lv		54	Lv	1547
1040 Ar	Frosinone	86	Ar	1542
1045 Lv			Lv	1455
1150 Ar	Roccasecca	121	Ar	1450
1210 Lv			Lv	1350
1240 Ar	Cassino	138	Ar	1330
1245 Lv			Lv	1241
1410 Ar	Vairano	170	Ar	1235
1415 Lv			Lv	1115
1455 Ar	Sparanise	190	Ar	1113
1500 Lv			Lv	1033
1523 Ar	Capua	205	Ar	1030
1525 Lv			Lv	1001
1545 Ar	Caserta	216	Ar	0956
1600 Lv			Lv	0936
1700 Ar	Naples Centrale	249	Ar	0921
Train No. 83		(*)Lv 0820		
1800 Lv	-- Daily --		Train No. 84	
2025 Ar	Naples Centrale	0	Ar	0710
2040 Lv	Salerno	54	Lv	0400
0515 Ar	Gioia Tauro	423	Ar	0340
0640 Lv	Km. 350		Lv	1835
0800 Ar	Reggio Calabria	474	Ar	1710
			Lv	1600

2401

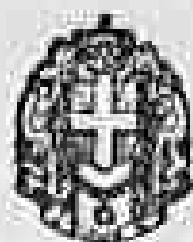
2. Equipment will operate through from Rome to Reggio Calabria both directions.

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

For the Director:

R. P. Moss
R. P. Moss

Lt. Col, TC
Deputy Director Operations

MINISTERO
DELLE COMUNICAZIONIFERROVIE DELLO STATO
DIREZIONE GENERALE

Roma,

1945 - 4

N. ICCA/2841/44

Al N.

del

OGGETTO

Linea Roma-Napoli

via Cassino

Servizio trazione a vapore.

ALLEGATI N.

DIREZIONE GENERALE M.R.S.

Attenzione Col. Topham

P.C. - COMMISSIONE ALLEATA

Sottocommissione Trasporti

S E D E

1)-Come é noto, é stato da voi disposto che l'esercizio della linea Roma - Napoli (via Cassino) passi a noi col primo marzo p.v.

2)-Per l'esercizio a vapore di detta linea occorrono circa 65 locomotive dei gruppi a quattro o cinque assi accoppiati, da assegnare al Deposito Locomotive di Roma, che nel momento non ne ha disponibilità di sorta.

3)-Un primo invio si potrebbe disporre come segue:

- dal Compartimento di Palermo n.7 locomotive gv.735
- dal Deposito di Foligno n.10 locomotive gv.740-735
- dalle Officine di Pietrarsa n.6 locomotive in relazione alle riparazioni che vengono gradualmente ultimate
- dalle Officine di Foligno n.5 locomotive-come sopra.

4)-Man mano che giungeranno a Roma le locomotive stesse, si potranno mettere a disposizione altrettante corrispondenti unità, che attualmente fanno servizio su tale linea.

./.

2480

Per la sostituzione completa di queste ultime converrà attendere che le Officine di Pietrarsa e di Foligno provvedano, con ulteriori riparazioni, a darci nuove disponibilità.

5)-Se è vostro intendimento riavere al più presto libero il parco delle locomotive a nafta, attualmente impegnato sulla linea in oggetto, occorre che vi pronunciate sul programma sopraindicato, dandoci la facoltà di disporre in merito ai relativi spostamenti e provvedendo da parte vostra alle segnalazioni del caso ai vostri dipendenti organi.

6)-E' da tener presente al riguardo che, per un regolare esercizio a vapore sulla linea in questione, occorre provvedere a costituire adeguate scorte di combustibile e mantenere l'attuale servizio di rifornimento acqua. In particolare occorre che siano costituiti due depositi combustibili, uno a Roma S. Lorenzo ed altro a Caserta per 2.000 tonnellate ciascuno, un terzo sussidiario o di riserva per 150 tonnellate a Roccasecca.

Per il servizio acqua s'impone in modo assoluto che siano lasciati, nelle attuali stazioni di rifornimento, i gruppi termici di sollevamento e di pompatura acqua già in opera e che sia messo a nostra disposizione un conveniente quantitativo di gruppi per eventuali sostituzioni in caso di guasti.

7)-E' bene che tutte queste necessità siano chiaramente concretate e definite, tanto più che la linea stessa è impegnata da notevoli quantitativi di trasporti militari ed è di comune interesse che essa sia mantenuta e, se possibile, aumentata nelle sue possibilità per far fronte anche ad eventuali nuove esigenze di carattere militare.-

IL DIRETTORE GENERALE

Adriano

Ministry of Transport

I.C.R. General Direction

Rome 20 Feb 1943

IOCA/2841/44

Subject:

Line Rome Naples via Cassino.

Steam traction operation.

c.c. Allied Commission

Transportation Sub Commission

Building

1. As by your disposition, effective from 1st March 1943 the operation of the Rome Naples via Cassino line will be returned to I.C.R.

2. Some 65 coal burning locomotives of the class with four or five coupled axles, are needed for steam operation of said line. These locomotives should be assigned at Rome Locomotive Depot, where at present there is no availability.

3. The first despatching should be made as follows:

from Palermo Compartimento: 7 locomotives, class 735

" Poligno Depot: 10 " " 740 - 735

" Pietrarsa Shops: 6 " , according to repairs that are gradually completed.

" Poligno Shops: 5 locomotives, as above.

4. As soon as these engine will arrive at Rome, a correspondent number of engines, now operating on the above said line can be made available.

As for their complete replacement, it will be necessary to wait for new supplies of repaired engines from Pietrarsa and Poligno Shops.

5. If it is your intention to avail again, at the earliest date, of the Diesel engines, at present used on said line, you should let us know your decisions about the above program, giving us authority to arrange for these transfers and providing to instruct your units accordingly.

2. Some 65 coal burning locomotives of the class with four or five coupled axles, are needed for steam operation of said line. These locomotives should be assigned at Rome locomotive depot, where at present there is no availability.

3. The first despatching should be made as follows:

from Palermo Compartmento: 7 locomotives, class 735

1. Poligno Depot: 10 " " 740 - 735

" Pietrera Shops: 6 " , according to repairs that are gradually completed.

" Poligno Shops: 5 locomotives, as above.

4. As soon as these engine will arrive at Rome, a correspondent number of engines, now operating on the above said line can be made available.

As for their complete replacement, it will be necessary to wait for new supplies of repaired engines from Pietrera and Poligno Shops.

5. If it is your intention to avail again, at the earliest date, of the Diesel engines, at present used on said line, you should let us know your decisions about the above program, giving us authority to arrange for these transfers and providing to instruct your units accordingly.

Ca.20.cb.

./.

6. It is understood, that, to get a regular steam operation of this line, it is necessary to arrange for proper fuel stocks and for maintenance of the present water supply service.

Particularly, two fuel Depots (200 tons each) are to be created, one at Rome S. Lorenzo and the other at Caserta; a third auxiliary Depot for 100 tons should be arranged at Roccasecca.

As for water supply, the water pumping thermal sets, already operating, must be left at the present supply stations, and a proper number of sets is to be put at our disposal, for eventual replacement due to damages.

7. It is opportune that all the above necessities be clearly outlined and that a definite decision be taken, so much the more that a considerable number of military transports are operated on this line and it is a common interest that its efficiency be maintained and, if possible, increased also, eventually to meet new military requirements.

Director General
R. D. DI RAIMONDO

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE
Servizio Movimento

Roma, 2-2-45

100/90

N. 210/2441/41 B.

Fila

OGGETTO:

Comunicazione Roma-Napoli-
Gioia T.-Reggio C. via
Formia e via Cassino.

SOTTOCOMMISSIONE TRASPORTI A.C.
Divisione Ferroviaria

N. C. N. A.

Riferimento lettera AO/100/90 In. 4 del 5 corrente.

I - Si ripete il progetto di orario, già comunicato col pre-senoria
N. 200/2441/41 B. del 5 corr., del treno Roma-Gioia Tauro che prevede l'ef-
fettuazione con lo stesso materiale per l'intero percorso, tutti i giorni
della settimana per la via di Cassino.

Visto poi che il servizio viaggiatori sulla Roma-Napoli si svolge
con disciplina, si è ritenuto opportuno con l'occasione assegnare la fer-
mata anche a Colliero, formata a suo tempo approvata da codesta Comis-
sione e che ora viene richiesta dagli stabilimenti del posto.

Treno 783

8.00	p.
9.50	a.
9.55	p.
10.40	a.
10.45	p.
11.50	a.
12.10	p.
12.40	a.
12.45	p.
14.10	a.
14.15	p.
14.55	a.
15.00	p.
15.33	a.
15.25	p.
15.45	a.
16.00	p.
17.00	a.

Roma

Colliero

Freginone

Roccasecca

Cassino

Vairano

Sparanise

Capua

Caserta

Treno 784

a.	17.20
p.	15.47
a.	15.42
p.	14.55
a.	14.50
p.	13.50
a.	13.30
p.	12.41
a.	12.35
p.	11.15
a.	11.13
p.	10.33
a.	10.30
p.	10.01
a.	9.56
p.	9.35
a.	9.21
p.	8.20

2458

Visto poi che il servizio viaggiatori sulla Roma-Napoli si svolge con discipline, si è ritenuto opportuno con l'occasione assegnare la fermata anche a Collesferro, fermata a suo tempo approvata da codesta Commissione e che ora viene richiesta dagli stabilimenti del posto.

Treno 783

8.00	P.
9.50	a.
9.55	P.
10.40	a.
10.45	P.
11.50	a.
12.10	P.
12.40	a.
12.45	P.
14.10	a.
14.15	P.
14.55	a.
15.00	P.
15.23	a.
15.25	P.
15.45	a.
16.00	P.
17.00	a.
<u>Treno 83</u>	
18.00	P.
20.25	a.
20.40	P.

Roma

Collesferro

Frosinone

Roccasecca

Cassino

Vairano

Spauranise

Capua

Caserta

Napoli C/le

Salerno

Treno 784

a.	17.20
P.	18.47
a.	18.42
P.	14.55
a.	14.50
P.	18.50
a.	10.30
P.	12.41
a.	12.35
P.	11.15
a.	11.13
P.	10.33
a.	10.30
P.	10.01
a.	9.55
P.	9.26
a.	9.21
P.	8.20
<u>Treno 84</u>	
a.	7.10
P.	4.00
a.	3.40

2438

II - Aggiungesi ora il progetto della stessa comunicazione da effettuarsi alternativamente via Cassino e via Formia.

a) via Cassino -

Orario e composizione di cui al punto I nei giorni di lunedì, mercoledì e venerdì in partenza da Roma e nei giorni di martedì, giovedì e sabato in partenza da Napoli.

b) via Formia -

Col seguente orario da effettuarsi nei giorni di martedì, giovedì, sabato e domenica in partenza da Roma e nei giorni di lunedì, mercoledì, venerdì e domenica in partenza da Napoli:

5.00 a.	Ciccia Tauro	P. 19.35
6.55 p.	Km. 350	a. 16.58
8.25 a.	Reggio C.	P. 16.00

Composizione come prevista nel pre-memoria del 5/2.

Treno 83		Treno 84	
9.00 p.	Roma Termini	a. 16.10	
10.25 a.	Campoleone	p. 14.52	
10.35 p.		a. 14.52	
11.16 a.	Litteria	p. 14.03	
11.19 p.		a. 14.00	
11.53 a.	Priverno	p. 13.26	
11.56 p.		a. 13.23	
13.33 a.	Formia	p. 11.42	
13.39 p.		a. 11.37	
13.56 a.	Minturno	p. 11.20	
13.59 p.		a. 11.17	
15.14 a.	Villa Literno	p. 10.04	
15.19 p.		a. 9.59	
15.47 a.	Aversa	p. 9.30	
15.52 p.		a. 9.23	
16.30 a.	Napoli C/le	p. 8.40	
18.00 p.		a. 7.10	
20.25 a.	Salerno	p. 4.00	
		a. 3.40	

2457

giovedì, sabato e domenica in partenza da Roma e nei giorni di lunedì, mercoledì, venerdì e domenica in partenza da Napoli:

Treno 83		Treno 84	
9.00 p.	Roma Termini	a. 16.10	
10.25 a.	Campoleone	p. 14.52	
10.35 p.		a. 14.42	
11.16 a.	Littoria	p. 14.03	
11.19 p.		a. 14.00	
11.53 a.	Priverno	p. 13.26	
11.56 p.		a. 13.23	
13.33 a.	Formia	p. 11.42	
13.59 p.		a. 11.37	
13.56 a.	Minturno	p. 11.20	
13.59 p.		a. 11.17	
15.14 a.	Villa Literno	p. 10.04	
15.19 p.		a. 9.59	
15.47 a.	Aversa	p. 9.30	
15.52 p.		a. 9.23	
16.30 a.	Napoli C/le	p. 8.40	
18.00 p.		a. 7.10	
20.25 a.	Salerno	p. 4.00	
20.40 p.		a. 3.40	
5.00 a.	Cioia Tauro	p. 16.35	
6.55 p.	Km. 350	a. 16.58	
8.25 a.	Reggio C.	p. 16.00	

2457

./.

La composizione del treno via Formia nei giorni di martedì, giovedì, sabato e domenica sarebbe la seguente:

Da Roma a Campoleone

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

Da Campoleone a Napoli

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

Da Napoli a Gioia Tauro

← Locom. (11) (10) (9) (8) (7) (6) (5) (4) (3) (2) (1)

(1) Bagagliaio da Roma a Napoli

(2) Viaggiatori da Roma per oltre Aversa verso Foggia - Militari da Napoli a Gioia Tauro

(3) Viaggiatori da Roma per Napoli - Militari da Napoli a Gioia Tauro

(4) Viaggiatori da Roma per Napoli

(5) Viaggiatori da Napoli per Calabria e Sicilia

(6)

(7)

(8) Viaggiatori da Roma per Calabria e Sicilia

(9)

(10) Postale da Roma per Calabria

(11) Bagagliaio da Napoli a Gioia Tauro

III - Gli intervalli esistenti a Roma Termini ed a Gioia Tauro si ritengono sufficienti per assicurare la regolare pulizia del materiale.

IL DIRETTORE GENERALE

fr. de Raimondo

Rome 5th February 945
our ref/ 200/2441/41 B/Deca/256/22

Translation

Ministry of Transport

Ministry of Direction General

At present no other arrangements are being made

at present no other arrangements are being made

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29/1 standard

preferential

35

Through the inspection made on trains, it results that travellers bound beyond Naples who can not get, at the departure, reserved seats for their destination, are booking for intermediate stations, for which there is seats - availability intending to continue their trip as trespassers. We are obliged, therefore, to insist on the opportunity that the seats - share be modified, by assigning for the destinations beyond Naples, at least 240 seats, in lieu of the 80 granted at present.

Moreover, considering that effective from 12th February it will be inaugurated the new train Naples - Bari, via Foggia, in connection with the Rome Naples trains we would deem opportune to reserve, from Rome, 80 seats for travellers bound towards Bari.

Finally, while we confirm our previous suggestion to let run, beyond Naples the consist of the train from Rome - which would become daily without any increase of equipment - we submit the following general plan for timings and consists

Time	Direction	From	To	Consist
0800	lv	Rome	ar	1720
1700	ar	Naples	lv	0820
1730	lv	Naples	ar	0710
2025	lv	Salerno	ar	1720
2040	lv	"	ar	0810
0515	ar	Gioia Tauro	lv	1835
0640	lv	Ka. 350	ar	1710
0800	ar	Reggio C.	lv	1600

Consist of 1720 from Rome to Naples

Locom.	Direction	From	To	Consist
(1)	Passengers	from Rome	towards Naples	1720
(2)	Passengers	from Rome	towards Salerno	1720
(3)	Passengers	from Rome	towards Gioia Tauro	1720
(4)	Passengers	from Rome	towards Reggio C.	1720
(5)	Passengers	from Rome	towards Ka. 350	1720

- 2 -

- (7) passengers from Rome to Calabria and Sicily
- (8) do
- (9) do
- (10) Mail van from Rome to Calabria
- (11) Luggage van from Naples to Gioia Tauro

We beg you kindly to consider the matter as soon as possible,
due to the necessity to settle it rather promptly.

The Director General

F.to DI RAIMONDO

2434

100/83/90✓

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 281 Signed London

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

cc - DMRI
DDMRI
DD-Operations
CO, 701 RGD, NAPLES
CO, 715 ROB, ROME
CO, 719 ROB, LINGHORN
Chief Dispatcher 719 Rome
DD Tn Ry.ATTN: Tn 3 (O) & (M)
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 DIMRS, AFHQ
Major W.F. Blair, AC Tn Sub-Comm.
Capo Compartimento, Rome
Capo Compartimento, Naples

2423

CG/1c

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

Tel. 843402 ✓
Ref. AC/100/89/99/92

24 February 45

TO : Regional Commissioner, Southern Region

SUBJECT : A.C. 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 No. 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 No. 2 dated 11 January 1945.
4. Will you please arrange the control and allocation of AC passenger seats for passengers departing from Reggio.

O. H. Lindberg
O. H. LINDBERG
Lieut. Col. R. E.,

for MERRITT H. TAYLOR
Director.

2422

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR ITALY

A.F.O. 512
21 February 1945

531.7 OP

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

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

1. Reference letter 9 February, M.210/2452/41.B, concerning train service Rome-Naples-Ciolo 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
Lt. Col. T.C.
Deputy Director-Operations

ALLIED FORCE
MILITARY RAILWAY SERVICE
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, In Sub-Commission, Allied Commission.
Movements Division, In 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 Ardea. 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 Ciola 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 Ciola Tauro which on the return trip from Ciola Tauro will be cut 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 Ciola Tauro eleven (11) cars.
5. Detailed schedule will be furnished:

For the Director:

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

cc-3-4, AFHQ
Asst to Dep. Dir., MESS - AFHQ
Director, Rome Compartimento
Director, Naples Compartimento

2456

COPY 100/89/90

138

Declassified E.O. 12356 Section 3.3/NND No.

785021

Segr. 20/2386/28

28 January 1945

Ministry of Transports
I.S.R. General Direction

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 Margellina, arrived at Naples in due time.

On 24 January - operated via Cassino - Departed Rome 10 ms belated to wait for locomotive, arrived at Prossnone 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 24.9 considerably reduced.

2. 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:

Intermediate stations		Naples
On. 24 Jan.	Ordinary	79
	Priority ranks	50
On 26 Jan.	Ordinary	14

due to crossing at Acerra with train CL 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.

