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AC 100/91

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AVERSA - FOGGIA
AUG. 1944 - DEC. 1945

MELFI TOWN HALL
PROVINCE OF POTENZA

Melfi : 27 December 1945.

Ref.: 9972.

SUBJECT: Operation of a second daily round trip
between Foggia and Potenza.

TO : Allied Commission
Rome

I would very much appreciate your kind approval for the operation of a second daily round trip with departure from Foggia at about 0400 or 0500 hrs and arrival at Potenza at about 0900 or 1000 hrs; the return trip should leave Potenza at 1500 hrs and arrive at Foggia at 1900 or 2000 hrs.

This in order to give an opportunity to the inhabitants who are in need of going to the provincial officers, to travel to Potenza in the morning and return home in the same day, avoiding both greater expenses and the difficulty of finding overnight accommodation.

Hoping that you will give your favourable attention to this matter, I thank you very much.

The Mayor
sgd. G. Bellini

2560

TR/AL/5/12/45.

*you handle this
in any way you
wish. It is
service is considered
appreciated
submit
P. C.*

TRANSPORTATION COMMUNICATIONS



MUNICIPIO DI MELFI

Provincia di Potenza

Prot. N. 9972 Allegati N.

Melfi, 27 dicembre 1945

Cat. Cl. Fasc.

Risposta alla nota del

OGGETTO:

Num. Div. Sez.

Istituzione seconda

coppia treni giorno-

Alla On.

lieri Foggia-Potenza-

Commissione Alleata di Controllo

M O M A

ESPRESSO

Darei gratissimo a codesta On. Commissione se volesse degnarsi di consentire che sulla ferrovia Foggia-Potenza, sia istituita una seconda coppia di treni giornali, con partenza da Foggia verso le ore 4-5 del mattino ed arrivo a Potenza verso le 9-10 e con ritorno da Potenza alle ore 15 ed arrivo a Foggia alle 19-20.

Ciò per dare la possibilità a questi abitanti, che hanno bisogno degli uffici provinciali per il disbrigo dei loro molteplici affari, di accedere nella mattinata nel Capoluogo di Provincia e far ritorno in sede nella stessa giornata, sia per economia di spese e sia perchè a Potenza non sempre si ha la possibilità di trovare un alloggio sia pure modesto.

Nella fiducia che codesta On. Commissione accoglierà la mia richiesta, ringrazio ed osequio con deferenza.

IL SINDACO

(Ing. Giuseppe Bellini)

S.)

259

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

REFERENCES:
Riferimento:

APPLICATION:
Richiesta no:

M.211/3918/224

A.S.F.

FF.S. Direzione Generale - Servizio Movimento

A.2.

C.A. Sottocommissione Trasporti - Divisione Ferroviaria = SEDE

Date:

Data: 11/10/1945

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISK

Richiesta effettuazione treni viaggiatori da parte delle FF.SS.
Prolungamento tra Caserta e Benevento treni 3921 e 8218 x
" " Ariano e " 5057 e 5080 x
Attivazione nuova coppia treni accelerati fra Napoli-Foggia
COMPARTIMENTO, NAPOLI

FROM:

To: Caserta

Ariano

TO:

a: Benevento

"

LINE NUMBER:

Numero delle linee: 91

PRIORITY NUMBER:

Numero di precedenza:

FREQUENCY

Frequenza giornaliera

COAL CONSUMPTION (WEEKLY)

Consumo carbone (Settimanale)

EQUIPMENT NEEDED:

Materiale occorrente:

LOCO, COAL, OR ELECTRIC Traz. Elettrica

COACHING STOCK non occorre materiale per i
Materiali viaggiatori treni da prolungare

10 carrozze e 2 bagagliai per i nuovi treni
LITTORINE

WHO WILL PROVIDE COACHING STOCK?

Chi fornirà il materiale viaggiatori?

FROM WHERE?

Da dove? da Roma

F.S.

2538

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta effettuazione treni viaggiatori da parte delle FF.SS.
Prolungamento tra Caserta e Benevento treni 3921 e 8218
" Ariano e " 5057 e 5080
Attivazione nuova coppia treni accelerati fra Napoli-Foggia
 COMPARTIMENTO: Napoli

FROM: **Caserta** TO: **Benevento** LINE NUMBER: **91**
 Da: **Ariano** a: **"** Numero della linea: **"**

PRIORITY NUMBER:
 Numero di precedenza:

FREQUENCY **giornaliera** COAL CONSUMPTION (WEEKLY)
 Frequenza **giornaliera** Consumo carbone (Settimanale)

EQUIPMENT NEEDED:
 Materiale occorrente:

LOCO, COAL, OR ELECTRIC Traz. Elettrica

COACHING STOCK non occorre materiale per i
 Materiali viaggiatori treni da prolungare
10 carrozze e 2 bagagliai per i nuovi treni
 LITTORELINE

WHO WILL PROVIDE COACHING STOCK? **F.S.**
 Chi fornirà il materiale viaggiatori?

FROM WHERE? **da Roma** **2558**
 Da dove?

TRAINING - KILOMETRAGE AND TRAIN NUMBERS
 Orari - Kilometraggio e numeri dei treni.

(To be inserted over leaf)
 (Da essere inserito nella pratica)

Handwritten notes:
 1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-1044-1045-1046-1047-1048-1049-1050-1051-1052-1053-1054-1055-1056-1057-1058-1059-1060-1061-1062-1063-1064-1065-1066-1067-1068-1069-1070-1071-1072-1073-1074-1075-1076-1077-1078-1079-1080-1081-1082-1083-1084-1085-1086-1087-1088-1089-1090-1091-1092-1093-1094-1095-1096-1097-1098-1099-1100-1101-1102-1103-1104-1105-1106-1107-1108-1109-1110-1111-1112-1113-1114-1115-1116-1117-1118-1119-1120-1121-1122-1123-1124-1125-1126-1127-1128-1129-1130-1131-1132-1133-1134-1135-1136-1137-1138-1139-1140-1141-1142-1143-1144-1145-1146-1147-1148-1149-1150-1151-1152-1153-1154-1155-1156-1157-1158-1159-1160-1161-1162-1163-1164-1165-1166-1167-1168-1169-1170-1171-1172-1173-1174-1175-1176-1177-1178-1179-1180-1181-1182-1183-1184-1185-1186-1187-1188-1189-1190-1191-1192-1193-1194-1195-1196-1197-1198-1199-1200-1201-1202-1203-1204-1205-1206-1207-1208-1209-1210-1211-1212-1213-1214-1215-1216-1217-1218-1219-1220-1221-1222-1223-1224-1225-1226-1227-1228-1229-1230-1231-1232-1233-1234-1235-1236-1237-1238-1239-1240-1241-1242-1243-1244-1245-1246-1247-1248-1249-1250-1251-1252-1253-1254-1255-1256-1257-1258-1259-1260-1261-1262-1263-1264-1265-1266-1267-1268-1269-1270-1271-1272-1273-1274-1275-1276-1277-1278-1279-1280-1281-1282-1283-1284-1285-1286-1287-1288-1289-1290-1291-1292-1293-1294-1295-1296-1297-1298-1299-1300-1301-1302-1303-1304-1305-1306-1307-1308-1309-1310-1311-1312-1313-1314-1315-1316-1317-1318-1319-1320-1321-1322-1323-1324-1325-1326-1327-1328-1329-1330-1331-1332-1333-1334-1335-1336-1337-1338-1339-1340-1341-1342-1343-1344-1345-1346-1347-1348-1349-1350-1351-1352-1353-1354-1355-1356-1357-1358-1359-1360-1361-1362-1363-1364-1365-1366-1367-1368-1369-1370-1371-1372-1373-1374-1375-1376-1377-1378-1379-1380-1381-1382-1383-1384-1385-1386-1387-1388-1389-1390-1391-1392-1393-1394-1395-1396-1397-1398-1399-1400-1401-1402-1403-1404-1405-1406-1407-1408-1409-1410-1411-1412-1413-1414-1415-1416-1417-1418-1419-1420-1421-1422-1423-1424-1425-1426-1427-1428-1429-1430-1431-1432-1433-1434-1435-1436-1437-1438-1439-1440-1441-1442-1443-1444-1445-1446-1447-1448-1449-1450-1451-1452-1453-1454-1455-1456-1457-1458-1459-1460-1461-1462-1463-1464-1465-1466-1467-1468-1469-1470-1471-1472-1473-1474-1475-1476-1477-1478-1479-1480-1481-1482-1483-1484-1485-1486-1487-1488-1489-1490-1491-1492-1493-1494-1495-1496-1497-1498-1499-1500-1501-1502-1503-1504-1505-1506-1507-1508-1509-1510-1511-1512-1513-1514-1515-1516-1517-1518-1519-1520-1521-1522-1523-1524-1525-1526-1527-1528-1529-1530-1531-1532-1533-1534-1535-1536-1537-1538-1539-1540-1541-1542-1543-1544-1545-1546-1547-1548-1549-1550-1551-1552-1553-1554-1555-1556-1557-1558-1559-1560-1561-1562-1563-1564-1565-1566-1567-1568-1569-1570-1571-1572-1573-1574-1575-1576-1577-1578-1579-1580-1581-1582-1583-1584-1585-1586-1587-1588-1589-1590-1591-1592-1593-1594-1595-1596-1597-1598-1599-1600-1601-1602-1603-1604-1605-1606-1607-1608-1609-1610-1611-1612-1613-1614-1615-1616-1617-1618-1619-1620-1621-1622-1623-1624-1625-1626-1627-1628-1629-1630-1631-1632-1633-1634-1635-1636-1637-1638-1639-1640-1641-1642-1643-1644-1645-1646-1647-1648-1649-1650-1651-1652-1653-1654-1655-1656-1657-1658-1659-1660-1661-1662-1663-1664-1665-1666-1667-1668-1669-1670-1671-1672-1673-1674-1675-1676-1677-1678-1679-1680-1681-1682-1683-1684-1685-1686-1687-1688-1689-1690-1691-1692-1693-1694-1695-1696-1697-1698-1699-1700-1701-1702-1703-1704-1705-1706-1707-1708-1709-1710-1711-1712-1713-1714-1715-1716-1717-1718-1719-1720-1721-1722-1723-1724-1725-1726-1727-1728-1729-1730-1731-1732-1733-1734-1735-1736-1737-1738-1739-1740-1741-1742-1743-1744-1745-1746-1747-1748-1749-1750-1751-1752-1753-1754-1755-1756-1757-1758-