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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>
	Ordinary	Priority ranks	
On. 24 Jan.	79	50	--
On 26 Jan.	14	48	50
	Ordinary	Priority ranks	--
	39	39	39

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 Southn the equipment departing Rome should be despatched from Naples to Gioia Tauro, coupled with train 81, and viceversa.

be that the trains 791 and 792 between Rome and Naples, could be operated every day, without requiring more equipment than

- 2 -

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

MINISTERO DEI TRASPORTI

Roma, 28 GEN. 1945

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 e richiesta dal personale di macchina americano per perfezione, ed altre soste di 18' - 55' - 10' - 15' rispettivamente a Formia - Villa Literno - Campi Flegrei - Margelina, giunse a Napoli orario.

Giorno 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.

Giorno 26/1 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 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.

24.8

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:

24/1 ordinari

stazioni intermedie

Napoli

attendere la locomotiva, arrivato a Prosinone 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.OI 616346 fermatosi in linea per mancanza di tensione.

Giorno 26/1 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 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.

24.8

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

	stazioni intermedie	Napoli
24/1 ordinari	79	-
categorie preferenziali	50	50
26/1 ordinari	14	-
categorie 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 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

- 2 -

da Roma proseguisse da Napoli col treno 81 fino Gioia Tauro e viceversa.

Il provvedimento darebbe la possibilità di effettuare giornalmente anche i treni 701 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
Di Raimondo

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE
Servizio Movimento

Roma, 13-2-45
N° M.210/2452/41 B.

OGGETTO:

Comunicazione Roma-Napoli-
Gioia T.-Reggio C. via
Formia e via Cassino.

SCOTTOCOMMISSIONE TRASPORTI A.C.
Divisione Ferroviaria

R O M A

Riferimento lettera AC/100/90 Tn.4 del 5 corrente.

I = Si ripete il progetto di orario, già comunicato col pro-memoria M.200/2441/41 B. del 5 corr., del treno Roma-Gioia Tauro che prevede l'effettuazione con lo stesso materiale per l'intero percorso, tutti i giorni della settimana per la via di Cassino.

Visto poi che il servizio viaggiatori sulla Roma-Napoli si svolge con disciplina, si è ritenuto opportuno con l'occasione assegnare la fermata anche a Collevero, fermata a suo tempo approvata da codesta Commissione e che ora viene richiesta dagli stabilimenti del posto.

Treno 783

8.00	p.
9.50	a.
9.55	p.
10.40	a.
10.45	p.
11.50	a.
12.10	p.
12.40	a.
12.45	p.
14.10	a.
14.15	p.
14.55	a.
15.00	p.
15.23	a.
15.25	p.
15.45	a.
16.00	p.
17.00	a.

Treno 83

Treno 784

Roma	a. 17.20
Collevero	p. 15.47
	a. 15.42
Frosinone	p. 14.55
	a. 14.50
Roccasecca	p. 13.50
	a. 13.30
Cassino	p. 12.41
	a. 12.35
Vairano	p. 11.15
	a. 11.13
Spauranise	p. 10.33
	a. 10.30
Capua	p. 10.01
	a. 9.56
Caserta	p. 9.36
	a. 9.21
	p. 8.20

Treno 84

Napoli C/le

24-7

ella settimana per la via di Cassino.

Visto poi che il servizio viaggiatori sulla Roma-Napoli si svolge con disciplina, si è ritenuto opportuno con l'occasione assegnare la fermata anche a Colleferro, fermata a suo tempo approvata da codesta Commissione e che ora viene richiesta dagli stabilimenti del posto.

Treno 783

8.00 p.
9.50 a.
9.55 p.
10.40 a.
10.45 p.
11.50 a.
12.10 p.
12.40 a.
12.45 p.
14.10 a.
14.15 p.
14.55 a.
15.00 p.
15.23 a.
15.25 p.
15.45 a.
16.00 p.
17.00 a.
Treno 83
18.00 p.
20.25 a.
20.40 p.

Roma
Colleferro
Frosinone
Roccasecca
Cassino
Vairano
Sparanise
Capua
Caserta
Napoli C/le
Salerno

Treno 784

a. 17.20
p. 15.47
a. 15.42
p. 14.55
a. 14.50
p. 13.50
a. 13.30
p. 12.41
a. 12.35
p. 11.15
a. 11.13
p. 10.33
a. 10.30
p. 10.01
a. 9.56
p. 9.36
a. 9.21
{ p. 8.20
Treno 84
{ a. 7.10
p. 4.00
a. 3.40

2447

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= 2 =

5.15 a.	Gioia Tauro	↑	p. 18.35
6.40 p.	Km. 350		a. 17.10
8.00 a.	Reggio C.	↓	p. 16.00

Composizione come prevista nel pro-memoria del 5/2.

II = Aggiungesi ora il progetto della stessa comunicazione da effettuarsi alternativamente via Cassino e via Formia.

a) via Cassino -

Orario e composizione di cui al punto I nei giorni di lunedì, martedì, mercoledì e venerdì in partenza da Roma e nei giorni di martedì, giovedì e sabato in partenza da Napoli.

b) via Formia -

Col seguente orario da effettuarsi nei giorni di martedì, giovedì, sabato e domenica in partenza da Roma e nei giorni di lunedì, mercoledì, venerdì e domenica in partenza da Napoli:

Treno 83		Treno 84	
9.00 p.	Roma Termini	a. 16.10	
10.25 a.	Campoleone	p. 14.52	
10.35 p.		a. 14.42	
11.16 a.	Littoria	p. 14.03	
11.19 p.		a. 14.00	
11.53 a.	Priverno	p. 13.26	
11.56 p.		a. 13.23	
13.33 a.	Formia	p. 11.42	
13.39 p.		a. 11.37	
13.56 a.	Minturno	p. 11.20	
13.59 p.		a. 11.17	
15.14 a.	Villa Literno	p. 10.04	24.6
15.19 p.		a. 9.59	
15.47 a.	Aversa	p. 9.30	
15.52 p.		a. 9.23	
16.30 a.	Napoli C/le	p. 8.40	
18.00 p.		a. 7.10	
20.25 a.		p. 4.00	

Col seguente orario da effettuarsi nei giorni di martedì, giovedì, sabato e domenica in partenza da Roma e nei giorni di lunedì, mercoledì, venerdì e domenica in partenza da Napoli:

<u>Treno 83</u>		<u>Treno 84</u>	
9.00	p.	a.	16.10
10.25	a.	p.	14.52
10.35	p.	a.	14.42
11.16	a.	p.	14.03
11.19	p.	a.	14.00
11.53	a.	p.	13.26
11.56	p.	a.	13.23
13.33	a.	p.	11.42
13.39	p.	a.	11.37
13.56	a.	p.	11.20
13.59	p.	a.	11.17
15.14	a.	p.	10.04
15.19	p.	a.	9.59
15.47	a.	p.	9.30
15.52	p.	a.	9.23
16.30	a.	p.	8.40
18.00	p.	a.	7.10
20.25	a.	p.	4.00
20.40	p.	a.	3.40
5.15	a.	p.	18.35
6.40	p.	a.	17.10
8.00	a.	p.	16.00

2446

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= 3 =

La composizione del treno via Formia nei giorni di martedì, giovedì, sabato e domenica sarebbe la seguente:

Da Roma a Campoleone

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

Da Campoleone a Napoli

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

Da Napoli a Gioia Tauro

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

(1) Bagagliaio da Roma a Napoli

(2) Viaggiatori da Roma per oltre Aversa verso Foggia - Militari da Napoli a Gioia Tauro

(3) Viaggiatori da Roma per Napoli - Militari da Napoli a Gioia Tauro

(4) Viaggiatori da Roma per Napoli

(5) Viaggiatori da Napoli per Calabria e Sicilia

(6)

(7) Viaggiatori da Roma per Calabria e Sicilia

(8)

(9) Postale da Roma per Calabria

(10) Bagagliaio da Napoli a Gioia Tauro

III - Gli intervalli esistenti a Roma Termini ed a Gioia Tauro si ritengono sufficienti per assicurare la regolare pulizia del materiale.

IL DIRETTORE GENERALE

Adriano

24.5

Memorandum for Major Pini; AC Tn. S/C

Also during the second week of operation the working of the new pass-
 trains between Roma and Napoli was a quite satisfactory one, as shown by
 following figures:

Train N. 791: southbound

29 Jan. Dep. from Roma on time; arr. at Napoli 27 min. late on account
 of change of traction at Caserta.

31 Jan. Both dep. from Roma and arr. at Napoli on time
 2 Feb. " " " " " "

Train N. 792: northbound

30 Jan. Dep. from ~~xxxxxxxxxx~~ Napoli on time; arr. at Roma 72 min. early

1 Feb. Dep. from Napoli 20 min. late on account of train OL 3381; further
 14 min. retardation at Caserta for change of traction; further
 retardations: 15 min. at Cassino; 40 min. at Roccasecca; 19 min.
 at Ceccano; 15 min. at Frosinone; 25 min. at Sgurgola; 10 min. at
 Colleferrro; 6 min. at Ciampino; arr. at Roma 42 min. late.

3 Feb. Dep. from Napoli on time; arr. at Roma 55 min. early in spite of
 15 min. retardation at S. Maria Capua Vetere and further 22 min.
 at Roccasecca for crossing other trains.

As for the allocation of seats the same deficiency of seats for desti-
 nations beyond Napoli and excess of seats for intermediate stations betw-
 een Roma and Napoli have been noticed. Following tickets remained unsold:

	for intermediate stations	for Napoli
29 Jan.: xxxxxxxxxx		
ordinary pass.	none	none
preferencial pass.	35	none
31 Jan. ordinary	none	none
preferencial	29	5
2 Feb. ordinary	1	none
preferencial	9	1

The travelling ticket-examiners have moreover noticed that in some
 cases passengers who had not been able to secure a seat for their actual
 destination, booked a seat for some intermediate station for which there wa
 was an excess of availability, with the obvious purpose to carry on their
 trip abusively.

We must therefore insist on the necessity that the present distrib-
 ution be altered in order to reserve at least 240 seats for destinations
 beyond ~~xxxxx~~ Napoli insted of 80 as presently.

Having moreover considered that beginning 12 Feb. next a new tri-
 weekly Napoli-Bari via Foggia will be operated, in connection with the
 Roma-Napoli train, we suggest that 80 seats be reserved on latter train

3 Feb. Dep. from Napoli on time; arr. at Rome 55 min. early in spite of 15 min. retardation at S. Maria Capua Vetere and further 22 min. at Roccasecca for crossing other trains.

As for the allocation of seats the same deficiency of seats for destinations beyond Napoli and excess of seats for intermediate stations between Rome and Napoli have been noticed. Following tickets remained unsold:

for intermediate stations

29 Jan.: ~~winning~~ ~~NY~~ ~~AWARD~~ ~~EX~~

ordinary pass.

preferential pass.

Now

616-010

31 Jan. ordinary

preferential

2007

572

Notes

2 Feb. ordinary

preferential

10

5

070



The travelling ticket-examiners have moreover noticed that in some cases passengers who had not been able to secure a seat for their actual destination, booked a seat for some intermediate station for which there was an excess of availability, with the obvious purpose to carry on their trip abusively.

We must therefore insist on the necessity that the present distribution be altered in order to reserve at least 240 seats for destinations beyond ~~Kinixi~~ Mao li insted of 80 as presently .

Having moreover considered that beginning 12 Feb. next a new tri-weekly Napoli-Bari via Toggia will be operated, in connection with the Roma-Napoli train, we suggest that 80 seats be reserved on latter train for passengers bound for the Bari line.

As for the new thorough service Roma-Napoli-Giulia Tauro-Reggio, to be operated daily with existing stock, we beg to submit following approximate schedule:

- 2 -

0800 dep	Roma Termini	arr	1720
1700 arr		dep	0820
1800 dep	Napoli Centrale	arr	0710
2025 arr		dep	0400
2040 dep	Salerno	arr	0340
0515 arr	Gioia Tauro	dep	1835
0640 dep	Km. 350	arr	1710
0800 arr	Reggio Cal.	dep	1600

The trains would be made-up as follows:

From Roma to Napoli

10	9	8	7	6	5	4	3	2	1
----	---	---	---	---	---	---	---	---	---

From Napoli to Gioia Tauro

11	10	9	8	7	6	5	4	3	2
----	----	---	---	---	---	---	---	---	---

L means the loco

- 1 " luggage van from Roma to Napoli
- 2 " coach for passengers beyond Caserta bound for Foggia and Bari
- 3 " " military personnel from Napoli to Reggio Cal.
- 4 " coach for passengers from Roma to Napoli
- 5 " " military personnel from Napoli to Reggio

- 6 " coaches for passengers from Roma to Napoli
- 7 " " " Napoli to Reggio

- 8 " coaches for passengers from Roma to Reggio

- 10 " ~~xxxxxx~~ mail van from Roma to Reggio

- 11 " luggage van from Napoli to Reggio

Remarks:

- a) In view of the experience the timings have been reduced on both sections Roma-Napoli and Napoli-Gioia Tauro-Reggio; Servicing of the stock at Roma and Gioia Tauro.

- b) The fast trains 61 and 62 between Napoli and Reggio have 6 coaches for civilian passengers and 2 coaches for Italian military personnel

- c) if a through service of mail-vans between Roma and Gioia Tauro is not possible, the mail van N. 10 arriving from Roma would be detached at Napoli and a new one attached there together with the luggage van N. 11.

24.3

	11	10	9	8	7	6	5	4	3	2
L means the loco										
1 "										
2 "										
3 "										
4 }										
5 }										
6 }										
7 }										
8 }										
9 }										
10 "										
11 "										
Remarks:										

- a) In view of the experience the timings have been reduced on both sections Roma-Napoli and Napoli-Gioia Tauro-Reggio; Servicing of the stock at Roma and Gioia Tauro.
- b) The fast trains 81 and 82 between Napoli and Reggio have 6 coaches for civilian passengers and 2 coaches for Italian military personnel if a through service of mail-vans between Roma and Gioia Tauro is not possible, the mail van N. 10 arriving from Roma would be detached at Napoli and a new one attached there together with the luggage van N. 11.
- c) 24.3

Roma, 5 Febbraio 1945

N° M.200/2441/41 B.

PROMEMORIA PER IL MAGGIORE PING
della Sottocommissione Trasporti

=====

Anche nella seconda settimana di effettuazione i treni viaggiatori diretti fra Roma e Napoli via Cassino hanno avuto andamento soddisfacente, come si rileva dai seguenti risultati:

Treno 791

29/1 - Partito orario da Roma, giunse a Napoli con 27 m.r. - subito in massima parte a Caserta per il cambio della trazione --.

31/1 - Partito orario da Roma giunse orario a Napoli.

2/2 - Partito orario da Roma giunse orario a Napoli.

Treno 792

30/1 - Partito orario da Napoli, giunse a Roma con anticipo di 72' .

1/2 - Partito da Napoli con 20' di ritardo rispetto treno CL 3381 molto raccomandato, subì altri 14' di ritardo a Caserta per cambio trazione e successivamente 16' a Cassino, 40' a Roccasecca, 19' a Ceccano, 15' a Frosinone, 25' a Sgurgola, 10' a Collevero e 6' a Ciampino per attendere via libera giungendo a Roma con 42' di ritardo.

3/2 - Partito orario da Napoli giunse a Roma T. con anticipo di 55' nonostante avesse subito 15' di ritardo a S.Maria C.Vetere e 22' a Roccasecca per incroci.

2422

Per quanto riguarda la ripartizione di posti a Roma si continua a notare insufficienza per oltre Napoli verso la Calabria e la Sicilia e qualche eccedenza per le stazioni fra Roma e Napoli.

Si sono verificate le seguenti rimanenze di biglietti:

29/1	ordinari.....	Stazioni intermedie	Napoli
	categoria preferenziali		

- 31/1 - Partito orario da Roma giunse orario a Napoli.
 2/2 - Partito orario da Roma giunse orario a Napoli.

Treno 792

30/1 - Partito orario da Napoli, giunse a Roma con anticipo di 72' .
 1/2 - Partito da Napoli con 20' di ritardo rispetto treno CL 3381 molto raccomandato, subì altri 14' di ritardo a Caserta per cambio trazione e successivamente 16' a Cassino, 40' a Roccasecca, 19' a Ceccano, 15' a Frosinone, 25' a Sgurgola, 10' a Colleferro e 6' a Ciampino per attendere via libera giungendo a Roma con 42' di ritardo.

3/2 - Partito orario da Napoli giunse a Roma T. con anticipo di 55' nonostante avesse subito 15' di ritardo a S.Maria C.Vetera e 22' a Roccasecca per incroci.

2422

Per quanto riguarda la ripartizione di posti a Roma si continua a notare insufficienza per oltre Napoli verso la Calabria e la Sicilia e qualche eccedenza per le stazioni fra Roma e Napoli.

Ci sono verificate le seguenti rimanenze di biglietti:

	Stazioni intermedie	Napoli
29/1 ordinari.....	-	-
categorie preferenziali	35	-
31/1 ordinari.....	-	-
categorie preferenziali	29	5
2/2 ordinari.....	1	-
categorie preferenziali	9	1

= 2 =

Dai risultati della controlleria in viaggio si rileva che viaggiatori per oltre Napoli che non riescono in partenza ad assicurarsi la prenotazione per la località di destinazione si prenotano per le stazioni intermedie per le quali non si verifica deficienza di posti, con l'intendimento di continuare poi abusivamente il viaggio.

Si deve pertanto insistere sull'opportunità che sia modificata la ripartizione dei posti assegnando almeno 240 posti per oltre Napoli in luogo degli 80 attualmente ammessi.

Tenuto poi presente che dal 12 febbraio sarà istituito il nuovo treno Napoli-Bari via Foggia, in coincidenza col Roma-Napoli, si riterrrebbe opportuno riservare da Roma anche 80 posti per viaggiatori diretti verso Bari.