1759-1760-1761-1762-1763-1764-1765-1766-1767-1768-1769-1770-1771-1772-1773-1774-1775-1776-1777-1778-1779-1780-1781-1782-1783-1784-1785-1786-1787-1788-1789-1790-1791-1792-1793-1794-1795-1796-1797-1798-1799-1800-1801-1802-1803-1804-1805-1806-1807-1808-1809-1810-1811-1812-1813-1814-1815-1816-1817-1818-1819-1820-1821-1822-1823-1824-1825-1826-1827-1828-1829-1830-1831-1832-1833-1834-1835-1836-1837-1838-1839-1840-1841-1842-1843-1844-1845-1846-1847-1848-1849-1850-1851-1852-1853-1854-1855-1856-1857-1858-1859-1860-1861-1862-1863-1864-1865-1866-1867-1868-1869-1870-1871-1872-1873-1874-1875-1876-1877-1878-1879-1880-1881-1882-1883-1884-1885-1886-1887-1888-1889-1890-1891-1892-1893-1894-1895-1896-1897-1898-1899-1900-1901-1902-1903-1904-1905-1906-1907-1908-1909-1910-1911-1912-1913-1914-1915-1916-1917-1918-1919-1920-1921-1922-1923-1924-1925-1926-1927-1928-1929-1930-1931-1932-1933-1934-1935-1936-1937-1938-1939-1940-1941-1942-1943-1944-1945-1946-1947-1948-1949-1950-1951-1952-1953-1954-1955-1956-1957-1958-1959-1960-1961-1962-1963-1964-1965-1966-1967-1968-1969-1970-1971-1972-1973-1974-1975-1976-1977-1978-1979-1980-1981-1982-1983-1984-1985-1986-1987-1988-1989-1990-1991-1992-1993-1994-1995-1996-1997-1998-1999-2000-2001-2002-2003-2004-2005-2006-2007-2008-2009-2010-2011-2012-2013-2014-2015-2016-2017-2018-2019-2020-2021-2022-2023-2024-2025-2026-2027-2028-2029-2030-2031-2032-2033-2034-2035-2036-2037-2038-2039-2040-2041-2042-2043-2044-2045-2046-2047-2048-2049-2050-2051-2052-2053-2054-2055-2056-2057-2058-2059-2060-2061-2062-2063-2064-2065-2066-2067-2068-2069-2070-2071-2072-2073-2074-2075-2076-2077-2078-2079-2080-2081-2082-2083-2084-2085-2086-2087-2088-2089-2090-2091-2092-2093-2094-2095-2096-2097-2098-2099-2100-2101-2102-2103-2104-2105-2106-2107-2108-2109-2110-2111-2112-2113-2114-2115-2116-2117-2118-2119-2120-2121-2122-2123-2124-2125-2126-2127-2128-2129-2130-2131-2132-2133-2134-2135-2136-2137-2138-2139-2140-2141-2142-2143-2144-2145-2146-2147-2148-2149-2150-2151-2152-2153-2154-2155-2156-2157-2158-2159-2160-2161-2162-2163-2164-2165-2166-2167-2168-2169-2170-2171-2172-2173-2174-2175-2176-2177-2178-2179-2180-2181-2182-2183-2184-2185-2186-2187-2188-2189-2190-2191-2192-2193-2194-2195-2196-2197-2198-2199-2200-2201-2202-2203-2204-2205-2206-2207-2208-2209-2210-2211-2212-2213-2214-2215-2216-2217-2218-2219-2220-2221-2222-2223-2224-2225-2226-2227-2228-2229-2230-2231-2232-2233-2234-2235-2236-2237-2238-2239-2240-2241-2242-2243-2244-2245-2246-2247-2248-2249-2250-2251-2252-2253-2254-2255-2256-2257-2258-2259-2260-2261-2262-2263-2264-2265-2266-2267-2268-2269-2270-2271-2272-2273-2274-2275-2276-2277-2278-2279-2280-2281-2282-2283-2284-2285-2286-2287-2288-2289-2290-2291-2292-2293-2294-2295-2296-2297-2298-2299-2300-2301-2302-2303-2304-2305-2306-2307-2308-2309-2310-2311-2312-2313-2314-2315-2316-2317-2318-2319-2320-2321-2322-2323-2324-2325-2326-2327-2328-2329-2330-2331-2332-2333-2334-2335-2336-2337-2338-2339-2340-2341-2342-2343-2344-2345-2346-2347-2348-2349-2350-2351-2352-2353-2354-2355-2356-2357-2358-2359-2360-2361-2362-2363-2364-2365-2366-2367-2368-2369-2370-2371-2372-2373-2374-2375-2376-2377-2378-2379-2380-2381-2382-2383-2384-2385-2386-2387-2388-2389-2390-2391-2392-2393-2394-2395-2396-2397-2398-2399-2400-2401-2402-2403-2404-2405-2406-2407-2408-2409-2410-2411-2412-2413-2414-2415-2416-2417-2418-2419-2420-2421-2422-2423-2424-2425-2426-2427-2428-2429-2430-2431-2432-2433-2434-2435-2436-2437-2438-2439-2440-2441-2442-2443-2444-2445-2446-2447-2448-2449-2450-2451-2452-2453-2454-2455-2456-2457-2458-2459-2460-2461-2462-2463-2464-2465-2466-2467-2468-2469-2470-2471-2472-2473-2474-2475-2476-2477-2478-2479-2480-2481-2482-2483-2484-2485-2486-2487-2488-2489-2490-2491-2492-2493-2494-2495-2496-2497-2498-2499-2500-25

1893	5057 (2)	3921 (1)	(Km. 198)	8218 (1)	5080 (2)	1892
6.35		(8.50)	p. Napoli	a. (17.48)		19.24
8.02		(10.18)	a. Caserta	p. (16.05)		18.06
8.10		10.30	p. Benevento	a. 15.56		17.59
10.30		12.47	a. Ariano	p. (13.45)		15.38
10.36	5.00		p. Foggia	a. 19.20		15.15
14.54	6.15		a. Ariano	p. 18.22		14.08
11.56	(6.20)		p. Foggia	a. (18.20)		14.05
13.39	(8.00)		a. Foggia	p. (16.40)		12.00

(1) = I treni 3921 e 8218 attualmente si effettuano fra Napoli e Caserta.

(2) = I treni 5057 e 5080 " " fra Foggia e Ariano

Handwritten notes:
 1893
 5057
 3921
 8218
 5080
 1892

8.10	10.38	p.	a. 15.56	17.59
10.30	12.47	a.	p. (13.45)	15.38
10.36	5.00	p.)	a.	15.15
			Benevento	
14.54	6.15	a.	p.	14.08
11.56	(6.20)	p.)	a.	(18.20) 14.05
13.39	(8.00)	a.	p.	(16.40) 12.00
			Foggia	

(1) = I treni 3921 e 8218 attualmente si effettuano fra Napoli e Caserta.

(2) = I treni 5057 e 5080 " " fra Foggia e Ariano

Handwritten notes:
 13.39 - 12.47 - 10.38 - 8.10
 14.54 - 11.56 - 10.36 - 10.30
 17.59 - 15.38 - 15.15 - 14.08
 14.05 - 12.00

Allegato 3

3923
(ex 3921)

5057

5080

3924
(ex 8218)

arrivo	part.	arrivo	part.	arrivo	part.	arrivo	part.
8.16	8.00	Napoli		18.45		18.29	18.18
8.26	8.18	Casoria		18.27		18.16	18.12
8.32	8.28	Frattamag.		18.11		17.59	18.04
8.40	8.34	S. Antimo		17.50		17.40	17.51
8.56	8.48	Aversa		17.33		17.20	17.42
9.09	8.58	Gricignano		17.05		16.50	17.34
9.18	9.11	Marcianise		16.30		16.17	17.28
9.25	9.19	Recale		15.55		15.40	16.07
9.35	9.35	Caserta		15.30		15.16	15.56
9.57	9.58	Maddaloni		15.16		15.00	15.41
10.10	10.11	Valle di Madd.		---		---	15.31
10.24	10.26	Frasso		19.25		19.16	15.17
10.38	10.39	Amorosi		19.13		19.04	15.00
10.49	10.51	Telese		19.02		18.43	
11.00	11.01	Solopaca		18.39		18.22	
11.15	11.17	S. Lorenzo		(18.20)			
11.26	11.27	Ponte C.		da			
11.41	11.43	Vitulano		Foggia			
12.00	---	Benevento	5.00				
		Paduli	5.10				
		Apice	5.21				
		Montecalvo	5.48				
		Ariano	6.17				
			(6.20)				
			per				
			Foggia				



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

OGGETTO

Servizio locale tra
Caserta e Foggia.

Roma, 11 SET. 1945 194 - A

N. M. 211.3300.224/14A 6377/28

Al N. del

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

S E D E

ALLEGATI N.

I - Pervengono numerose premure da parte di Autorità ed Enti locali interessati alle comunicazioni della linea Caserta - Foggia, perchè sia risolto, su detta linea, il problema delle comunicazioni locali.

II - Per andare incontro a tali giustificate lamentele, si propone di aggiungere 4 carri per civili a ciascuno dei seguenti treni, che già si effettuano giornalmente per invio e ritorno locomotori utilizzati tra Caserta e Foggia:

8205 - Caserta	p. 4.00	- Foggia	a. 11.01
8229 - "	" 16.00	- "	" 22.53
8212 - Foggia	p. 5.35	- Caserta	a. 12.45
8236 - "	" 17.21	- "	" 0.45

III - Si prega per un benevolo esame e si resta in attesa di decisione in merito.

IL DIRETTORE GENERALE

Volpe

2566

PCM/10

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

8 September 45

Tel. 843238
Ref. AC/100/91

SUBJECT : Additional Coach Trains 815/816.
TO : MRS (Maj. London-Maj. Wilson).