Confermando poi la precedente proposta di fare proseguire oltre Napoli il materiale del treno di Roma, effettuando questo tutti i giorni senza maggiore impegno di carrozze, si sottopone il seguente progetto di orario di massima e di composizione dei treni:

8.00	p.	Roma	a. 17.20
17.00	a.	Napoli	p. 3.20
18.00	p.		a. 7.10
20.25	a.	Salerno	p. 4.00
20.40	p.		a. 3.40
5.15	a.	Gioia Tauro	p. 18.35
6.40	p.	Km. 350	a. 17.10
8.00	a.	Reggio Cal.	p. 16.00

2441

Composizione:

da ROMA a NAPOLI

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

da NAPOLI a GIOIA TAURO

Confermando poi la precedente proposta di fare proseguire oltre Napoli il materiale del treno di Roma, effettuando questo tutti i giorni senza maggiore impegno di carrozze, si sottopone il seguente progetto di orario di massima e di composizione dei treni:

8.00	p.	Roma	Aa.	17.20
17.00	a.	Napoli	p.	8.20
18.00	p.		a.	7.10
20.25	a.	Salerno	p.	4.00
20.40	p.		a.	3.40
5.15	a.	Gioia Tauro	p.	18.35
6.40	p.	Km. 350	a.	17.10
8.00	a.	Reggio Cal.	p.	16.00

2441

Composizione:

da ROMA a NAPOLI

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

da NAPOLI a GIOIA TAURO

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

- (1) Bagagliaio da Roma a Napoli.
 (2) Viaggiatori da Roma per oltre Caserta verso Foggia
 Militari da Napoli a Gioia Tauro.

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= 3 =

- (3) Viaggiatori da Roma per Napoli
Militari da Napoli a Gioia Tauro
- (4) Viaggiatori da Roma per Napoli
Viaggiatori da Napoli per Calabria e Sicilia
- (5) id.
- (6) id.
- (7) Viaggiatori da Roma per Calabria e Sicilia
- (8) id.
- (9) id.
- (10) Postale da Roma per Calabria
- (11) Bagagliaio da Napoli a Gioia Tauro.

Si prega di voler esaminare sollecitamente la questione che
sarebbe necessario risolvere con una certa urgenza.

IL DIRETTORE GENERALE

Carlo A. Raimondo

2440

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 23 January - operated via Formia - departed Rome in due time - halted 40 minutes at Littoria, upon request of the American engine drivers, for supplying foods, 10 ms at Formia, 55 ms at Villa Literno, 10 ms. at Campi Elitrei, 10 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 15 ms. belated due to locomotive maintenance, arrived at Roccasecca 10 ms. time, and ran in time up to Caserta. It arrived at Naples 80 ms. belated, due to crossing at Acerra with train OL 61576, halted along the line due to lack of tension.

On 25 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 80 ms. before.

On 26 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 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 between Naples 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 2nd, when the train was not operated on the normal route, on 24th and 26th the following seats remained available:

On. 24 Jan.	Ordinary Priority ranks	Intermediate stations	
		Naples	
		79	--
		50	50
On 26 Jan.	Ordinary Priority ranks	24	--
		48	50

(7) passengers from Rome to Calabria and Sicily

(8) do

(9) do

(10) Mail van from Rome to Calabria

(11) Luggage van from Naples to Gioia Tauro

To beg you kindly to consider the matter as soon as possible,
due to the necessity to settle it rather promptly.

The Director General

F. DI RAIMONDO

HEADQUARTERS
SOUTHERN REGION. ALLIED COMMISSION
TRANSPORTATION DIVISION
(RAILWAYS)
C. M. F.

322/32

New page train Bari- Naples ✓

SUBJECT:

Capo Compartimento - Naples Division - I.R.R.

TO:Movement Section - Naples Division - I.R.R.
(Att. Ing. Marinelli)Copy to : Headquarters - Southern Region - A.C.
Transportation Division." Transportation Sub-Commission Rail A.C.
care Transportation Increment C.M.F. ✓

" (Gen. (Movement and Transportation) A.P.R.Q.

" Headquarters Movements West Italy.

" Headquarters 701st Railway Group Division
Military Railway Service.Phone : Naples 50050 Ex. 12
Clerks " Ex. 4
Movements " Ex. 11

Our Ref. 6/197

Date :

Your Ref. :

Date :

1. In view of the fact that no provision has been made for conveyance of Italian Military personnel on train 8235, (which is now entirely for Allied Military) it will be necessary to reserve one car for this purpose on train T V 815-816 each trip.
2. Please arrange for this to be done commencing Monday 12 February.

For the Regional Commissioner :

VB/ta.

2 C. M. F. [unclear]
2 C. M. F. [unclear]

[Signature]
Major
(V.R. [unclear])

2437

J/S

In S/c 9895

G-4 Mov & Tr
Allied Force Headquarters
Tel No. Freedom 320

Nov 3/23A

SUBJECT: NAPLES-ROME Civilian Passenger Services.

TO : HQ Movements West Italy.
HQ Movements Rome Area.

Instances have been reported of unauthorised military personnel travelling or attempting to travel on the above civilian services.

The only military personnel authorised to travel by these services is a small quota of Allied Commission personnel who are in possession of travel warrants issued by HQ Allied Commission authorising such travel.

The ISR have been instructed to erect barriers in order to exercise the necessary measure of control and so ensure that only authorised passengers are allowed on to the platform during entrainment.

In order to assist the ISR further please arrange for a member of the RTO staff to be in attendance at both terminals during entrainment together with one of the station C/P in order to keep unauthorised military personnel off these trains.

8th February, 1945.

Copy to DMS Italy (2)
HQ Allied Commission (2) ✓

G. W. Brown
G. W. BROWN, Lt Col
for DMS Italy
D.Q.M.G. (MOV & TR)



Roma, li 6-2-45

M.221/60-2

PROMEMORIA PER IL MAGGIORE PING
Commissione Alleata - Sottocommissione Trasporti

Con l'effettuazione dal 12 corr. del treno trisettimanale Napoli-Foggia-Bari, in coincidenza a Caserta col treno 781 Roma-Napoli, si rende opportuno che in quest'ultimo treno siano messi a disposizione 80 posti, in apposita carrozza, per i viaggiatori in partenza da Roma e diretti nelle Puglie, che a Caserta trasborderanno in altra carrozza predisposta da Napoli col treno coincidente 815.

La carrozza del treno 781 liberata dai viaggiatori diretti verso Foggia proseguirà da Caserta con lo stesso treno utilizzata da viaggiatori locali per Napoli.

Si prega dare urgente benestare.

IL DIRETTORE GENERALE

U. Di Amico

ACF/ag

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

Tel: 843238
Our ref: AC/100/90/Tn 4

5 February 1945

TO : ISR.- Building.

SUBJECT: Train Charts.

1. Please prepare and let me have timings and train charts for through working of Rome-Naples train to Gicis-Tauro, on such a way as to utilize existing stock and operate a daily service.
2. The schedule should allow of
 - a) Daily Service on line 90
 - b) Service on alternate days by lines 89 and 90.
3. Time must be allowed for servicing of stock, and sufficient over all to ensure no delay on timings given.

Robert May
O.H. HANIBERG
Lt. Col. R.E.,
Chief, Rail Division.

2434

Copy to: Movements
Tn. Sub-Commission.

ACP/ug

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

Tel: 843238

5 February 1945

Our ref: AC/100/90/31

TO : ISR.- Building.SUBJECT: Train Schedules - Freight.

1. Please prepare and let us have at earliest moment train schedules for perishable freight traffic Bari-Naples-Rome and Reggio-Naples-Rome, to allow for arrivals in Rome on alternate days.

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

Copy to: Movements
Tr. Sub-Commission.

ORARIO TRENI VIAGGIATORI ROMA NAPOI

100/90

	8.30	Roma T.ni	↑ 18.30	
11.30	11.35	Frosinone	15.25	15.30
12.50	13.10	Roccasecca	13.55	14.15
13.45	---	Cassino	---	13.02
15.15	15.20	Vairano	11.33	11.38
16.00	16.05	Sparanise	10.48	10.53
16.35	16.40	Capua	10.12	10.17
17.05	17.20	Caserta	9.35	9.50
18.30		Napoli C/le		8.30
		↓		

N.B. - Si sono ridotte le fermate di Roccasecca e Caserta perchè la pratica di questi giorni le ha dimostrate eccessive.

Tutte 6 copie.

2423

ALLIED FORCE
MILITARY RAILWAY SERVICE
Headquarters 725th Railway Operating Battalion
Office of Commanding Officer

APO 512
25 January 1945.

Subject: Civilian Passenger Service, Rome-Naples.

To : DEPT, APO 512, US Army.

1. There is too much time consumed at present by the civilian passenger train schedule and is somewhat retarding movement of freight trains. Submitted herewith is revised schedule reducing the time between Rome Terminal and Caserta to 9 hours and 10 minutes on northward trip and 9 hours and 20 minutes southward; this reduces the time of the northward trip by 50 minutes and southward by 45 minutes.

2. As soon as this rainy season has passed further improvement can be made and approximate reduction of one additional hour can be made in both directions.

3. If you concur kindly arrange to have schedule published by Movement Section after which we will issue new operating schedule.

Inc - Schedule (new)

T. P. CHAMBERLAIN,
Lt. Col., T.O.
Superintendent.

cc - CO, 701st Ty Grand Div.,
APO 512, US Army.

Stella di Roma
(Southbound)

Mon-Wed-Fri

KMP

0730 Lv. Rome Terminal
 1045 Ar.
 1050 Lv. Frosinone
 1230 Ar.
 1300 Lv. Roccasecca
 1500 Ar.
 1505 Lv. Vairano
 1550 Ar.
 1555 Lv. Speranise
 1625 Ar.
 1630 Lv. Capua
 1650 Ar.
 ✓ 1720 Lv. Caserta
 1845 Ar. Naples Centrale

0
 85.5
 120.9
 169.8
 189.2
 204.5
 215.6
 248.8

Stella di Napoli
(Northbound)

Tues-Thurs-Sat.

Arr 1910
 Lv. 1605
 Ar. 1600
 Lv 1420
 Ar 1350
 Lv 1150
 Ar. 1145
 Lv. 1100
 Ar. 1055
 Lv 1025
 Ar. 1020
 Lv 1000
 Ar. 0930
 Lv. 0800

ORARIO TRENI VIAGGIATORI ROMA NAPOLI

	8.30	Roma T.ni	18.30	
11.30	11.35	Frosinone	15.25	15.30
12.50	13.10	Roccasecca	13.55	14.15
13.45	—	Cassino	—	13.02
15.15	15.20	Vairano	11.33	11.38
16.00	16.05	Sparanise	10.48	10.53
16.35	16.40	Capua	10.12	10.17
17.05	17.20	Caserta	9.35	9.50
18.30		Napoli C/le		8.30

N.B. - S^a sono ridotte le fermate di Roccasecca e Caserta perchè la pratica di questi giorni le ha dimostrate eccessive.

attestato

2420

REPORT ON PASSENGER SERVICES
ROME NAPLES & NAPLES ROME 22/23 JANUARY

1. Train n. 791 of 22 Jan. 1945 STELLA DI ROMA departed Rome Termini 0732 hrs. and arrived Naples Centrale at 1930 hrs. Train n. 792 of 23 Jan. 1945 STELLA DI NAPOLI departed Naples Centrale at 0800 hrs. and arrived Rome Termini at 1945 hrs.

2. The train was made up of:-

- 2 diesel engines
- 1 coach for heating purposes
- 1 mail coach
- 1 baggage coach
- 1 2nd class carriage
- 7 3rd class carriages

on train No. 791 a steam engine travelled at the rear of the train as far as Campoleone to assist on the gradient between Ciampino and Cecchina. Between Villa Literno & Naples in each direction the diesels were exchanged for an Italian "locomotore".

3. The passenger coaches seemed generally in good condition. Some of the doors in the 3rd class coaches between the compartments and the corridor were without glass. In one case where the door had not been boarded up the passengers hung their coats over the aperture to keep warm.

Apart from this case no one complained of the cold when asked. It was said the heating coach did not warm those coaches farthest away from the heating coach.

It was noticeably cold in the 2nd class coach on the Naples Rome journey as far as Villa Literno when the heating coach was changed from one end of the train to the other during the engine changing. It was not possible to pass from one coach to another as they were not connected up.

It would be advisable to enquire if the water system can be put into operation. The lavatories became somewhat unsavoury during the latter parts of the journeys. Also there was a rush to drink & fill water bottles at the pumps at various halts.

2423

4. 376 passengers were carried Rome Naples, 360 Naples Rome. 640 passengers in the full load. The smaller numbers were accounted for by:-

- a) the existence of the services being not yet common knowledge.
- b) the train operating via Formia on these particular occasions instead of via Cassino.

as far as Campoleone to assist on the Gradient between Ciampino and Cecchina. Between Villa Litterno & Naples in each direction the diesels were exchanged for an Italian "locomotore".

3. The passenger coaches seemed generally in good condition. Some of the doors in the 3rd class coaches between the compartments and the corridor were without glass. In one case where the door had not been boarded up the passengers hung their coats over the aperture to keep warm. Apart from this case no one complained of the cold when asked. It was said the heating coach did not warm those coaches farthest away from the heating coach. It was noticeably cold in the 2nd class coach on the Naples Rome journey as far as Villa Litterno when the heating coach was changed from one end of the train to the other during the engine changing. It was not possible to pass from one coach to another as they were not connected up. It would be advisable to enquire if the water system can be put into operation. The lavatories became somewhat unsavoury during the latter parts of the journeys. Also there was a rush to drink & fill water bottles at the pumps at various halts.

4. 376 passengers were carried Rome Naples, 360 Naples Rome. 640 passengers in the full load. The smaller numbers were accounted for by:-

2429

- a) the existence of the services being not yet common knowledge.
- b) the train operating via Formia on these particular occasions instead of via Cassino.

It was confidently expected that the train would be full in a few days time when it would be operating over the normal route via Cassino.

5. 1 railway employee and 2 railway police travelled in each coach. There seemed some doubt as to whether or not this number was only for the inaugural journeys.

- 2 -

2 police on each coach would seem advisable to control passengers boarding the trains at intermediate stations. It is not possible to comment on this point as no passengers were allowed to board the train at the various halts, much to the disgust of people at several of the halts on the Rome Naples journey. They were pacified somewhat on being informed by the police that another train was arriving in a hours time. I was not able to discover to what train this referred or whether the statement was true. It appeared to me that the police were not certain what action they should take in the event of their finding unauthorized persons on the train.

6. All the passengers interrogated produced their tickets, special permits and identity cards. The guard had in his possession a nominal role of the passengers.

7. Ticket collectors should be advised to ask Allied personnel for their warrants. They should be made familiar with AB 494A and the american equivalent. Although obviously a passenger I was never asked to surrender my warrants. Furthermore the Transportation S.C. representative at Naples was approached by a civilian who had been allowed to pass on the platform with a type-written note in English evidently signed by some Allied Officer or official. Italians who cannot read English do not like to stop persons armed with papers written in English and bearing some stamp or other.

8. Brigadier Waghorn and other Allied Officers and Italian Officials including the Minister of Communications were present on the station at Rome on 22 Jan. The Minister travelled on the train as far as Ciampino and rejoined it again at Villa Literno where there was a great display of bunting and the "locomotive" was decorated with English American and Italian flags. The train was one hour ahead of time at Villa Literno. The normal running time from Villa Literno to Naples is something over 1 hour. Passengers and railway employees were somewhat displeased when informed it was not possible to arrive before the scheduled time as Allied and other Officials were expected to meet the train at Naples. Consequently after one hour wait at Villa Literno the train made the journey to Naples in 2 1/4 hours.

2428

9. Brigadier Dunlop and other Allied Officers and Italian Officials met the train at Naples, where the passengers for Reggio for Sicily, who were in a special coach to themselves, demonstrated strongly on being told they would have to change coaches. They had evidently been told it was a through coach.

10. Many passengers expressed their pleasure that a Rome Naples service was operating again, but they hoped it would be possible to reduce the time to less than 12 hours. It would make a great difference to them to arrive in Naples in less than 12 hours.

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10. Many passengers expressed their pleasure that a Rome Naples service was operating again, but they hoped it would be possible to reduce the time to less than 12 hours. It would make a great difference to them to arrive in daylight.

11. It would seem most desirable if some sort of transport could be laid on for a short time to meet the trains. The position of a lady travelling from Sicily with two small children and luggage arriving at Rome in a snow storm at night, and living some considerable distance from the station was by no means an enviable one.

A. Webster.

REPORT ON TRAINS No. 791 of 26 JAN. 1945 ROME -
NAPLES D No. 792 of 27 JAN. 1945 NAPLES - ROME

TRAIN No. 791 of 26 Jan. '45 was made up of :

- 10 - 3rd Class passenger coaches
- 1 - Baggage coach
- 1 - Mail coach
- 1 - Heating coach

TRAIN No. 792 of 27 Jan. '45 had only 8 - 3rd Class passenger coaches.

Both trains were hauled by an American operated oil burning engine between Rome and Caserta, and by an Italian operated coal burning engine between Caserta and Naples.

2. The loadings were as under :-

SOUTHBOUND			NORTHBOUND		
OFF	ON	PASSENGERS	STATION	PASSENGERS	ON OFF
		523	Rome Termini		
		540	Frosinone	477	-- 20
		521	Roccasecca	498	30 26
		513	Vairano	494	10 14
		496	Speranise	498	7 11
		483	Capua	502	5 7
		423	Caserta	504	69 7
			Naples C.	442	

3. Arrangements at Rome Termini were satisfactory. The platform was roped off and tickets are examined at the barrier. This is not the case at Naples Central. There is no barrier and tickets and documents are examined on the train before departure.

Unauthorized passengers are much more troublesome to remove from a train than to prevent passing a barrier.

4. Under present arrangements Allied soldiers are able to travel on the trains with or without a document of any kind.

It seems desirable that there should be a barrier at Naples and Rome and that Allied Military police should examine Allied soldiers authority to travel.

It is presumed that the only Allied personnel authorised to travel on these trains are AC Officers and PW/CAs on duty.

Italian railway employees and police do not know what this authority is, and, in any case, are not in a position to control Allied personnel.

They are evidently not familiar with the procedure laid down for the surrendering of warrants by AC personnel.

5. The arrangements at intermediate stations were satisfactory. Unauthorized passengers were prevented from boarding or removed from the train.

6. The water system was operating - an amenity not always taken advantage of by the passengers. The heating system does not work in the last three coaches.

2427

313	Vairano	494	10	14
496	Sparenise	498	7	11
483	Cepua	502	5	7
423	Caserte	504	69	7
	Naples C.	442		

3. Arrangements at Rome Termini were satisfactory. The platform was roped off and tickets are examined at the barrier. This is not the case at Naples Central. There is no barrier and tickets and documents are examined on the train before departure.

Unauthorized passengers are much more troublesome to remove from a train than to prevent passing a barrier.

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It is presumed that the only Allied personnel authorized to travel on these trains are AC Officers and EM/OS on duty.
Italian railway employees and police do not know what this authority is, and, in any case, are not in a position to control Allied personnel.

They are evidently not familiar with the procedure laid down for the surrendering of warrants by AC personnel.

5. The arrangements at intermediate stations were satisfactory. Unauthorized passengers were prevented from boarding or removed from the train.

6. The water system was operating - an amenity not always taken advantage of by the passengers. The heating system does not warm the last three or four coaches. As there is no glass in any of the compartment doors it is none too warm at times. The electric lighting system does not work. The last 14 hours or so of the journey being spent in darkness adds considerably to its tedium.

7. It is suggested that the carriages reserved for AC personnel should be more clearly labelled i.e., labels stuck on windows and not hanging on door handles. At present they are not easy to see from the platform.

SOUTHBOUND			NORTHBOUND		
LEAVING TIME	SCHEDULED TIME	ROUTE TO CASSINO STATIONS	SCHEDULED TIME	RUNNING TIME	
0732	0730	0 ROME 4	2000	1546	
07 33	07 43	4 CASILINA	19 42		
07 48	08 00	10 CAPANNELLE 4	19 30		
07 55	08 15	13.9 CIANFIDINO 11	19 21		
08 24	08 53	25.7 COLONNA 2	18 59		
	09 26	34.8 ZAGAROLO 3	18 39		
08 47	09 35	36.2 PALESTRINA 5	18 33		
08 54	09 47	42.4 LABICO 4	18 16		
08 59	09 55	45.5 VALMONTONE 7.6	18 05	17 42	
0911 0940	10 11	52.6 SERNI 8.9	17 45	17 30	
09 56	10 32	62.5 ARAGNI 4.9	17 26	17 20	
10 06	10 43	67.4 SGURGOLA 4.7	17 15	1704 1714	
10 13	10 54	72.1 MOROLO 5.1	17 04	16 50	
10 27	11 02	77.2 FERENTINO 6.3	16 52	16 40	
1041 1135	1135	85.5 FROSINONE 6.5	1630 1635	1557 1633	
11 45	11 51	92.0 CECCANO 8.6	16 11	15 47	
	12 11	100.6 POFI (CASTRO) 10.1	15 52	15 26	
1203 1223	12 35	110.6 CETRANO 2.0	15 28	15 18	
	12 43	112.6 ISOLETTA 6.4	15 21	15 13	
1246 1345	1305	121.0 ROCCASECCA 4.8	1435 1505	1337 1455	
14 00	13 48	125.8 AQUINO 12.2	14 19		
14 12	14 17	135.0 CASSINO	13 39	13 10	

SOUTHBOUND		NORTHBOUND		
RUN NO.	SCHEDULED TIME	CASINO TO NAPLES STATIONS	SCHEDULED TIME	RUNNING TIME
14 12	14 17	CASINO 2.6	13 39	13 10
	14 40	EVANURO 7.4	13 18	12 55
	15 06	MIGNANO 7.5	12 55	12 40
	15 32	TOR 7.4	12 37	12 30
1525 1554	1555	VAIRANO 6.3	1210 1215	1212 1220
16 03	16 09	RIANO 5.8	11 51	
	16 23	TEANO 4.1	11 39	1135 1150
		CLOVIS 3.2		11 26
1628 1640	1635 1640	SPARANISE 5.9	1115 1120	1058 1120
16 51	16 51	PIGNANO 2.4	10 57	10 47
1702 1710	1705 1710	CAPUA 4.8	1030 1035	1025 1035
17 15	17 25	SANTA MARIA 6.3	10 17	1017 1019
1726 1808	1738 1808	CASERTA 5.7	0930 1000	0944 1009
18 20	18 22	MADDALONI 6.0	09 22	09 30
18 35	18 36	CANCELLO 7.4	09 05	0905 0918
18 45	18 52	ACERRA 3.3	08 45	08 49
19 06	19 02	CASALNUOVO 8.68	08 33	08 42
		SMISTARENTO 2.17		
1935	1930	NAPLES	0800	0800

ACP/ab:

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

Tel.: 843238

Ohr ref.: AC/100/90/Tn 4

30 January 1945

SUBJECT : Rome-Naples Service.

TO : Regional Commissioner,
Southern Region.

- 1.) Ref. is to your letter R/1484 20 January 1945.
- 2.) It is intended that the following should be included in the title "AC Officers on duty" and or EM/ORs on duty", for the purpose of issue of warrants for travel by the Rome-Naples train, within the limits of the accommodation set aside for the purpose:-
 - a) Italian Officers and soldiers employed by AC.
 - b) Italian Civilians employed by AC.
 - c) American or British Red Cross personnel associated with AC.
 - d) Members of the Staff of the UERRA.
- 3.) The question of amendment to the existing courier service is being dealt with by the Headquarters Commandant so far as journeys from this end are concerned, and doubtless you will hear further from him on the subject.
- 4.) For your information, it is intended to reduce the train timing between Rome and Naples to ten hours in the near future, and the question of further reductions will be considered in the light of experience on that schedule.

By Command of Rear Admiral Stone.

2424
MERRITT H. TAYLOR
DIRECTOR.

Copy to : HQ. Commandant
MRS.
Movements, Tn. Sub-Comm.

APPROVED *A. C. Ping*
NAME A.C. PING
MAJOR, RAIL DIVISION.

HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
APO 394

JZD/am

R/1484

RECEIVED 20 January 1945

21 JAN 1945

SUBJECT: ROME-NAPLES Train Service

TO : H.Q. Allied Commission, Transportation Sub/Commission
(Rail Section) ✓

1. Ref train service Circular No. 2 dated 11 January
Para 1 - Allocation of Seats:-
Will you please inform us if the following are to be
included under the heading of "AC Officers on duty" and/or
EM/ORs on duty":-

- (a) Italian officers and soldiers employed by A.C.
(b) Italian civilians employed by A.C.
(c) American or British Red Cross personnel
associated with A.C.
(d) Members of the staff of U.N.R.R.A. ?

La Thomas
say yes

2. It is assumed that, in the meantime, no alteration
will be made in the normal ROME-NAPLES courier service. Should,
however, it be found possible, at a later date, to accelerate
this train service, then it may, at that time, be possible to
do away with the courier and save mechanical transport.
3. As you are aware, all the types of persons described
in categories (a) (b) (c) and (d) above, are at present being
carried on the courier subject to space being available. It
would therefore appear reasonable that they be carried on the
train.
4. The matter is, however, one that should be settled
before the train commences to run.

WA Cdt. AC Review
at
in
Hm

8423

EM/QRs on duty:-

- for Thomas*
save yep
- (a) Italian officers and soldiers employed by A.C.
 - (b) Italian civilians employed by A.C.
 - (c) American or British Red Cross personnel associated with A.C.
 - (d) Members of the staff of U.N.R.R.A. ?

2. It is assumed that, in the meantime, no alteration will be made in the normal ROME-NAPLES courier service. Should, however, it be found possible, at a later date, to accelerate this train service, then it may, at that time, be possible to do away with the courier and save mechanical transport.

3. As you are aware, all the types of persons described in categories (a) (b) (c) and (d) above, are at present being carried on the courier subject to space being available. It would therefore appear reasonable that they be carried on the train.

4. The matter is, however, one that should be settled before the train commences to run.

WR Calk. AC at Rome
then in hand

8423

[Signature]
Regional Commissioner

Copy to:- Ass't/Executive Officer, Southern Region
" " Transportation Division, Southern Region

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

531.7 T

A.P.O. 512
2 February 1945

SUBJECT: Civilian Passenger Service, Rome - Naples

TO : CO, 701 Railway Grand Division, APO 512
CO, 715 Railway Operating Battalion, APO 512

1. Effective 0830 hours, Monday, 5 February 1945, civilian passenger trains, Stella di Roma and Stella di Napoli, will operate on following schedules via Line 90 and Cancelli:

<u>Stella di Roma</u> (Southbound) Mon-Wed-Fri		KMP	<u>Stella di Napoli</u> (Northbound) Tues-Thurs-Sat	
0830	Lv Rome Terminal	0	Ar	1830
1130	Ar		Lv	1535
1135	Lv Frosinone	85.5	Ar	1530
1250	Ar		Lv	1420
1310	Lv Roccasecca	120.9	Ar	1400
1345	Ar		Lv	1310
1350	Lv Cassino	137.9	Ar	1305
1515	Ar		Lv	1138
1520	Lv Vairano	169.8	Ar	1133
1600	Ar		Lv	1053
1605	Lv Sparanise	189.2	Ar	1048
1635	Ar		Lv	1017
1640	Lv Capua	204.5	Ar	1012
1705	Ar		Lv	0950
1720	Lv Caserta	215.6	Ar	0935
1830	Ar Naples Central	248.8	Lv	0830

For the Director:

2422

cc:- DMRI
DDMRI
DD, Operations

S. E. Lendon
S. E. LONDON
Captain, TC

on following schedule

Stella di Roma
(Southbound)
Mon-Wed-Fri

0830	LV	Rome Terminal
1130	Ar	
1135	LV	Frosinone
1250	Ar	
1310	LV	Roccasecca
1345	Ar	
1350	LV	Cassino
1515	Ar	
1520	LV	Vairano
1600	Ar	
1605	LV	Sparanise
1635	Ar	
1640	LV	Capua
1705	Ar	
1720	LV	Caserta
1830	Ar	Naples Central

For the Director:

cc:- DMRI
DDMRI

DD, Operations
CO, 719 ROB, Leghorn
DD Tn Ry. Attn: Tn 3 (O) & (M)
Equipment Section, 774 RGD
Major Ping, AC, Building
Hq. Ry. Military Police
American RTO, Rome Terminal
British RTO, Rome Terminal
Movements Rome
Movements West Italy
Director General, ISR
Capo Compartimento, Rome
Capo Compartimento, Naples
Chief Dispatcher, 719 ROB, Rome

Stella di Napoli
(Northbound)
Tues-Thurs-Sat

Ar	1830
LV	1535
Ar	1530
LV	1420
Ar	1400
LV	1310
Ar	1305
LV	1138
Ar	1133
LV	1053
Ar	1048
LV	1017
Ar	1012
LV	0950
Ar	0935
LV	0830

2422

S. E. Lendcij

S. E. LONDON
Captain, TC
Superintendent Transportation

ACE/ic

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

Tel: 843238

Our Ref: AG/100/89/90/Tn 4

1st February 1945

TO : General di Raimondo
Director General, ISR.

SUBJECT: Rome-Naples-Rome Service.

1. Reference is your Segr. 2°/2386/28 dated 28 January 1945.
2. Arrangements are being made for the timing of the Rome-Naples-Rome Service to be reduced to 10 hours, 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.

Copy to: MRS.

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

The new 10-hrs schedule is slightly different from that previously submitted, in order to may include the stop at Cassino. Gen. Di Raimondo strongly recommends that the possibility to effect said stop be carefully investigated, as it would gretly help the rev-
ival of a locality so heavily damaged by the war

29 Jan. 1945

2420

Ministry of Transports
ISR General Direction
Movement Dept.

Roma 28 Jan. 45.

To Tn S/Commission AC.

M.210/193-A

Subject : Train service Roma-Napoli.

- 1) Reference is made to your letter AC 100/90/Tn4 of 25 Jan. ult.
- 2) We want to submit the approximate timings for the 10-hrs, 9-hrs, 8-hrs schedules between Rome and Napoli.

A	B	C	Roma	C	B	A
8.30	8.30	8.30	Roma	16.30	17.30	18.30
11.30	11.10	10.50	Frosinone	14.20	15.05	15.35
11.35	11.15	10.55		14.15	15.00	15.30
12.50	12.20	11.55	Roccasecca	13.25	14.00	14.20
13.10	12.40	12.15		13.10	13.40	14.00
13.45	13.10	12.40	Cassino	12.20	12.50	13.05 10
13.50	13.15	12.45		12.15	12.45	13.00 05
15.15	14.40	14.05	Vairano	11.00	11.35	11.38
15.20	14.45	14.07		10.58	11.23	11.33
16.00	15.25	14.42	Speranise	10.20	10.43	10.53
16.05	15.30	14.45		10.18	10.40	10.48
16.35	15.53	15.08	Capua	9.50	10.11	10.17
16.40	15.55	15.10		9.48	10.06	10.12
17.05	16.15	15.28	Caserta	9.32	9.46	9.50
17.20	16.30	15.40		9.20	9.31	9.35
18.30	17.30	16.30	Napoli C.	8.30	8.30	8.30

- 3) X A stop has been prearranged at Cassino for passenger service, because the refugees are coming back to said locality from nearly towns and villages and the population of Cassino, so hardly tried by the war, is actually increasing every day. Your authorization to effect above stop would be very much appreciated.

ROMA, 28.1.45

M.210/193-A

A.C.100/90/Tn.4 del 25 corr.

Servizio Movimento

ALLA COMMISSIONE MILITARE
Sottocommissione TrasportiR O M A

Trani Roma-Napoli

In relazione alla richiesta di cui alla
lettera a riferimento e alle intese verbali, con-
munico gli schemi A - B - C degli orari delle
percorse rispettive di 10 - 2 - 8 ore fra
Roma e Napoli:

A	B	C		C	B	A
8.30	8.30	8.30	Roma	16.30	17.30	18.30
11.30	11.10	10.50	Frosinone	14.20	15.05	15.35
11.35	11.15	10.55	Roccasecca	14.15	15.00	15.30
12.50	12.30	11.55	Cassino	13.25	14.00	14.20
13.10	12.40	12.15	Valrano	13.10	13.40	14.00
13.40	13.10	12.40	Spertanise	12.20	12.50	13.05
13.45	13.15	12.45	Capua	12.15	12.45	13.00
15.15	14.40	14.05	Napoli C.	11.00	11.25	11.58
15.20	14.45	14.07		10.58	11.23	11.53
16.00	15.25	14.42		10.20	10.43	10.53
16.05	15.30	14.45		10.16	10.40	10.48
16.35	15.53	15.08		9.50	10.11	10.17
16.40	15.55	15.10		9.48	10.08	10.12
17.05	16.15	15.28		9.32	9.46	9.50
17.20	16.30	15.40		9.20	9.31	9.35
18.30	17.30	16.30		8.30	8.30	8.30

2418

Si è prevista la fermata per servizio viaggiatori a Cassino, in considerazione che in quella località si è iniziato il ritorno dai paesi vicini della popolazione precedentemente sfollata. La popolazione stessa, già tanto provata dalla guerra, è in continuo aumento.

Si prega di volere autorizzare.

IL DIRETTORE GENERALE

P. Di Raimondo

OHL/ic

INTER OFFICE MINUTE

Our Ref: AC/100/89/90/Tn 4

TO : Director,
Tn. Sub-Commission

SUBJECT: 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 will notice the large amount of a short distant traffic.

2417

O.H. LINDBERG

Lt.Col.R.E.,

Chief, Rail Division

Transportation Sub-Commission (Rails)
1st February 1945

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.
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2417

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

Transportation Sub-Commission (Rails)
1st February 1945
Tel: 843238

Ministry of Transports
S.R. General Direction
Movement Service

Subject:
Trains between Rome
and Naples.

Allied Commission
Transportation Sub Commission

R o m e

Rome 20 January 1945
M.21 193-A/Seq. 2 of 2387/28
Ref. AC.100/90/Tn.4 of 25 Jan.

With reference to request contained in the above referred letter and to verbal agreements, please find below schemes A, B and C of the timings, with respective runnings of 10, 9 and 8 hours, between Rome and Naples.

A	B	C		C	B	A
8.30	8.30	8.30	Roma	16.30	17.30	18.30
11.30	11.10	10.50	Frosinone	14.20	15.05	15.35
11.35	11.15	10.55		14.15	15.00	15.30
12.50	12.20	11.55	Roccasecca	13.25	14.00	14.20
13.10	12.40	12.15		13.10	13.40	14.00
13.40	13.10	12.40	Cassino	12.20	12.50	13.05
13.45	13.15	12.45		12.15	12.45	13.00
15.15	14.40	14.05	Vairano	11.00	11.25	11.38
15.20	14.45	14.07		10.58	11.23	11.33
16.00	15.25	14.42	Sparanise	10.20	10.43	10.53
16.05	15.30	14.45		10.18	10.40	10.48
16.35	15.53	15.08	Capua	9.50	10.11	10.17
16.40	15.55	15.10		9.48	10.06	10.12
17.05	16.15	15.28	Caserta	9.32	9.46	9.50
17.20	16.30	15.40		9.20	9.31	9.35
18.30	17.30	16.30	Napoli C.	8.30	8.30	8.30

Halt at Cassino for passengers has been foreseen, as the population, previously evacuated, is now going back to that town from the near localities.

Said population, which already suffered so much due to the war, is steadily increasing.
Please give authority.

Director General

2418

F.to DI RAIMONDO

Ca.29.cb.

WIRE

20 January 1945

FROM: DMRI

TO : CO, 701 RGD, NAPLES
CO, 715 ROB, ROME
RAIL DIVN., AC TN SUB-COM, BLDG.
DIRECTOR GENERAL, ISR, ROME
CAPO COMPARTIMENTO, ISR, ROME
CAPO COMPARTIMENTO, ISR, NAPLES

CONFIDENTIAL. Account opening of Line 90 now postponed until Monday night 22 January, arrange operate civilian passenger train Rome to Naples and Naples to Rome Monday and Tuesday 22 and 23 January over Lines 89 and 287. Passengers for intermediate points on Line 90 must not be allowed to board train either date. Station stops will not be made on Lines 89 and 287 to pick up or discharge passengers. Unless otherwise necessary because of continued line interruption, operation of train via Line 90, both directions, will commence Wednesday 24 January. Necessary priority of movement must be given on Lines 89 and 287 to insure arrival at terminal stations on advertised schedule. CS-547. Signed London.

S. E. London
S. E. LONDON
Captain, TC
1500

DMRI
cc:-DDMRI
DD-Operations
ADD-Equipment

2415

T E L E G R A M

201330A

FROM: DDMRS I

TO: TN SUB-COMMISSION, ALLIED COMMISSION
CO, 701ST RAILWAY GRAND DIVISION
CO, 715TH RAILWAY OPERATING BATTALION
DIRECTOR GENERAL, ITALIAN STATE RAILWAYS
CAPO COMPARTIMENTO, ROME
CAPO COMPARTIMENTO, NAPLES

REF NO. 21

ACCOUNT ANOTHER SLIDE DEVELOPING BETWEEN VAIRANO AND RIARDO THE
LINE BETWEEN ROME AND NAPLES VIA CASSINO WILL NOT BE OPENED FOR
TRAFFIC UNTIL THE NIGHT OF 22 JANUARY. ARRANGEMENTS WILL BE MADE
TO HANDLE THE CIVILIAN PASSENGER TRAIN DUE OUT OF ROME 0730 HOURS
22 JANUARY FROM ROME TO NAPLES VIA THE FORMIA LINE. ALSO THE CIVI-
LIAN PASSENGER TRAIN LEAVING NAPLES FOR ROME 0800 HOURS 23 JANUARY
WILL BE HANDLED TO ROME VIA FORMIA INSTEAD OF CASSINO. AFTER 23
JANUARY THESE TRAINS WILL BE OPERATED BETWEEN ROME AND NAPLES VIA
CASSINO. ON 22 JAN AND 23 JAN IT IS IMPORTANT THAT NO PASSENGERS
FOR INTERMEDIATE POINTS BETWEEN ROME AND NAPLES ON THE CASSINO LINE
BE PERMITTED TO ENTRAIN. END. WILSON

ORIGINATOR'S AUTHENTICATION:

R. P. Moss
R. P. MOSS, LT.COL., T.C., DDO

2414

100/70
ACP/1c

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

Tel. 843238

Our Ref. AC/100/89/90 In 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.