1. ISR has requested to add an additional coach to trains 815-816 between Foggia and Naples.
2. The present consist of the trains is 10 coaches 1 Baggage Van and one Mail Van.
3. ISR state they have the necessary coach for this operation.

For the Chief Commissioner :

P.C. MATSON, Major

2555

TRANSLATION

MINISTRY OF TRANSPORTS
I.S.R. - Movement Service
=====

Rome 1 September 1945
Ref: M.221/1216/60.2

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

1. Foggia Authorities and Puglie Region press are strongly complaining for the absolute lack of seats available to Naples-bound passengers in that Station. They therefore request an additional coach between Foggia and Naples to be handled on trains N° 816 and 815.
2. Our Bari Movement Section inform that the coach may be supplied by their stock.
3. Please kindly give your approval.

CHIEF OF MOVEMENT SERVICE

sgd. BIONDI

tr/al/1/9

*7 one V also
out on 8/1/45
Pm*

2534



MINISTERO DELL' COMUNICAZIONI
FERROVIE DELLO STATO DIREZIONE GENERALE

(1) Servizio Movimento

P. oma, li 1. 1960
N. M. 221/1216/60.2
Al N. del

OGGETTO.

Sottocommissione Trasporti dell'AC
Divisione Ferroviaria

S E D E

- 1°- Le Autorità di Foggia e la Stampa delle Puglie reclamano vivamente per la mancanza assoluta di posti per i viaggiatori in partenza da Foggia per Napoli e chiedono l'aumento di una carrozza fra queste due città nei treni 816 e 815.
- 2°- La Sezione Movimento di Bari informa di poter fornire la carrozza occorrente d'impianto.
- 3°- Prego favorire benessere.

IL CAPO DEL SERVIZIO MOVIMENTO

[Handwritten signature]

2573

Stab. Tip. Puccini - Ancona - Ord. 37 - 30-6-42-XX. - 1.701.920 1/2.

(1) Servizio.

RM/ic

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

8 September 49

Tel. 84,1236
Ref. AC/100/91/Tn 4.

SUBJECT : Rocchetta-Foggia passenger service.

TO : ISR - Blag.

1. Reference M.211/3463/219/ICCA/6098/28 of 25 August .

2. One Box Car may be attached to freight trains 8753 and 8752 on Tuesdays-Thursdays and Saturdays for the purpose of handling passenger between Rocchetta and Foggia.

P. G. MATSON
MAJOR T.O.

for Director

Copy to: Movements Rail Tn S/C
ISR - Blag. (Maj. Wilson) Tn A.3(0)24/6-5 Sept.

Subject: Passenger Service,
Rocchetta-Foggia .

Military Railway Service,
CMF
Tele : Firebox 9313
Tn.A.3(0) 24/6
3rd September 45

To : Transportation Sub-Com. ✓
(Rail Division)

Copy to: Tn. Liaison Officer,
Bari Ops Office.

Reference AC/100/91/Tn.4 of 28th August.

As there is no Passenger Service between Rocchetta and Foggia it is agreed that one box car may be attached to trains 8753 and 8752 on Tuesdays, Thursdays and Saturdays only.

R. G. Wilson

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

100/af

TRANSPORTATION DIVISION
(RAIL DIVISION)
c/o Transportation (OT) Main,
D.M.F.

Tel.: 843236

Ref.: 40/100/91/m.4

26 August 452

SUBJECT: Passenger service
Rochester-Poggia.

TO : M.A.S. 3143.
(Attn: Major Wilson.)

1. Reference your letter TM/A.3(0)24/6-2664 of 8 August.
2. The I.S.M. is again pressing us for some kind of a passenger service between Rochester and Poggia and ask if possible to attach one Box Car for the movement of passengers on freight trains 8753 and 8752 operating on Tuesdays, Thursdays and Saturdays.
3. Your early consideration will be appreciated.

For the Chief Commissioner

F.O. MURPHY,
Major.

Copy for Movement Mail in Sub-Group.

2550

TO

W. H. M. Mils.
(Att. Major Milsom)

1. Reference your letter W/1.3(0)24/6-266A of 8 August.
2. The I.C.C. is again pressing us for some kind of a passenger service between Rochester and Poughkeepsie and asking if possible to attach one Box Car for the movement of passengers on freight trains 8753 and 8752 operating on Tuesdays, Thursdays and Saturdays.
3. Your early consideration will be appreciated.

For the Chief Commissioner

P. O. MASON,
Major.

Copy 101- Movements Rail Tr Sub-Comm.

2550

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

Rome 25 AGO. 1948

N.211/3463/219/100 6098/28

Subject:
Railway services between
Foggia and Rocchetta.

To Transportation Sub-Commission
(Rail Division)
Building

1. We are still urged in order that some measures be taken about train services between Foggia and Rocchetta, as the absolute *lack* of trains brings the population of this area to a feeling of unrest.
2. Replying to your letter F.AC/100/91/T.4 dated August 10 and in order to meet partly at least, the needs pointed out and to avoid the unauthorized use of the present worker-trains operating once weekly, we propose to authorize the civilians to ride the above trains, with only one additional car to be coupled.

We beg you kindly to examine our suggestion and to inform us about your decision.