2413

O.H. LINDBERG

Lt. Col. R.E.

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.

2413

O. H. Lindberg, Lt. Col.

O. H. LINDBERG

Lt. Col. R.E.,

Chief, Rail Section.

File 100/90

ACP/ic

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

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

25 January 1945

TO : ISR
Building

SUBJECT : Trains 791 & 792 Rome-Naples-Rome.

1. Reference is to schedule of this train.
2. Please prepare schedules to cover the journey in 11, 10, 9 and 8 hours for consideration, allowing necessary service stops.

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

2412

	<u>791</u>		<u>792</u>
	7,30	ROMA	20,00
	7,43	CASILINA	19,42
	8,00	CAPANNELLE	19,30
	8,15	CIAMPINO	19,21
	8,53	COLONNA	18,59
	9,26	ZAGARELO	18,39
	9,36	PALESTRINA	18,33
	9,47	LABICO	18,16
	9,55	VALMONTONE	18,05
	10,11	COLLEFERRO SEGNI	17,45
	10,32	ANAGNI	17,26
	10,43	SGURGOLA	17,15
	10,54	MOROLO	17,04
	11,09	FERENTINO	16,52
11,30 -	11,35	FROSINONE	16,30 - 16,35
	11,51	CECCANO	16,11
	12,11	CASTRO POFI	15,52
	12,35	CEPRANO	15,28
	12,43	ISOLETTA	15,21
13,05 -	13,35	ROCCASECCA	14,35 - 15,05
	13,48	AQUINO	14,19
	14,17	CASSINO	13,39
	14,40	ROCCA D'EVANDRO	13,18
	15,06	MIGNANO	12,55
	15,32	TORA P.	12,37
15,50 -	15,55	VAIRANO	12,10 - 12,15
	16,08	RIARDO	11,51
	16,20	TEANO	11,39
16,35 -	16,40	SPARANISE	11,15 - 11,20
	16,51	PIGNATARO	10,57
17,05 -	17,10	CAPUA	10,30 - 10,35
	17,25	S.MARIA G.V.	10,17
17,38 -	18,08	CASERTA	9,30 - 10,00
	18,22	MADDALONI	9,22
	18,36	CANCELLO	9,05
	18,52	ACERRA	8,45
	19,02	CASALNUOVO	8,33
	19,30	NAPOLI C.	8,00

File 100/90

ACP/1c

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

Tel. 843238

Our Ref. AC/100/90/Tn 4

24 January 1945

TO : Director
Military Railway Services

SUBJECT : "Stella di Roma"
Rome-Naples Civilian Service.

For your information, this train left at 0750 hours
instead of 0730 hours this morning owing to absence of American
train crew.

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

2411

REPORT ON PASSENGER SERVICES
ROME NAPLES & NAPLES ROME 22/23 JANUARY

1. Train n. 791 of 22 Jan. 1945 STELLA DI ROMA departed Rome Termini 0732 hrs. and arrived Naples Centrale at 1930 hrs. Train n. 792 of 23 Jan. 1945 STELLA DI NAPOLI departed Naples Centrale at 0800 hrs. and arrived Rome Termini at 1945 hrs.

2. The train was made up of:-

- 2 diesel engines
- 1 coach for heating purposes
- 1 mail coach
- 1 baggage coach
- 1 2nd class carriage
- 7 3rd class carriages

on train No. 791 a steam engine travelled at the rear of the train as far as Campoleone to assist on the gradient between Ciampino and Cecchina. Between Villa Literno & Naples in each direction the diesels were exchanged for an Italian "locomotore".

3. The passenger coaches seemed generally in good condition. Some of the doors in the 3rd class coaches between the compartments and the corridor were without glass. In one case where the door had not been boarded up the passengers hung their coats over the aperture to keep warm.

Apart from this case no one complained of the cold when asked. It was said the heating coach did not warm those coaches farthest away from the heating coach.

It was noticeably cold in the 2nd class coach on the Naples Rome journey as far as Villa Literno when the heating coach was changed from one end of the train to the other during the engine changing. It was not possible to pass from one coach to another as they were not connected up.

It would be advisable to enquire if the water system can be put into operation. The lavatories became somewhat unsavoury during the latter parts of the journeys. Also there was a rush to drink & fill water bottles at the pumps at various halts.

241

4. 376 passengers were carried Rome Naples, 360 Naples Rome. 640 passengers in the full load. The smaller numbers were accounted for by:-

- a) the existence of the services being not yet common knowledge.
- b) the train operating via Formia on these particular occasions instead of via Cassino.

on train No. 791 a steam engine travelled at the rear of the train as far as Campoleone to assist on the gradient between Ciampino and Cecchina. Between Villa Literno & Naples in each direction the diesels were exchanged for an Italian "locomotore".

3. The passenger coaches seemed generally in good condition. Some of the doors in the 3rd class coaches between the compartments and the corridor were without glass. In one case where the door had not been boarded up the passengers hung their coats over the aperture to keep warm. Apart from this case no one complained of the cold when asked. It was said the heating coach did not warm those coaches farthest away from the heating coach. It was noticeably cold in the 2nd class coach on the Naples Rome journey as far as Villa Literno when the heating coach was changed from one end of the train to the other during the engine changing. It was not possible to pass from one coach to another as they were not connected up. It would be advisable to enquire if the water system can be put into operation. The lavatories became somewhat unsavoury during the latter parts of the journeys. Also there was a rush to drink & fill water bottles at the pumps at various halts.

4. 376 passengers were carried Rome Naples, 360 Naples Rome. 640 passengers in the full load. The smaller numbers were accounted for by:-

- 241
- a) the existence of the services being not yet common knowledge.
 - b) the train operating via Formia on these particular occasions instead of via Cassino.

It was confidently expected that the train would be full in a few days time when it would be operating over the normal route via Cassino.

5. 1 railway employee and 2 railway police travelled in each coach. There seemed some doubt as to whether or not this number was only for the inaugural journeys.

- 2 -

2 police on each coach would seem advisable to control passengers boarding the trains at intermediate stations. It is not possible to comment on this point as no passengers were allowed to board the train at the various halts, much to the disgust of people at several of the halts on the Rome Naples journey. They were pacified somewhat on being informed by the police that another train was arriving in a hours time. I was not able to discover to what train this referred or whether the statement was true. It appeared to me that the police were not certain what action they should take in the event of their finding unauthorized persons on the train.

6. All the passengers interrogated produced their tickets, special permits and identity cards. The guard had in his possession a nominal role of the passengers.

7. Ticket collectors should be advised to ask Allied personnel for their warrants. They should be made familiar with AB 494A and the american equivalent.

Although obviously a passenger I was never asked to surrender my warrants. Furthermore the Transportation S.C. representative at Naples was approached by a civilian who had been allowed to pass on the platform with a type-written note in English evidently signed by some Allied Officer or official.

Italians who cannot read English do not like to stop persons armed with papers written in English and bearing some stamp or other.

8. Brigadier Waghorn and other Allied Officers and Italian Officials including the Minister of Communications were present on the station at Rome on 22 Jan. The Minister travelled on the train as far as Ciampino and rejoined it again at Villa Literno where there was a great display of bunting and the "locomotive" was decorated with English American and Italian flags. The train was one hour ahead of time at Villa Literno. The normal running time from Villa Literno to Naples is something over 1 hour. Passengers and railway employees were somewhat displeased when informed it was not possible to arrive before the scheduled time as Allied and other Officials were expected to meet the Train at Naples. Consequently after one hour wait at Villa Literno the train made the journey to Naples in 2 1/4 hours.

9. Brigadier Dunlop and other Allied Officers and Italian Officials met the train at Naples, where the passengers for Reggio for Sicily, who were in a special coach to themselves, demonstrated strongly on being told they would have to change coaches. They had evidently been told it was a through coach.

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9. ²⁴⁰⁹ Brigadier Danlop and other Allied Officers and Italian Officials met the train at Naples, where the passengers for Reggio for Sicily, who were in a special coach to themselves, demonstrated strongly on being told they would have to change coaches. They had evidently been told it was a through coach.

10. Many passengers expressed their pleasure that a Rome Naples service was operating again, but they hoped it would be possible to reduce the time to less than 12 hours. It would make a great difference to them to arrive in daylight.

11. It would seem most desirable if some sort of transport could be laid on for a short time to meet the trains. The position of a lady travelling from Sicily with two small children and luggage arriving at Rome in a snow storm at night, and living some considerable distance from the station was by no means an enviable one.

A. Webb T.A.

NOTHING AT ALL

9	47	42.4	0	18 33
9	55	43.5	4	18 16
10	11	53.6	VALMONTONE 7.6	18 08
10	32	62.5	3301 8.9	17 45
10	63	67.4	ADACHI 4.9	17 36
10	54	72.1	SCURCOLA 4.7	17 15
11	09	77.2	MORGIO 5.1	17 04
11	36	85.5	FUSNETINO 8.3	16 57
11	51	92.0	FROSINONE 6.5	16 30/16 35
12	11	100.6	CECCANO 8.6	16 11
12	35	110.6	FOPI (Castro) 10.1	15 52
12	43	112.6	COPRANO 2.0	15 28
13	35	121.0	ISOLA 8.4	15 27
13	48	125.8	ROCCASANO 4.8	14 55/15 00
14	17	135.0	AQUINO 12.2	14 19 28 8
			CASSINO	13 34

[illegible]

WIRE

21 January 1945

FROM: DMRI

TO : CO, 701 RGD, NAPLES
CO, 715 ROB, ROME

CONFIDENTIAL. 715th arrange furnish two (2) additional coaches with seating capacity 130 to leave Rome on train Stella di Roma 0730 hours Friday 26 January destined Naples. Two (2) extra coaches leave Naples on train Stella di Napoli at 0800 hours Thursday 1st February destined Rome. Extra equipment to be occupied by delegates of Free Italy Trade Union both directions. CB 212 Signed London

cc - Lt.Col.O.H.Lindberg,Ch.Rail Sec.
Ing. Moscatello
Equip. Sec., 774 RGD

H. H. HEADLEE.
LT., TC
774 RGD
1410

SIGNAL MESSAGE OUT

100/90/

FROM : TN INC (Tn Sub-Comm.) 201800

TO : REGIONAL COMMISSIONER, HQ ALLIED COMMISSION, SOUTHERN REGION
MAJOR BOWERS, C/O R.C., HQ. AC. SOUTHERN REGION
AFHQ (G-4 MOV & TN)
DIRECTOR, TN SUB-COMMISSION (by hand)
MOV? (TN SUB COMM.) by hand
CAPT DEAN, ROME REGION (by hand)

INFO : Regional Commissioner, HQ Allied Commission
Lazio-Umbria Region.

025

OPENING OF LINE 90 IS POSTPONED (.) CIVILIAN PASSENGER SERVICE
WILL OPERATE VIA LINES 89 AND 287 ON MONDAY 22 AND TUESDAY 23
JANUARY, REVERTING TO LINE 90 ON WEDNESDAY 24 JANUARY UNLESS
OTHERWISE ADVISED (.) TRAIN WILL NOT STOP INTERMEDIATELY ON
LINES 89 AND 287, AND BOOKINGS ROME-NAPLES-ROME MAY THEREFORE
BE INCREASED (.) NO PASSENGERS ALLOWED TO JOIN INTERMEDIATE
POINTS (.)

This message may be sent as written by any
means (except) wireless.

Originator's
Instructions, Degree
or priority

IMPORTANT

at By me

2406



19th January 1945

To Major PING
AC Transport. Sub-Comm.

Departure Rome-Naples
train on the 22nd Jan-
uary 1945

Building

I have given disposition so that the
allied Cinematographic Department be faci-
litated to perform their work when the first
train will leave Rome-Termini on 22 Janua-
ry to inaugurate the civilian passengers
service from Rome to Naples

The Director General.



Roma 19 gennaio 1945

Al Magg. PING
Commissione Alleata
Sottocommissione Trasporti

S E D E

Ho dato disposizioni perchè il reparto cinematografico Alleato sia agevolato nello svolgimento del proprio servizio alla partenza del treno viaggiatori inaugurale Roma-Napoli del 22 corrente.

Cordiali saluti

IL DIRETTORE GENERALE

2403

MABA V MEDY NR 904 IMPORTANT M
FROM MOVWIT 141800A
TO (INFO) TN RAIL ALCOM
QQY GR---

MOV/R/202 (.) CONFIDENTIAL (.) WITH EXCEPTION
FRESH SUPPLIES AND MAIL NO REPEAT NO TRAFFIC FOR ROME
AND NORTH WILL LOAD TO RAIL 15 JAN (.)
ALL INFORMED

BT 1950

REPTN 904-IMPORTANT 141800- 15-1950

SENT GM B AR AR

SEA

100/90

2405

90

100/90

100/90 Rail (M)

2405

File 100/90/

ACP/10

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

Tel: 843238
Our Reference: AC/100/90/Tn 4
18 January 1945

SUBJECT : Civilian Passenger Service Rome-Naples-Rome.

1. By arrangement MRS/AC this service will be strengthened by two additional passenger coaches (capacity 65 passenger each coach) to meet conveyance special party of delegates Free Italy Trade Union Meeting at Naples, as under :

Depart Rome, Friday 26 January 45
" Naples, Thursday 1 February 45

2. ISR will make suitable arrangements as to allocation of required seats.

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

DISTRIBUTION :
Copy MRS (Capt London)
Deputy Director in S/Comm.
Movements in S/Comm.
ISR
Reg. Commissioner Lazio-Umbria
" Southern Region
Capt E.W. Dean, c/o HQ. Rome Region
Major V.R. Bowers, c/o Southern Region, AC.

2402

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR ITALY

100/90
A.P.O. 512
12 January 1945

531.7 OF

SUBJECT: Civilian Passenger Service, Rome-Naples.

TO: G-4, Mov & Tr, AFHQ.
✓ Tn. Sub-Commission, Allied Commission.
Director General, Italian State Railways.

1. With reference letter from Director General, Italian State Railways, 5 January, file M-210/2303/193/A, and A.C. file 100/89/90, concerning civilian passenger traffic between Rome and Naples, via Cassino.
2. Civilian passenger train service will be established between Rome and Naples effective Monday, 22 January operating via Cassino and Line 90, and the Cancellio District, between Caserta and Naples. Southward trains will leave Rome Terminal 0730 hours on Mondays, Wednesdays and Fridays arriving Naples Central 1930 hours same days. Northward trains will leave Naples Central 0800 hours each Tuesday, Thursdays and Saturday, arriving Rome Terminal 2000 hours same days. First southward trip to be made Monday 22 January, first northward trip Tuesday, 23 January. Intermediate stops to be made for detrainment and ontrainment of passengers at Frosinone, Roccasecca, Vairano, Sparanise, Capua and Caserta.
3. Train will consist of one heater car, one baggage car, one mail car for civilian mail and 8 third-class coaches of 80-seat capacity. This equipment to operate between Naples and Rome only and no through coach will be assigned south of Naples for the Rome-Gioia Tauro train as recommended by the Director General, I.S.R. Further, the consist of this train will not be exceeded in any case without special authority from this Headquarters.
4. These trains in no case are to be held at Naples to connect with the train arriving from the south, nor will the Naples-Gioia Tauro train be held to connect with the train from Rome.
5. The application for and sale of tickets shall be allocated by the Italian State Railways through agreement with the Tn. Sub-Commission, A.C.,
6. In order to control passengers in the Stations of Rome and Naples, a firm control must be effected by the Italian State Railways and by the Carabinieri. The same applies at intermediate stations between Naples and Rome.

For the Director:

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

cc-Capo Compartimento, Rome.
Capo Compartimento, Naples.
Commanding Officer, 701st Ry Grand Div.
Commanding Officer, 715th Ry Operating Bn.

2401

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR ITALY

A.P.O. 512
6 January 1945

516 OP

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

TO: ~~G-4~~, Mov & Tn, AFHQ.
Transportation Sub-Commission, Allied Commission.
Commanding Officer, 701st Railway Grand Division.
Director General, Italian State Railways.

1. Effective Monday, 22 January, one coach operating on each trip of the now established workers' train operating between Caserta and Naples will be used for authorized civilian travel. This arrangement provides for morning and evening service out of each terminal. This service will include workers' trains operating via both the Aversa and Cancelli Districts.

2. Tickets will be sold by the Italian State Railways only upon presentation of properly executed application issued by the Allied Commission or agency designated by the Allied Commission.

3. Seating capacity of the coach for civil traffic on each train shall not exceed 80. Therefore this total number of tickets sold must not be exceeded for any trip from all stations. Allocation of seats or the number of tickets to and from the various stations will be the responsibility of the Transportation Sub-Commission, Allied Commission.

4. The Italian State Railways will provide personnel to insure guarding and policing train to make sure that only authorized travel is permitted to entrain.

5. The total consist of the workers' train will be two coaches for personnel of the Italian State Railways and one coach for civil traffic.

For the Director:

R. P. MOSS
R. P. MOSS

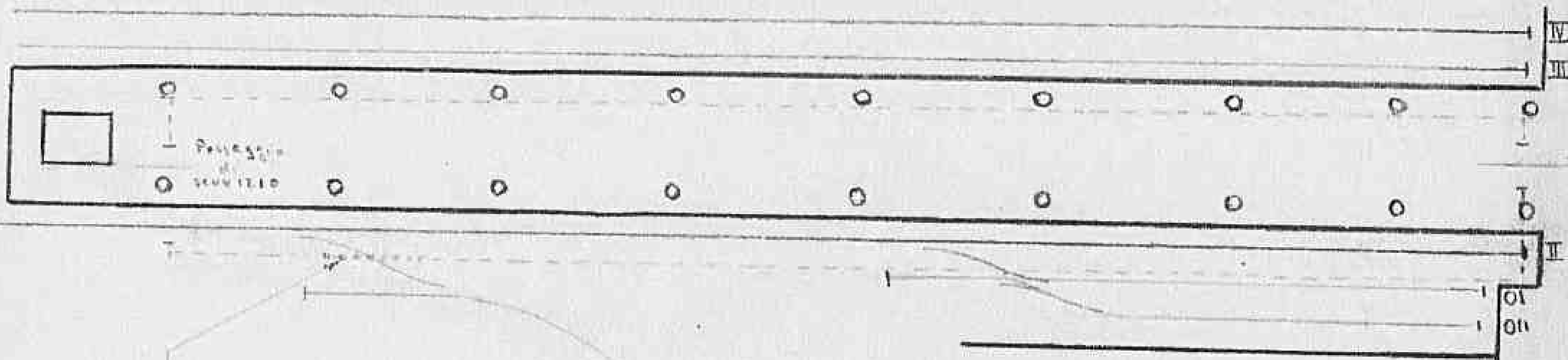
Lt. Col. T.C.

Deputy Director-Operations

cc-CO, 715 ROB - Supt Trans 774 RGD

785021

all right
here go



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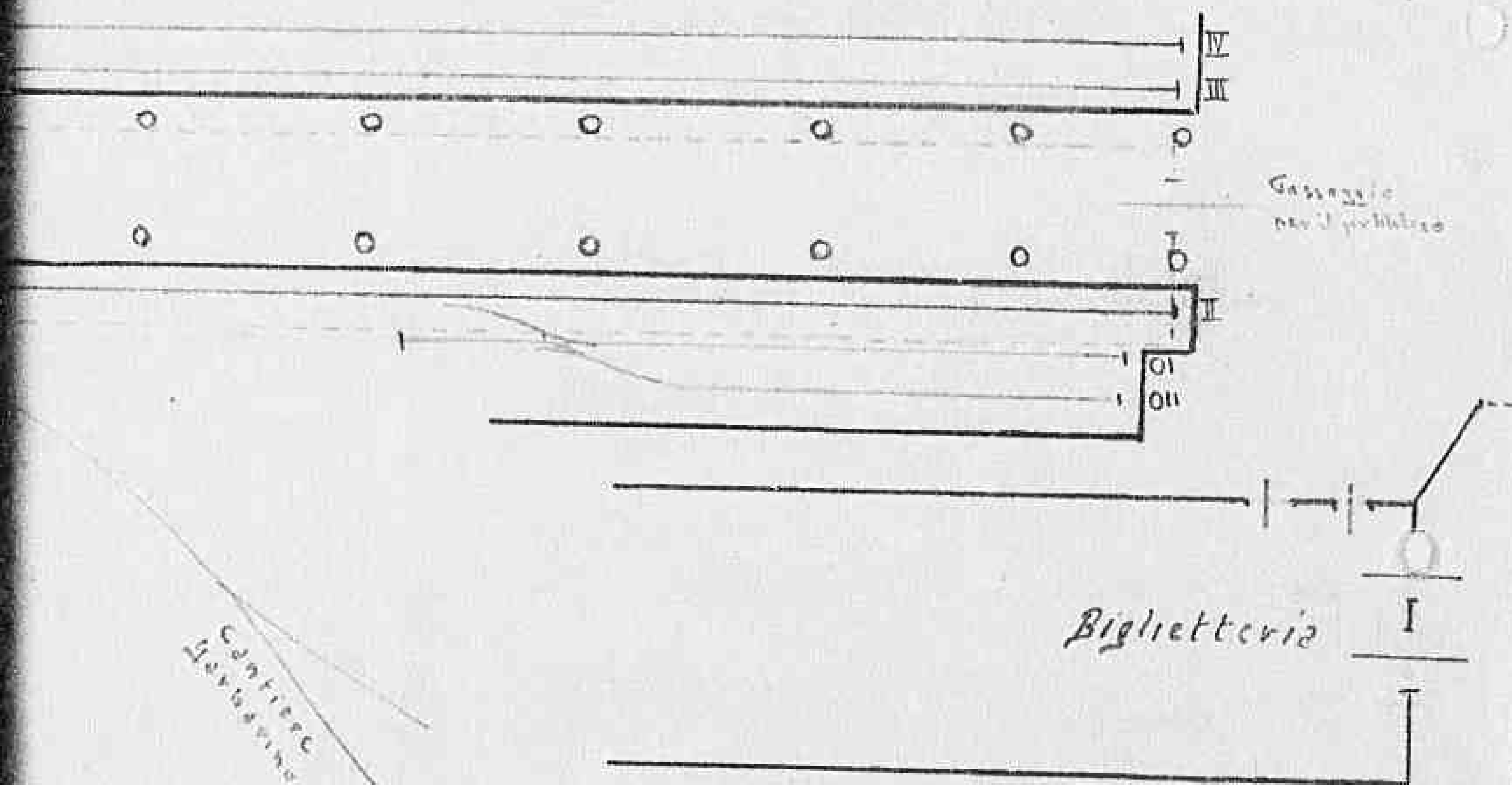
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Via Marsala

100/90

Transport - S/C

HEADQUARTERS ALLIED COMMISSION
APO 394
PUBLIC RELATIONS BRANCH

170/RI/PRB

14 January 1945.

Press Release - Immediate

The first regularly scheduled, civilian passenger train to travel from Rome to Naples since this area was liberated will leave Rome for Naples at 7:30 a.m. January 22, the Transportation Sub-Commission of the Allied Commission announced today.

The train, which has been named the "Stella Roma", will carry about 640 passengers. Its first journey will take approximately 12 hours but it is hoped this time will be considerably reduced. The train will operate three times a week according to schedules now planned.

Transport - S/c

HEADQUARTERS ALLIED COMMISSION
APO 394
PUBLIC RELATIONS BRANCH

170/RI/PRB

11 January 1945.

Press Release - Immediate

The first regularly scheduled, civilian passenger train to travel from Rome to Naples since this area was liberated will leave Rome for Naples at 7:30 a.m. January 22, the Transportation Sub-Commission of the Allied Commission announced today.

The train, which has been named the "Stella Roma", will carry about 640 passengers. Its first journey will take approximately 12 hours but it is hoped this time will be considerably reduced. The train will operate three times a week according to schedules now planned.

2398

HEADQUARTERS ALLIED COMMISSION
APC 584
PUBLIC RELATIONS BRANCH

179/RL/PRB

11 January 1946.

Press Release - Immediate

The first navigation of the River Tiber for transportation purposes since before the war will be made in a few days when a schooner will bring up 250 tons of coal to the Rome gas works, the Transportation Sub-Commission of the Allied Commission announced today.

The coal was loaded at Gaeta from Italy Navy stocks of 15,000 tons stored in the fortress at that port, according to Capt. George M. Hart (A), port liaison officer, who has sounded the Tiber to ascertain its navigability and who will be on board the schooner on its first trip.

In the very near future barges and tugs will also bring coal up the Tiber from Civitavecchia for Rome's public utilities as the start of a scheduled use of the river, Capt. Hart added.

The task of restoring Italian water traffic to more normal standards in the nearby areas of the Tyrrhenian Sea has been a priority work of the Transportation Sub-Commission, according to Mr. Charles Crooks, chief of the Port Shipment and Warehousing Division.

For example, at Gaeta a small, double-track railroad had to be built on a ramp over a destroyed dock to help load the coal. At Fiumicino the harbor was dredged and activity is again being resumed in that once-idle town.

This reconstruction not only will restore a greater measure of activity to water traffic but will aid considerably in relieving the heavy traffic now borne by railroads and truck haulage, it was added.

Pilots will accompany all shipping up the Tiber from Fiumicino to Rome.

100/90

/fd

TRANSLATION

from the "POPOLO"

REOPERATION OF TRAINS ON THE LINE NAPLES-ROME

It is imminent the reoperation of a tri-weekly service of passenger trains on the line Naples-Rome via Cassino.

Trains will do few stops in order to operate the service in a certain short period of time.

-----1

2396

785021

Capt. Zander

100/90

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

A.P.O. 512
9 January 1945

531. 7 T

Subject: Civilian Passenger Service Rome - Naples

To : CO, 701 Railway Grand Divn. APO 512
CO, 715 Railway Operating Bn. APO 512
Capo Compartimento, ISR, Rome
Capo Compartimento, ISR, Naples

1. Civilian passenger train service will be inaugurated between Roma and Napoli commencing Monday 22 January 1945 and operate on the following schedule via Line 90 and Cancello:

Stella di Roma
(Southbound)
Mon-Wed-Fri

KMP

Stella di Napoli
(Northbound)
Tues-Thurs-Sat

0730	Lv	Rome Termini	0	Ar	2000
1130	Ar			Lv	1635
1135	Lv	Frosinone	85.5	Ar	1630
1305	Ar			Lv	1505
1335	Lv	Roccasecca	120.9	Ar	1435
1550	Ar			Lv	1215
1555	Lv	Vairano	169.8	Ar	1210
1635	Ar			Lv	1120
1640	Lv	Sparanise	189.2	Ar	1115
1705	Ar			Lv	1035
1710	Lv	Capua	204.5	Ar	1030
1738	Ar			Lv	1000
1808	Lv	Caserta	215.6	Ar	0930
1930	Ar	Naples Centrale	248.8	Lv	0800

2. First occupied train will run southbound Monday 22 January and first occupied train will run northbound Tuesday 23 January.

531.7 T

3. Train consist and capacity each direction:

One heater car, one baggage car, one mail car and eight (8) third class coaches of eighty (80) seat capacity each (640 seats) all cars must be equipped with air and equipment will lay over at Roma on Sundays.

4. Operating Departments will be responsible for proper make-up of trains and arrange to have equipment lined up and operate trains on days and times mentioned without further instructions from this headquarters.

5. The I.S.R. will arrange to see that heater cars are properly supplied with fuel and water and manned by competent employees. The employees in charge of heater cars must be instructed to remain with the cars at all times except when relieved by other competent I.S.R. employees.

6. Equipment used in these trains must be adequately guarded while awaiting service to prevent transients and unauthorized persons from gaining entrance. Those responsible for providing such protection will arrange accordingly.

7. USA, and I.S.R. personnel must be fully instructed regarding the inauguration of this service, and close supervision will be exercised to see that schedules are maintained.

For the Director:

S. E. London

S. E. LONDON
Captain, TC

Superintendent Transportation

cc - DD Tn Ry. Attn: Tn 3 (O) & (M) Building
Chief Dispatcher 719 Roma
DMRI
DDMRI
DD-Operations
CO, 719 ROB, LEGHORN
Hq. Ry. Military Police
Director General, ISR
Movements Hqrs. Roma Area
Equipment Section, 774 RGD

2394

CONTINGENTAMENTO TRENO TRISETTIMANALE DA NAPOLI A ROMA

(martedì - giovedì - sabato)

dalle stazioni di	p e r						
	Caserta	Capua	Sparanise	Vairano	Roccasecca	Frosinone	Roma
Reggio C. e Sicilia	---	---	---	---	---	---	60
S. Eufemia (Catanzaro)	---	---	---	---	---	---	10
Paola (Cosenza)	---	---	---	---	---	---	10
Napoli	70	30	30	20	20	20	370
Caserta	---	---	---	---	10	10	50
Capua	---	---	---	---	---	---	30
Sparanise	---	---	---	---	---	---	30
Vairano	---	---	---	---	---	---	20
Roccasecca	---	---	---	---	---	---	30
Frosinone	---	---	---	---	---	---	30

dei
sizi

2392

INGENTAMENTO TRENO TRISETTIMANALE DA NAPOLI A ROMA
(martedì - giovedì - sabato)

p e r

Capua	Speranise	Vairano	Roccasessa	Frosinone	Roma
---	---	---	---	---	60
---	---	---	---	---	10
---	---	---	---	---	10
30	30	20	20	20	370
---	---	---	10	10	50
---	---	---	---	---	30
---	---	---	---	---	30
---	---	---	---	---	20
---	---	---	---	---	30
---	---	---	---	---	30

dei quali 24 a disposizione degli Alleati

100/100

CONTINGENTAMENTO TRENO TRISETTIMANALE DA ROMA A NAPOLI
(lunedì - mercoledì - venerdì)

Dalle stazioni di	p e r								
	Frosinone	Roccasecca	Vairano	Sparanise	Capua	Caserta	Napoli	Paola per Cosenza	S. Eufemi per Cate zero
ROMA	30	30	20	30	30	50	370 (x)	10	10
FROSINONE	—	—	—	—	—	10	20	—	—
ROCCASECCA	—	—	—	—	—	10	20	—	—
VAIRANO	—	—	—	—	—	—	20	—	—
SPARANISE	—	—	—	—	—	—	30	—	—
CAPUA	—	—	—	—	—	—	30	—	—
CASERTA	—	—	—	—	—	—	70	—	—

(x) dei quali 24 a disposizione
degli Alleati

MENTAMENTO TRENO TRISETTIMANALE DA ROMA A NAPOLI

(lunedì - mercoledì - venerdì)

per

Airano	Sparanise	Capua	Caserta	Napoli	Paola per Cosenza	S. Eufemia per Catan zero	Reggio C. e Sicilia
20	30	30	50	370 (x)	10	10	60
—	—	—	10	20	—	—	—
—	—	—	10	20	—	—	—
—	—	—	—	20	—	—	—
—	—	—	—	30	—	—	—
—	—	—	—	30	—	—	—
—	—	—	—	70	—	—	—

(x) dei quali 24 a disposizione
degli Alleati

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

531.7 T

A.P.O. 512
9 January 1945

SUBJECT: Civilian Passenger Train Service, Rome - Naples

TO : Director, AC Trans Sub-Com, APO 394
Attention: Rail Chief

1. Reference above subject, and referring to General Di Raimondo's letter of 5 January, file M.210/2303/193/A:

2. The schedule as proposed by the I.S.R. Director General, omitting stops at Colleferro and Cancellò, is acceptable and approved. Time at and between stations has been distributed to meet USA operating convenience, and final schedule upon which trains will operate is attached hereto.

3. All of the equipment needed for the inauguration of this service is ready, and MRS is prepared to commence the operation with the first train from Rome on 22 January. Details in connection with sale of tickets and control of passengers is the responsibility of the Allied Commission and I.S.R.

4. As announced in recent conference, the proposal by I.S.R. to operate one coach in through service from Rome to Gioia Tauro in connection with trains 81 and 82 beyond Naples is not agreed to. None of the equipment will be operated beyond Naples and arrangements should be made to transfer passengers at Naples instead of cars.

5. The answer to query in last paragraph of I.S.R. Director General's letter is that Line 90 will not revert to I.S.R. administration with the inauguration of the Rome-Naples passenger service.

For the Director:

S. E. London 2391
S. E. LONDON

Captain, T.C.

Superintendent Transportation

cc:-CO, 701 RGD
CO, 715 ROB
Director General, I.S.R.

Schedule - Civilian Passenger Train
Via Line 90 - Rome - Naples
Effective 22 January 45

SOUTHBOUND
Mon-Wed-Fri

KMP

NORTHBOUND
Tues-Thurs-Sat

0730	Lv	Rome Termini	0	Ar	2000
1130	Ar			Lv	1635
1135	Lv	Frosinone	85.5	Ar	1630
1305	Ar			Lv	1505
1335	Lv	Roccasecca	120.9	Ar	1435
1550	Ar			Lv	1215
1555	Lv	Vairano	169.8	Ar	1210
1635	Ar			Lv	1120
1640	Lv	Sparanise	189.2	Ar	1115
1705	Ar			Lv	1035
1710	Lv	Capua	204.5	Ar	1030
1738	Ar			Lv	1000
1808	Lv	Caserta	215.6	Ar	0930
1930	Ar	Naples	248.8	Lv	0800

160/90

HEADQUARTERS ALLIED COMMISSION
OFFICE OF THE HEADQUARTERS COMMANDANT
APO 394

RHR/ejb

5 January 1945

HQC/10

SUBJECT: Rail Transport, ROME - NAPLES.

TO : Director, Transportation Sub-Commission.
(ATTN: Col. Thomas)

1. I refer to our recent conversation in regard to the utilization of the rail service for the conveyance of personnel between ROME and NAPLES on duty.

2. Would it be possible please to have a suitable coach attached to a special freight train which departs from ROME daily at 1700 hrs, arriving in NAPLES at 0800 hrs the following morning, and also on the return journey, departing from NAPLES at 1600 hrs daily, arriving in ROME the following morning. It is understood that these trains stop at CASERTA and it would be possible for personnel who must attend conferences at CASERTA to travel by these trains and so relieve road transport. The average number of passengers by road, cars and courier, each day for the period 28 December to 4 January 1945 was twelve (12) persons, but when weather is unsuitable for air traffic, passengers booked by air have to be conveyed by road. This number varies from 1 - 4 per day.

3. It is suggested that if such a coach can be arranged a number of seats be reserved daily for this Headquarters and that only really urgent and unexpected passengers should be sent by road. This would then allow the courier to be used for its principal purpose, i.e., the conveyance of official mail and baggage.

R. H. Robertson Lt. Col.
R. H. ROBERTSON
Hq. Commandant.

*Suggest 2 Compartments
(1 for Offs & 1 for OR's) be
reserved on each train.
Ask H.Q. Commandant to
allocate seats as required,
with travel orders.*

10/1/45

2389

TRANSLATION

Ministry of Transport
ISR General Direction

Roma, Jan. 5th 1945

our ref. M. 210/2303/193/A

reply to AC/100X89/90 of Dec. 29th 1944

TO

Tn. S/Commission AC
Rail Section

Subject: Civilian passenger traffic
Roma - Napoli via Cassino

1. I want to submit two schemes of timing for the new tri-weekly civilian passenger train Roma - Napoli via Cassino.
One of a/m timings does not include the stops at both Colliero and Cancelli, because, being both localities sufficiently near to respectively Roma and Napoli, overcrowding on account of abusive passengers, arriving there by ordinary means, would probably occur, without any possibility from ISR side to prevent above abuses. I am of the opinion, therefore, that a/m stations should not be habilitated for passenger service.
2. I am also of the opinion that one of the coaches should be reserved for a through service Roma-Gioia Tauro, above coach to run btw. Napoli and Gioia Tauro with the through trains 81 and 82, and, if possible, to be attached to a/m trains in addition to present composition.
Above through coach to accept from Roma only passengers bound for destinations beyond Paola, that is Cosenza, in one direction, S. Eufemia-Catanzaro in another direction, Reggio-Sicily in the third direction. The same reservation to be made also on the return trip.
3. Only a restricted number of passengers to ride on above trains and the allocation of seats for selected places to be arranged according to enclosed prospects.
In order to may ride on above trains all passengers to be provided, besides with the ticket or with a corresponding free-travel document, also with a special personal pass to be produced, together with an officially accepted identity card, both when entering the station or the train and to the ticket-examiner.