The Director General

F.to DI RAIMONDO

1. We are still urged in order that some measures be taken about train services between Foggia and Rocchetta, as the absolute lack of trains brings the population of this area to a feeling of unrest.
2. Replying to your letter F.AC/100/91/T.4 dated August 10 and in order to meet partly atleast, the needs pointed out and to avoid the unauthorized use of the present worker-trains operating once weekly, we propose to authorize the civilians to ride the above trains, with only one additional car to be coupled.

We beg you kindly to examine our suggestion and to inform us about your decision.

The Director General

F.to DI RAIMONDO

2549

Ro/23.cb.

**MINISTERO DEI TRASPORTI**
DELLE COMUNICAZIONIFERROVIE DELLO STATO
DIREZIONE GENERALE**SERVIZIO MOVIMENTO**

OGGETTO

Comunicazioni tra Foggia
e Rocchetta.

Roma 25 AGO 1948 194 - A

N. M.211/3463/219/10078/38

Al N.

del

Sottocommissione Trasporti dell'A.C.
Divisione FerroviariaR O M A

ALLEGATI N.

I = Continuano a pervenire premure affinché sia risolto il problema delle comunicazioni tra Foggia e Rocchetta, poichè la mancanza assoluta di comunicazioni è ragione di forte risentimento locale.

II = Visto quanto comunicato con vostra AC/100/91/Tn.4 del 10 corr. per andare incontro, sia pure minimamente, alle necessità segnalate e per evitare l'utilizzazione abusiva degli attuali treni operai, che si effettuano una volta la settimana, si propone di autorizzare l'utilizzazione di detti treni da parte dei civili aumentandone la composizione di un solo carro.

III = Si prega sollecito e benevolo esame della proposta, comunicandone la decisione.

IL DIRETTORE GENERALE

TRANSPORTATION SUB-COMMITTEE, 10
(RAIL DIVISION)
c/o Transportation (R) Main
C.M.F.

Tel. 063232
Ref. 10/100/91/En 6

10 August 45

SUBJECT : Passenger service Rocchetta-Poggia

TO : MR - B102.

1. Reference yours H.211/3007/312/300/3725/25 of 30 July 1945.
2. The Military Railway Service has declined to authorize passenger service on the Rocchetta-Poggia line.
3. The reasons for not agreeing to your proposal were :
 - (a) additional equipment would be required.
 - (b) tonnage capacity of train is 250 tons and addition of cars for passengers would affect freight movements.

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

Copy for Movement Rail To Sub-Committee 10 10

ALLIED FORCE

MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (D-RES)Tel. Rome 24315/15 (Rome)
313Subject: Passenger Service
ROCCHETTA - FOGGIA.Tn.A.3(0)/24/6 -266A.8 August 1945.To : Transportation Sub-Commission
A.C. (Rail Division)
c/o Tn British Main (Bldg).Copy to: Mov L/O. (Bldg).

Reference your AC/100/21/TnA dated 1 August.

It is not possible for one set of equipment to work the service submitted by you therefore there is no alternative other than to decline this application.

It is pointed out that the tonnage rating over section Rocchetta - Foggia is 250 tons for class 325. If similar set of equipment to that which is covering freight 3303 and 3307 were to be used as gross weight is 140 tons.

R. A. Wilson

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

99

2506

COMMUNICATIONS SECTION, 93
(Rail Division)
c/o Transportation (Dr) Main
C.E.P.

TEL. 64333
REF. 42/102/91/214

1 August 65

SUBJECT : Passenger service ROCHSTER-PUGLIA.

RE : MR - Bldg. (attn. Major Wilson).

1. Train above named trains now operate between ROCHSTER and PUGLIA three days per week.
2. Freight trains operate between ROCHSTER and PUGLIA on the same days but no passenger service exists over this portion of the line.
3. It is desired to authorize passenger service thru from PUGLIA to PUGLIA via ROCHSTER by running the same equipment thru instead of turning at Rochester.
4. No additional rolling stock will be required and practically no additional coal will be required as trains are now running light enough so that freight traffic will not be affected.
5. If our proposal is approved the schedule will be as follows:

Train No. - 1535

1535

1530

Train No.

1535

1504

PUGLIA

ROCHSTER

ROCHSTER

PUGLIA

Train No. - 1536

1536

1535

Train No.

1536

1510

For the Chief Clerk:

2545

Copy to: Rochester Mail in 2/5
Railroad Officer c/o 1214
(Capt Gray) AMN.

P. G. BISHOP, Major T.O.

Ministry of Transports
I.R. Direction General
Movement Service

Ro 80 LUG 1945
M.211/3307/2195 a. 5725/28

Subject:

Passengers Service
between Foggia and
Rocchetta S.A.

Transportation Sub Commission AC.

(Rail Division)

R o m e

I. At present, on the Foggia - Potenza line are operated two three-weekly trains for civilians, limited to the section Potenza - Rocchetta S.A.:

3906 Potenza	d. 0605	Rocchetta S.A.	a. 1130
3907 Rocchetta S.A.	d. 1335	Potenza	a. 1845

II. On Tuesdays, Thursdays and Saturdays following trains are operated:

8753 Foggia	d. 0810	Rocchetta S.A.	a. 1018
8752 Rocchetta S.A.	" 1311	Foggia	" 1504

to provide the locos for said trains and to have them back to Foggia.