4. No passenger provided with whatever contract to be allowed to ride on above trains.

Both sale of the tickets and issue of the special personal passes to be effected only by the station booking offices, including Roma Termini and Napoli Centrale; also in latter localities no private travel-offices, like CTT or similars, to be allowed to deal with above trains, in order ~~XXXX~~ to may effectively and closely control that the rules governing the admission of the passengers on said trains be rigorously observed.

5. The passengers to be admitted on a/m trains according to following order of precedence:

- a) AC officials on duty
- b) officials of the Ital. ministries, duly authorized by respective Cabinets; or Secretary's Offices.
- c) officials of Public Administrations travelling on duty, the reasons for each trip to result from a statement signed by the Chiefs of concerned Departments.
- d) officials & employees of firms working on behalf of Public Administrations, to be provided with a written authorization signed

2398

Above through coach to accept from Roma only passengers bound for destinations beyond Paola, that is Cosenza, in one direction, S. Eufemia-Catanzaro in another direction, Reggio-Sicily in the third direction. The same reservation to be made also on the return trip.

3. Only a restricted number of passengers to ride on above trains and the allocation of seats for selected places to be arranged according to enclosed prospexts.

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- a) AC officials on duty
- b) officials of the ital. ministries, duly authorized by respective Cabinets; or Secretary's Offices.
- c) officials of Public Administrations travelling on duty, the reasons for each trip to result from a statement signed by the Chiefs of concerned Departments.
- d) officials & employees of firms working on behalf of Public Administrations, to be provided with a written authorization signed by the Chiefs of concerned Administrations.
- e) private citizens whose profession or activity has been acknowledged as being of public utility, to be provided with a conformable statement signed by competent Authorities.
- f) passengers who cannot be included in one of above categories.

All statements whereof preceeding subparas a) to e) to be produced in duplicate, one copy to be withdrawn by booking office as justification for issuing the ticket, and the other copy, stamped by booking office, to be returned to the passenger.

- 3 -

25% of all available seats to be kept at disposal of the passengers whereof preceding subparas a) to e). Above passengers to book their tickets one day ahead except at Roma and Napoli where above categories of passengers will have to book their seats 48 hours ahead of the departure of the train.

For the other passengers both ticket and personal pass will be issued in the same day of the departure, except at Roma and Napoli where the sale of the tickets will begin at 1200 hrs on the day preceding that of the departure, according to the order the passengers will line up before the ticket-window.

The seats reserved for the passengers whereof preceding subparas a) to e) to be put at ordinary passengers' disposal if they will not be booked before 1800 hrs on the day preceding the departure.

6. In order to govern the crowds in the stations of Roma and Napoli the platform will be fenced and watched so that passengers be admitted only at one end where a severe control will be effected by ISR employees and by police.

In the intermediate stations all ~~passenger~~ passages to be effectively controlled by ISR employees and by police; the stations not habilitated for passenger service to be temporary closed at the passage of said trains.

The stations habilitated for passenger service to prepare a list in duplicate of all passengers; showing for each passenger the number of the ticket (or of the equivalent document granting free travel) and the number of the personal pass; one copy of said list to be handed over to the Train Guard for all intermediate controls of the passengers.

All passengers who will be found travelling abusively will be compelled to get out at the next station; after having paid all fines and surtaxes whereof present regulations, and after having been issued an "irregularity report" ((with which the unlawful passenger will have to approach a judge))

In order to prevent that abusive passengers may climb on the trains, a reinforced watching service will be predisposed so that every coach be permanently controlled by one railway employee, having the functions of tickets examiner, and by at least two police.

7. As for the civilian passenger service on the workers trains btw. Caserta and Napoli, whereof para 7 of your a/n letter, we suggest that only passengers ~~may~~ provided with a pass be accepted, the pass to be issued under the same rules established for the workers trains btw. Roma and Civitavecchia.

At any rate, in order to prevent that passengers riding on the workers trains may abusively use them as feeders for the Napoli-Roma trains it would be enough to establish the departure of the workers train after the departure of the Napoli-Roma train.

8. We wait for a kind approval from that S/Commission in order to may instruct accordingly all concerned offices.

We take the opportunity for asking whether the operation of the Roma-Napoli line via Cassino (line 90) will be handed over to ISR Admin-

2387

passages to be
habilitated for passenger service and by police; the stations not
of said trains.

The stations habilitated for passenger service to prepare a list
in duplicate of all passengers; showing for each passenger the number of
the ticket (or of the equivalent document granting free travel) and the
number of the personal pass; one copy of said list to be handed over to
the Train Guard for all intermediate controls of the passengers.

All passengers who will be found travelling abusively will be
compelled to get out at the next station; after having paid all fines and
surtaxes whereof present regulations, and after having been issued an
"irregularity report" ((with which the unlawful passenger will have to
approach a judge))X

In order to prevent that abusive passengers may climb on the tra-
ins, a reinforced watching service will be predisposed so that every coach
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of tickets examiner, and by at least two police.

7. As for the civilian passenger service on the workers trains
btw. Caserta and Napoli, whereof para 7 of your s/n letter, we suggest that
only passengers ~~XX~~ provided with a pass be accepted, the pass to be issu-
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Civitavecchia.

At any rate, in order to prevent that passengers riding on the
workers trains may abusively use them as feeders for the Napoli-Roma trains
it would be enough to establish the departure of the workers trains after
the departure of the Napoli-Roma train.

8. We wait for a kind approval from that S/Commission in order to
may instruct accordingly all concerned offices.

We take the opportunity for asking whether the operation of the
Roma-Napoli line via Cassino (line 90) will be handed over to ISH Admi-
nistration, beginning from the date when the new couple of passenger train
will start operating.

THE GENERAL DIRECTOR

sgd.

G. di Raimondo

2387

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 5 gennaio 1945

M.210/2303/193/A

al n°AC/100/89/90 TN del 29/12/1944

OGGETTO:

Servizio passeggeri
Roma - Napoli
via Cassino

ALLA COMMISSIONE ALLEATA
Sottocommissione Trasporti = R O M A

p.c. DIREZIONE M.R.S. = S E D E

I. = Trasmetto due schemi dell'orario che si propone per i nuovi treni trisettimanali per civili fra Roma e Napoli via Cassino.

In uno dei due schemi non sono previste le fermate di Colleferro e Cancellò poichè essendo le due località abbastanza vicine rispettivamente alle città di Roma e Napoli si potrebbe in esse verificare eccessiva affluenza di viaggiatori abusivi provenienti con mezzi ordinari rispettivamente da Roma e da Napoli, senza possibilità da parte di questa Amministrazione di impedire abusi. Pertanto sarei del parere di non prevedere il servizio nelle predette stazioni.

II. = Sarei anche del parere di specializzare una delle otto carrozze previste nella composizione di detti treni per un servizio diretto fra Roma e Gioia Tauro, facendo circolare detta carrozza fra Napoli e Gioia Tauro, possibilmente in maggiore composizione, con gli attuali treni diretti 81 e 82.

In essa dovrebbero ammettersi da Roma soltanto viaggiatori destinati oltre Paola e precisamente diretti a Paola per Cosenza, a S. Eufemia per Catanzaro, a Reggio Cal. ed in Sicilia. - Analogamente in senso inverso.

III. = L'ammissione dei viaggiatori nei detti treni sarà sottoposta a contingentamento ed i 640 posti a sedere messi a disposizione potrebbero essere ripartiti come dagli uniti prospetti.

Per l'ammissione in questi treni i viaggiatori oltre del normale recapito di viaggio (a pagamento o gratuito) dovranno tutti essere muniti di uno speciale contrassegno nominativo e, sia all'atto della richiesta di esso, per l'ammissione nei treni, sia all'atto della controllo, i viaggiatori dovranno esibire documenti idonei a provare la propria identità.

vamente alle città di Roma e Napoli si potrebbe in esse verificare eccessiva affluenza di viaggiatori abusivi provenienti con mezzi ordinari rispettivamente da Roma e da Napoli, senza possibilità da parte di questa Amministrazione di impedire abusi. Pertanto sarei del parere di non prevedere il servizio nelle predette stazioni.

II. = Sarei anche del parere di specializzare una delle otto carrozze previste nella composizione di detti treni per un servizio diretto fra Roma e Gioia Tauro, facendo circolare detta carrozza fra Napoli e Gioia Tauro, possibilmente in maggiore composizione, con gli attuali treni diretti 81 e 82.

In essa dovrebbero ammettersi da Roma soltanto viaggiatori destinati oltre Paola e precisamente diretti a Paola per Cosenza, a S. Eufemia per Catanzaro, a Reggio Cal. ed in Sicilia. - Analogamente in senso inverso.

2386

III. = L'ammissione dei viaggiatori nei detti treni sarà sottoposta a contingentamento ed i 640 posti a sedere messi a disposizione potrebbero essere ripartiti come dagli uniti prospetti.

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./.

IV. = Dai treni predetti saranno esclusi i viaggiatori muniti di biglietto di abbonamento di qualsiasi specie.

Le vendite dei biglietti ed il rilascio dei contrassegni speciali per questi treni ritengo opportuno che siano effettuati esclusivamente dalle biglietterie delle stazioni, comprese quelle di Roma Termini e di Napoli Centrale, eliminando anche in queste due località la ingerenza di qualsiasi agenzia di viaggio (CIT od altre) allo scopo di poter esercitare un più efficace e diretto controllo sulla scrupolosa applicazione delle norme di ammissione dei viaggiatori.

V. = Per l'ammissione dei viaggiatori verrà seguito il seguente ordine di precedenza:

- a) - Funzionari incaricati della Commissione Alleata;
- b) - Funzionari dei Ministeri, autorizzati dei rispettivi Gabinetti e Segreterie;
- c) - Funzionari delle Pubbliche Amministrazioni che viaggiano per ragioni di servizio, risultanti da dichiarazioni rilasciate di volta in volta dai rispettivi Capi Ufficio;
- d) - Addetti a Ditte o Imprese che lavorano per le Pubbliche Amministrazioni con autorizzazione rilasciata di volta in volta dai Dirigenti delle Amministrazioni stesse;
- e) - Privati, professionisti o no, esercenti un servizio di pubblica necessità, come da dichiarazioni rilasciate di volta in volta dalle Autorità competenti;
- f) - Viaggiatori che non rientrano nelle categorie precedenti.

Le autorizzazioni o dichiarazioni di cui ai punti precedenti dovranno essere presentate in doppia copia: una verrà 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.

Per i viaggiatori di cui ai punti a), b), c), d), e), verrà riservato 1/4 del totale dei posti a disposizione. Detti viaggiatori dovranno prenotarsi sin dal giorno precedente alla partenza, eccezione fatta per Roma e Napoli, nelle quali stazioni la prenotazione per essi

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- a) - Funzionari incaricati della Commissione Alleata;
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Per gli altri viaggiatori i biglietti ed i contrassegni speciali verranno rilasciati lo stesso giorno della partenza e nelle stazioni

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di Roma e Napoli a cominciare dalle ore 12 del giorno precedente la partenza, secondo l'ordine di presentazione allo sportello.

I posti riservati per i viaggiatori di cui ai punti a), b), c), d), e), qualora non venissero impegnati entro le ore 18 del giorno precedente la partenza, saranno, dopo tale ora, messi a disposizione del pubblico ordinario.

VI. = Per regolare l'afflusso dei viaggiatori in questi treni nelle stazioni di Roma Termini e di Napoli Centrale, i marciapiedi di servizio per i treni stessi saranno recinti e sorvegliati in modo che vi si possa accedere da una sola estremità, ove sarà provveduto ad un rigoroso controllo a mezzo di agenti ferroviari e di polizia.

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

Le stazioni abilitate al servizio per questi treni dovranno compilare in doppia copia un elenco nominativo dei viaggiatori per i quali vengono rilasciati i contrassegni con l'indicazione per ciascun viaggiatore del numero del recapito di viaggio e del contrassegno di cui è munito, e consegnare una copia al capo del treno per i controlli lungo il viaggio.

I viaggiatori trovati a viaggiare abusivamente dovranno essere fatti discendere alla prossima stazione di fermata dopo essere stati sottoposti al pagamento delle soprattasse e penali previste, nonché a verbale di contravvenzione senza alcuna eccezione.

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

VII. = Per quanto riguarda il servizio per civili da assegnarsi ai treni operai fra Napoli e Caserta e di cui è cenno al punto 7 della lettera cui si risponde, si propone di ammettere nei treni stessi di ammissione permesso da rilasciarsi

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VII. = Per quanto riguarda il servizio per civili da assegnarsi ai treni operai fra Napoli e Caserta e di cui è cenno al punto 7 della lettera cui si risponde, si propone di ammettere nei treni stessi soltanto i viaggiatori muniti di apposito permesso da rilasciarsi con le stesse norme stabilite a Roma per il treno operai Roma-Civitavecchia.

Comunque, per evitare che viaggiatori di questo treno si possa=

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no riversare abusivamente a Caserta sul treno Napoli-Roma, basterebbe fissare la partenza del treno operai da Napoli a seguito del treno di retto.

VIII. - Si resta in attesa di un cortese benestare per poter impartire le disposizioni ai dipendenti Uffici.

Con l'occasione si prega far conoscere se l'esercizio della linea Roma-Napoli via Cassino sarà passato a questa Amministrazione dalla data di attivazione della nuova coppia di treni.

IL DIRETTORE GENERALE

Luigi Portinari

TRANSPORTATION SUB-COMMISSION REPRESENTATIVE
ROME DIVISION

100/90

Date 30 December 1944

Ref. Tsc/RD/35

TO: Transportation Sub-Commission (Rail)
HQ. A.C.

Subject: Rome-Naples civil passenger service.

Reference the proposed passenger service starting on 20 January I have consulted with the Capo Compartimento with regard to the suggested timings.

The idea of a day service as against a night train appeals to him, and a departure at about 0700 hours from Rome would be suitable, seeing that it should give a connection with the Naples-Reggio train. Owing to lack of tram services in Rome at this early hour we might consider a departure about 0730 hours if this would not be detrimental to the Reggio connection, but I take it that the time table is dependant upon what suitable path is available.

In the reverse direction, here again if possible this should be timed to leave after the arrival of the Reggio train at Naples. This will give an arrival in Rome at about 2000 hours and although this may present difficulties to passengers getting out to the suburbs this can hardly be avoided. As time goes on it may be possible to extend the hours of the tram services.

2385

The suggested time occupation of 12 hours for the journey Rome-Naples is no doubt a liberal estimate and you may find it possible to reduce this when the path is charted.

With regard to the issue of tickets Ing Marin would prefer that this work be undertaken by his own personnel at the station, so that disciplinary control could be maintained.

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-2-

I await your further information with regard to the arrangements.

Geo Deane

Capt.



2384

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

Tel: 483233

Our Reference: AC/100/89/90/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 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, Colleferro, Tuscanone, Roccasecca, Valrano, Sparanise,
Capua, Caserta, Cancello 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 passenger on the train. In this connection, it is suggested that CIT 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 Colleferro, and so on, but it is requested that details plans be prepared and submitted at once. It is regretted that so many strictures have

ACP/10

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, Troncone, Roccasecca, Valiano, Sparanise,

Capua, Caserta, Cancello 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 CIP 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 train. However, if you have any other satisfactory scheme, this Sub 2383 Commission is prepared to consider it.

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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 details 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.

./.. /

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.

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

2382

(translation)

100/90/

IL MINISTRO DELLE COMUNICAZIONI

Roma, 18 novembre 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 usefull:

- 1 st. To the economic restoring of the country.
- 2 nd. It would facilitate the junction from the southern part of Italy to Rome, at present separeted. Rome, being the Capital city, needs to shorten the distances from the southern parts.
- 3 rd. It would facilitate the "refugees" to go back to their homes, whom, staying in Rome and being unemployed, for a living, they exercise the black market commerce.
- 4 th 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.

2381

In relation to what is said above, and considering the rightfulness of the arguments exposed, I beg you that such request

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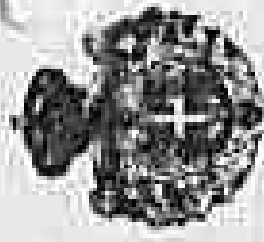
IL MINISTRO DELLE COMUNICAZIONI

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 Gerabona
the Minister

2399



MINISTERO DELLE COMUNICAZIONI

GABINETTO

Roma, 18 novembre 1944

N. 11520

Risposta al N.

OGGETTO:

Caro Colonnello Adams,

mi riferisco alla lettera del 18 ottobre con la quale chiedo l'autorizzazione per la effettuazione di un treno per Civili tra Napoli e Roma.

La richiesta era motivata da fondate considerazioni di natura oltrechè economico anche politico - sociale, in quanto un servizio, se pure minimo, per viaggiatori sulla linea di che trattasi gioverebbe moltissimo:-

- 1) Alla ripresa economica del paese;
- 2) Faciliterebbe il collegamento con il Sud, eliminando l'isolamento in cui trovansi Roma, che per la sua specifica funzione di capitale ha bisogno di accorciare le distanze con gli organi periferici;
- 3) faciliterebbe l'esodo dei molti sfollati a Roma, i quali per essere in massima parte senza occupazione, sono dediti all'esercizio del commercio spicciolo della borsa nera.
- 4) Apporterebbe un giovevole effetto sui rifornimenti della città, in relazione anche alla recente abolizione dei posti di blocco, apportando valido contributo alla diminuzione del mercato nero.

In relazione a quanto sopra e considerato la esattezza delle dette considerazioni, rivolgo a voi novella preghiera per-

2379

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La richiesta era motivata da fondate considerazioni di natura oltrechè economico anche politico - sociale, in quanto un servizio, se pure minimo, per viaggiatori sulla linea di che trattasi gioverebbe moltissimo:-

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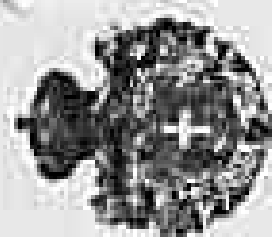
2379

In relazione a quanto sopra e considerato la esattezza delle date considerazioni, rivolgo a voi novella preghiera perchè, sia pure in misura ridotta, venga concessa la richiesta autorizzazione.

L.T.