III. In order to resume the passenger traffic also on the Rocchetta S.A. - Foggia section, so much requested by the inhabitants of the area, which have no communications we suggest to use the 8573 and 8572 trains for passengers.

IV. No additional equipment is required, as the same stock of trains 3906, 3907 might be used.

V. Please, consider the matter and let us know your decision.

Director General

Na.30.cb.

F.to DI RAIMONDO

2544

3906 Potenza u. 0809 Rocchetta S.A. a.1345
3907 Rocchetta S.A. d. 1335 Potenza

II. On Tuesdays, Thursdays and Saturdays following trains are operated:

8753 Foggia d. 0810 Rocchetta S.A. a.1018
8752 Rocchetta S.A. " 1311 Foggia " 1504

to provide the locos for said trains and to have them back to Foggia.

III. In order to resume the passenger traffic also on the Rocchetta S.A. - Foggia section, so much requested by the inhabitants of the area, which have no communications we suggest to use the 8573 and 8572 trains for passengers.

IV. No additional equipment is required, as the same stock of trains 3906, 3907 might be used.

V. Please, consider the matter and let us know your decision.

Director General

F.to DI RAIMONDO

Na.30.cb.

2544



MINISTERO DEI TRASPORTI
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

OGGETTO

Comunicazioni tra Foggia
e Rocchetta S.A.

Roma, 8^o LUG. 1945 194 - R.

N. M. 211/3207/219 paa/5725/28

Al N.

del

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

R O M A

ALLEGATI N.

I-Sulla linea Foggia-Potenza si effettua attualmente, per viaggiatori civili, una coppia di treni trisettimanali, limitatamente al tratto Potenza - Rocchetta S.A.:

3906 Potenza	p. 6.05	Rocchetta S.A.	a.11.30
3907 Rocchetta S.A.	p.13.35	Potenza	a.18.45

II - Per l'invio e il ritorno a Foggia della locomotiva dei suddetti treni si effettuano nei giorni di martedì, giovedì e sabato i treni:

8753 Foggia	p. 8.10	Rocchetta S.A.	a.10.18
8752 Rocchetta S.A.	p. 13.11	Foggia	a.15.04

III - Allo scopo di ripristinare il servizio viaggiatori anche sul tratto Rocchetta S.A. - Foggia, tanto reclamato da quelle popolazioni prive di qualsiasi comunicazione, si propone di assegnare il servizio viaggiatori ai treni 8753 e 8752.

IV - Nessun maggiore impegno di materiale, utilizzando all'uopo lo stesso materiale dei treni 3906 e 3907.

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

IL DIRETTORE GENERALE

Edo Raimondo 25/3

PGM/lc

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

10 April 1945

Tel. 843238
Ref. AG/100/91/56/Tn 4

TO : Ministry of Communications
Bldg.

SUBJECT : Stop of train 3537-3538-Pisticci-Grassano.

1. Reference yours 20 March File 210/2509/194/ICCA/3348/28.
2. Trains 3537-3538 may stop for passengers at Pisticci and Grassano on the days the train operates as a civilian service only.

For the Chief Commissioner :

P.G. MATSON, Major T.C.

Copy to: Rail Transport Officer Bari.

Subject: Stop of trains
3537 - 3538 at
PISPICCI and
GRASSANO.

Military Railway Service,
CMF.

Tele: Firebox 13
Tn. 43(0)/24/6 - 202A
3 Apr 43

TO:-

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

Ref. AC/100/91/86 dated 3 April 43.

There is no objection to the additional stops at PISPICCI and GRASSANO for the above trains providing they are only given when these trains operate the civil service.

R. G. Wilson

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

Copy to: Barl Ops Office)

Please advise }
when stops are }
introduced.

100/91
FGM/ic

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

Tel. 843191-11✓
Ref. AC/100/91/86

3 April 1945

TO : MRS-Building

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

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

P.G. MATSON, Major T.C.

25'0

Ministry of Transports
I S R General Direction
Movement Service

Rome 20/3/1935
M. 210/2609/194/1004/3348/28

Subject: Train Naples-Bari via Potenza
Allied Commission
Transportation S/Commission
Rail Division
Building

- 1) By the operation of the train Naples-Bari via Foggia the restriction of passengers leaving Bari for Naples via Potenza and Viceversa can be reduced.
- 2) Seats thus made available could be partially allotted for Brindisi and Taranto, where restriction resulted to be insufficient, and partially for the new halts of Pisticci and Grassano, that we suggest to operate as soon as possible for the trains 3537 and 3538, as these stations are joined to populated centres, where a District Court and other important offices are located.

We point out that the halt of the above trains at Grassano is to be made for operation requirements.

- 3) If no objection is made by your Commission, the handling could be started effective from 26 March for train leaving Naples, and from 27 March for train leaving Bari.

Ca ng 19/3

Director General

R.to D. R. 100/200

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

Roma,

M.210/2609/194/100/3348/28

Al N

del

Alla Sottocommissione Trasporti A.C.
Direzione Ferroviaria

S E D E

OGGETTO

Treno Napoli - Bari
via Potenza

I - Con l'attivazione del treno Napoli - Bari via Foggia si può ridurre il contingentamento dei viaggiatori in partenza da Bari per Napoli via Potenza e viceversa.