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- 3 -



MINISTERO DELLE COMUNICAZIONI
GABINETTO

N.

Risposta al N.

OGGETTO:

seguito lettera del 18/11/944

Ove non fosse possibile la effettuazione di un distinto treno si prega disporre perchè vengano concesse vetture da attacco ai treni Alleati.

Sicuro che quanto vi richiedo troverà il vostro consenso, vi prego gradire Colonnello con i sensi della mia stima i miei cordiali saluti

Francesco Cerabona
IL MINISTRO

(transalation) 100/401

MINISTERO DELLE COMUNICAZIONI
GABINETTO

Roma, 17 novembre 1944

N. F/II/2.11424

Risposta al N.

OGGETTO: "AUTOMOTRICE SERVICE ROMA-NAPOLI-BARI.

Dear Col. Adams,

With reference to your letter of the 2th 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.

Awayting for your advice and intentions.

Sincerely yours

F. CERAONA

IL MINISTRO

2377

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with reference to your letter of the 2th 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.

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F. CERABONA

IL MINISTRO

(Francesco Cerabona

2377

Roma, 17 novembre 1944

MINISTERO DELLE COMUNICAZIONI

GABINETTO

N. F/II/2.11424

Risposta al N.

OGGETTO: Servizio automotrice Roma - Napoli - Bari.

Caro Colonnello Adams,

Mi riferisco alla vostra lettera del 2 ottobre e, in considerazione delle molte insistenze che vengono fatte sono costretto a pregarvi ancora una volta per la questione della riattivazione del servizio con automotrice fra Roma e Bari, occorrente per il funzionamento della Corte di Cassazione.

Difatti i molti avvocati patrocinanti in questa Corte, la suprema della Magistratura italiana, sono costretti affluire a Roma con mezzi di fortuna; lo stesso dicasi per i molti funzionari e magistrati costretti a venire a Roma per ragioni di servizio.

In relazione a quanto sopra si prega voler riesaminare la questione e, allo scopo di ridare all'Urbe la sua funzione di capitale e quindi dare ai servizi centrali la possibilità di meglio coordinare, con contatti diretti, l'operato di quelli periferici, concedere il chiesto provvedimento, autorizzando l'istituzione del servizio con automotrice sino a Bari, o, in via subordinata, sino a Napoli.

Si gradirà al riguardo conoscere i vostri intendimenti.

Francesco Cerabona

Francesco Cerabona

MINISTRO

2376

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2376

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Francesco Cerabona
Francesco Cerabona
MINISTRO

L.P.

ACP/fd

100/90

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 liras 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.

2375

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

Sgd/ Taddeo Orlando

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2375

IL GENERALE DI CORPO D'ARMATA
COMANDANTE GENERALE

- Taddeo Orlando

Sgd/ Taddeo Orlando

ACP/h1

File 100/90/

HEADQUARTERS
ALLIED CONTROL COMMISSION (Sec also 93)
Transportation Sub-Commission
APO 394

Tel: 478702
Our Ref: ACC.Tn/93

23 October 1944

TO : Legal Sub-Commission
Headquarters, ACC.

SUBJECT: Transportation for Italian arresting and
judicial authorities.

1. Reference your letter ACC.4039/L dated 13 Oct. '44.
2. It is regretted that at the moment it is not possible to offer any facilities for conveyance of passengers north of Naples, owing to the Military requirements on the lines and the limited facilities.
3. The urgent need of provision for conveyance of judicial personnel, witnesses and prisoners for the Courts at Capua is recognised and as soon as consideration can be given to the provision of civilian travel on line 90, a priority note will be taken of the requirements outlined in your letter.

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

C O P Y

HEADQUARTERS
ALLIED CONTROL COMMISSION
Legal Sub-Commission
APO 394

ES/pa.
13 Oct.44

ACC/4039/L

SUBJECT: Transportation for Italian arresting
and judicial authorities.

TO : Transportation Sub-Commission (Rails)

1. Enclosed a copy of a letter received from our
legal officer i/o of Italian Courts at Naples.

2. Could any steps be taken to obtain a grant of rail
facilities for Carabinieri, judges, witnesses and detainees
with their escorts as suggested in para 4 of the said letter.

A.E. THACKRAH
Lt.Colonel,
Italian Branch
for Chief Legal Advisor

2373

TRANSPORTATION SUB-COMMISSION

c/o Capo Compartimento

Rome

20 October 1944

TO: HQ. En. Sub-Commission ACC.

SUBJECT: PROSINONE STATION

I visited Prosinone on the 17th October to see what facilities there were for loading and unloading supplies. The station has been heavily damaged, but owing to lack of time it was only possible to make a casual observation of the actual station area.

There is just the one single through Naples-Rome running line, but a passing loop has been laid down at the station. This cannot of course be utilised for placing wagons for unloading, although an odd wagon has been placed for off-loading on occasions.

A short spur has however been put in on the Naples side of the river bridge on the left hand side coming from Rome, about 100 yards South of the Station. This spur will hold 10 box cars. There are no buffer stops at the end of the spur, but only a couple of sleepers laid across the track. The lead in is by trailing points from the direction from Naples (facing points coming from Rome).

There would be no difficulty in using the spur for placing trucks coming up from the Naples direction, but a more involved shunt would be required to deal with wagons coming down from Rome necessitating the occupation of the passing loop to allow a run round.

At the present time the spur is occupied by 10 box cars which are being utilised by a South African Bridging Detachment who are I gather working on the bridge over the river, and are likely to be in occupation for some 2 or three weeks (D.G.M.R.S. may probably have more definite information with regards to this.)

Access to this spur from the road is not too good and the lorries required for the removal of the supplies must leave the roadway and pass across a small field or grass patch to get alongside the rail tracks.

running line, but a passing loop has been laid down at the station. This cannot of course be utilised for placing wagons for unloading, although an odd wagon has been placed for off-loading on occasions.

A short spur has however been put in on the Naples side of the river bridge on the left hand side coming from Rome, about 100 yards South of the Station. This spur will hold 10 box cars. There are no buffer stops at the end of the spur, but only a couple of sleepers laid across the track. The lead in is by trailing points from the direction from Naples (facing points coming from Rome).

There would be no difficulty in using the spur for placing trucks coming up from the Naples direction, but a more involved shunt would be required to deal with wagons coming down from Rome necessitating the occupation of the passing loop to allow a run round.

At the present time the spur is occupied by 10 box cars which are being utilised by a South African Bridging Detachment who are I gather working on the bridge over the river, and are likely to be in occupation for some 2 or three weeks (D.G.M.R.S. may probably have more definite information with regards to this.)

Access to this spur from the road is not too good and the lorries required for the removal of the supplies must leave the roadway and pass across a small field or grass patch to get alongside the rail tracks.

2372

The railway is some distance from the town.

E.W. DEAN
Capt.

/elo

TRANSLATION

Ministry of Communications
Cabinet

Rome - Oct. 18th 1944

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

Ref : P/II/2-8824

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 plane 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 fulfill 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

2371

Your faithfully

The Minister
sgd. F. Cerabona

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;
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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

2371

Your faithfully

The Minister
sgd. F. Cerabona

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

100/90
A 02/14

Our reference: ACC Tn/42/33
Date : 1 September 44

Tele : 473701

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/323/3086/308/35 of the 20 August 1944 were carefully considered at the meeting of the Transportation Sub-Committee held on Monday, 20 August 1944. The lack of rolling stock and locomotive parts at the present time it is impossible to consider additional services.

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

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

4. I am afraid the movement of building materials will have to be suspended a short time until a regular flow of traffic can be maintained. 2370

5. The rolling stock needed to carry out the programme in your "appendix" attached to this letter, would require 2081 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.

1. The additional freight services requested in your letter, reference M/323/8086/808/36 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 locomotives 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 District; but for the time being it is regretted that this type of traffic which carries such a low priority, cannot be moved in any great quantities.

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

4. I am afraid the movement of building materials will have to be suspended a short time until a regular flow *23/8/44* traffic can be maintained.

5. The rolling stock needed to carry out the programme in your "appendix" attached to this letter, would require 2201 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.

D. S. DANE
Colonel, C.E.,
Director, T.N.S/C.

HPR/AL

100/90

HEADQUARTERS
ALLIED COMMISSION
Transportation Sub-Commission
APO 394

Tel: 479701

Our Ref: ACC. 22/42/67
Date: 1 Sept. '44

TO : Ministry of Communications
Italian State Railways
General Direction

SUBJECT: Proposed additional passenger train programme.

1. In reply to your letter, ref. M/210/879L/41/13 of the 22nd August 1944.
2. Each proposition in this letter was carefully studied at the Transportation Committee held at HQ AAI on Monday, 28 August, and so that you may appreciate the decisions taken, I will refer to the paragraph in your letter.
3. Your para. 1. (a)
Additional trains, Naples to Reggio, via Battipaglia and Gioia Tauro. The present train timings were carefully studied, but owing to the considerable amount of military traffic northern bound on this route, it was found impossible to alter these timings without affecting considerably the present running schedules.

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

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

4. Your para. 2. (b) Naples - Bari.
It was found impossible to stop the above train at all the intermediate stations because of slowing down of traffic and it was equally impossible to agree for the time being to your proposition under your para. 4 (b) Battipaglia-Brindisi, to transform the present goods train into a mixed train and arrange for this train to stop at intermediate stations, owing to the considerable freight both east to West and West to East, via Potenza.

2309

Your para. 2.

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

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

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

4. Your para. 2. (b) Naples - Bari. 2309
It was found impossible to stop the above train at all the intermediate stations because of slowing down of traffic and it was equally impossible to agree for the time being to your proposition under your para. 4 (b) Battipaglia-Brindisi, to transform the present goods train into a mixed train and arrange for this train to stop at intermediate stations, owing to the considerable freight both East to West and West to East, via Potenza.

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

Rome - Naples, - via
Rome - Naples, - via Cassino

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

Your para. 3 (c) Rome - Arezzo.

Your para. 3 (f) Rome - Foligno.

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

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

7. Your para. 3 (g) Naples - Foggia - Bari.
It is agreed by the Transportation Committee that one coach per day to carry approx. 50 persons can form part of the daily military train running between Naples and Bari, via Benevento and Foggia. This service to operate 5 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.

2388

8. Your para. 4 (a) Verona - Borgo.
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 (b) Foggia - Frosinone.
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) Frosinone - Potenza.

No arrangements the whole of the operating schedule

7. Your para. 3 (c) Warles - Vaux - Bari.
It is agreed by the Transportation Committee that one coach per day to carry approx. 60 persons can form part of the daily military train running between Regles and Bari, via Monovento and Poggia. This service to operate 6 days per week all concerned throughout the route of this new civil service and to insure 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) Laquila - Lucce.
It is not as yet possible to organize civil train parties will be conveyed south bound from Pescara providing a bid is submitted through the proper channels.
9. Your para. 4 (c) Potenza - Gioiungo.
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 (j) Taranto - Potenza.
To re-organize the whole of the operating schedule of passenger and freight trains over this route, to arrange for naval-yard workmen to travel on Saturdays north bound and Monday south bound, would completely throw out the schedule over the week end. It is therefore felt that owing to the considerable tonnage of this route, it must be held in abeyance until at a later date.

2338

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

12. Your para.4 (d) Poggia-Potenza
 Your para.4 (e) Poggia-Manfredonia
 Your para.4 (f) Poggia-Lugera

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

13. Your para.4 (g) Maccheta-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.

S. P. SPINA
 Colonel, C.E.,
 Director, Rn.S/d.

Rome, 22 August 1944
our ref. M 210/8721/41/13

MINISTRY TO COMMUNICATIONS
ITALIAN STATE RAILWAY
GENERAL DIRECTION

To Allied Control Commission
Transportation Sub-Commission

(R O M M)

Copy to General Director
M.R.S.

Building

Subject:

Passenger trains
programme

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

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

-two daily trains between Naples and Salerno. Such trains have a stay at Salerno of 07.20 hrs in descending direction and of 23.13 in upward direction.

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

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

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

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

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

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

a) The communications between Naples and Reggio is, at present, operated by:
 -two daily trains between Naples and Salerno. Such trains have a stay at Salerno of 07.20 hrs in descending direction and of 03.13 in upward direction.
 -two daily trains between Salerno and Reggio C. with trains-shipment at Gioia Tauro (about 2 Km.) and stay in such locality of 10.00 hrs. in descending direction.

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

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

c) No communications are between Rome and its Province, and 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.

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

2306

III. Taking for 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 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 3 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 Imerio, Aversa.
b) Rome-Naples (via Cassino) line. A couple of trains composed of 3 cars, at least, 1 luggage wagon and 1 mail wagon.

Rome	lv. 1717	arr. Naples	0645) with line's
Naples	lv. 1230	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, Maserda 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 3 cars, 1 luggage wagon and 1 mail wagon, to be utilized partially, for workmen, especially along the section Rome-Civitavecchia.

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

these trains will stop at the most important stations.

e) Rome-Arezzo line. A couple of three weekly trains composed at least of 3 cars, 1 luggage wagon, and 1 mail wagon.

Rome	lv. 1630	Arezzo	arr. 0400	2305
Arezzo	lv. 2000	Rome	arr. 0730	

These trains will be stopped at the most important stations.

f) Rome-Foligno line. A couple of trains (three weekly) composed of 3 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 be stopped at the most important stations.

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, Maserata 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 a advisable to utilize, soon, the military trains that run usually empty Southward.

d) Rome-Grosseto line. A couple of trains (three weekly) composed of 3 cars, 1 luggage wagon and 1 mail wagon, to be utilized partially, for workmen, especially along the section Rome-Civitavecchia.

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

these trains will stop at the most important stations.

e) Rome-Arezzo line. A couple of three weekly trains composed at least of 3 cars, 1 luggage wagon, and 1 mail wagon.

Rome lv.	1630	Arezzo arr.	0400	2305
Arezzo lv.	2000	Rome	arr.	0730

these trains will be stopped at the most important stations.

f) Rome-Foligno line. A couple of trains (three weekly) composed of 3 cars, 1 luggage wagon and 1 mail wagon.

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

these trains will be stopped at the most important stations.

g) Napoli-Foggia-Bari line. A couple of three weekly trains composed of 3 cars, 1 luggage wagon and 1 mail wagon.

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

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

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

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

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

2) Prolongation between Fasano and Monopoli of the trains:

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

b) Battipaglia-Brindisi line. 1) Transformation into mixed of the goods trains N. 8133 and 8137 - Potenza-Taranto. (Potenza lv. 0655 Metaponto arr. 1133 - lv. 1352 Taranto arr. 1516) and N. 8136/8130 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 passengers cars.

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

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

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

c) S. 1152 Taranto-Lecce line. Transformation into daily of the now bi-weekly two trains, to allow the afflux of the students to the Sala Consilina Lyceum and of the Lawyers and other Professional men to Lagonegro Tribunal.

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

Foggia lv. 0950
Rocchetta lv. 1245

Rocchetta arr. 1200
Foggia arr. 1407

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

Rocchetta lv. 0500
Potenza lv. 1430

Potenza arr. 0830
Rocchetta arr. 1800

To the purpose to allow, in the same day, the going to and coming back

to these trains will be allotted 2 passengers cars.

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

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

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

c) Sigeano Lagonero line. Transformation into daily of the now bi-weekly two trains, to allow the afflux of the students to the Sala Consilina Lyceum and of the Lawyers and other Professional men to Lagonero 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 lv. 1245
Rocchetta arr. 1200
Foggia arr. 1407
Potenza lv. 0500
Potenza lv. 1430

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

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 lv. 1555
Manfredonia arr. 0930
Foggia arr. 1750

r) 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 paragraph d)-1)-e) and f) are justified by the decentralization of the Foggia public Officers and by the population displacing owing to the destructions operated by air-bombing.

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

Spinazzola	lv. 0200	Gioia del Colle	arr. 0525
Gioia del Colle	lv. 1300	Spinazzola	arr. 1930

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

V. By the required measures 120 wheeled truck cars, or equivalent vehicles, 10 luggage wagons, 14 mail wagons should be used together with a daily average consumption of about 150 tons. of coal.

The General Director
sgd. Di Raimondo

2323

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

100/90
FPR/rg

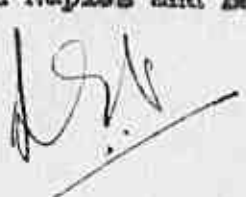
Our reference : ACC Tn/42/19.

Date : 23 May 44.

TO : General di Raimondo,
Undersecretary of State for Italian
Railways and Highways.

SUBJECT : Civilian Train Services.

1. The attached copy of letter has been received from A.C.C. Bari.
2. Will you kindly reply pointing out to the Comune di Albano di Lucania that owing to the movement of essential military traffic and the shortness of Locomotives and railway stock it is impossible for the civilian passenger trains to stop at every station between Naples and Bari and vice versa.


L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

2362

785021

42/18

SUBJECT: Train Stop

Prov Supply Office, ACC, Bari

TO : ACC Div Tn Supt
Sud Est R.R. Bldg

12 May 44
SUP/P/2109

The letter is forwarded for your information.

1 Incl.
Ltr from Comune di Albano di Lucania
5 May 44

H.M. Kelly

H.M. KELLY
Captain; CMP
Prov Supply Officer



2381

Albano di Lucania - 5/6 - 1944.

TO: Allied Military Government, B a r i.

I beg you very much for this town population be helped in authorizing all the freight and all the passengers trains, going through this station either to Taranto or to Naples, to stop herein, in order to ensure to my fellow-citizens a travel mean.

At present time the population of this town is obliged to walk either to Trivigno at a distance of 17 Kms, or to Potenza at 36,500Kms, for take a train.

I am sure you will do something to help the matter.

With many thanks.

The Sindaco

2330



COMUNE di ALBANO di LUCANIA

PROVINCIA DI POTENZA

N. 343 di Prot.

Albano di Lucania, 5/4/1944

OGGETTO:

Risposta al foglio del

Num. Div. Sez.

Allegati N.

A L. COMANDO GOVERNO MILITARE ALLEGATO
BARI

Questa Popolazione a mio nome, lo prega vivamente ve-
nire incontro effettuando la fermata anche brevissima
di tutti i treni merci e viaggiatori di transito a que-
sto scalo ferroviario per Taranto e per Napoli onde dare
questi miei amministrati la possibilità di viaggiare
perche essi sono costretti di recarsi o a Trivigno distan-
ti ben 17 Km. o a Potenza Km. 36,500. a piedi per prendere un
Sono sicuro che accoglierà i nostri voti e sin d'ora
le siamo grati.

Il Sindaco

Luigi Molfese

2379

1827