II - I posti così resi disponibili potrebbero essere assegnati in parte a Brindisi e Taranto, il cui contingentamento si è dimostrato insufficiente, ed in parte alle nuove fermate di Pisticci e di Grassano che si propone di attivare al più presto per i treni 3537 e 3538 trattandosi di stazioni alle quali fanno capo rispettivamente popolosi centri sedi di Pretura e di altri Uffici.

Si fa presente che alla stazione di Grassano la fermata dei predetti treni è già prevista per ragioni di servizio.

III - Qualora nulla osti da parte di codesta Commissione il provvedimento potrebbe essere attuato dal 26 corr. per il treno in partenza da Napoli e dal successivo 27 per quello in partenza da Bari.

IL DIRETTORE GENERALE

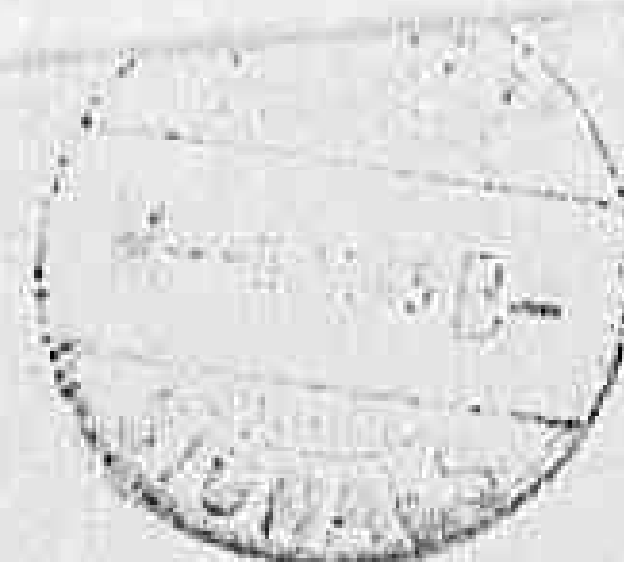
Indi R. R. R.

2538

785021

NARA V HAY NR 82 A/ MBDS
 FROM ALCON REGGIO 051532
 TO THE INC FOR TN SC ROME
 QOK GR 13 BT
 R 573 (.) RESTE (.) YOUR AC/01/TN 4 OF 13 APRIL (.) WILL
 REQUIRED AT COSENZA NOT CROTONE
 BT
 JN AR THKS K
 RDS SERIALS 79 33/4 82 -- 051727B/// 051527B GWM AR

444



ALLIED FORCES
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR ITALY

531/7 OP

A.P.O. 512
20 February 1945

SUBJECT: Operation by Italian State Railways.

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

1. Effective 2359 hours, 23 February 1945, the Italian State Railways will assume responsibility for the operation of the railway lines listed below:

Line	Between
90	Rome and Naples.
89	Rome and Naples.
✓ 91	Aversa and Gervino.
94	Naples and Potenza.
283	Cancello and Avellino.
284	Codola and Nocera Inf.
287	Naples and Villa Literno.
290	Spaurize 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 (Mr.) 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, PINEBOUTH through Military Railway Service representative who will coordinate with representative of Q. Movements and the Italian State Railways.

257

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 Directors

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.C.
G-4, AFHQ.
Chief of Transportation, MTOUSA.
Commanding Officer, FENHOUGH.
Rail Division, 2nd Sub-Commission, Allied Commission.
Asst. to Deputy Director, MRS, AFHQ.
Supt. Transportation, 174th Railway Grand Division.
Commanding Officer, Military Railway Police.
Director, Naples Compartimento, Italian State Railways.
Director, Naples Compartimento, Italian State Railways.

256

ACP/1c

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

Tel. 843238 ✓
Ref. AC/100/91/86

26 February 45

TO : ISR
Building

SUBJECT : Halt of Trains at Trinitapoli.

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

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

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

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

2535

Ministry of Transports
I S R General Direction
Movement Service

Subject: Halt of trains at Trinitapoli

Rome 19 February 1945

M211/2473/211 C/31/100A 2841/28

ALLIED COMMISSION

TRANSPORTATION SUB COMMISSION

RAIL DIVISION = BUILDING

- 1) It is requested by some Authorities that trains 815 and 816, recently inaugurated among Naples, Foggia and Bari, be halted also at Trinitapoli for passengers service.
- 2) As Trinitapoli is a populated town of considerable importance, and halt has been disposed at every station between Barletta and Bari, we suggest to grant the above request.
- 3) We are awaiting for your decision on this matter.

Director General

signed Di Raimondo

Ca ng 21/2

2534



MINISTERO DE : COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
SERVIZIO MOVIMENTO

OGGETTO. Fermata treni a Trinitapoli

Roma,

19 FEB 1943

N. M. 211/2473/211C/31/
 del 1009.2841/28.

Al N.

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

I - Viene autorevolmente richiesto che i treni 815 e 816, di recente istituiti fra Napoli, Foggia e Bari, fermino anche nella stazione di Trinitapoli, per disimpegnarvi servizio viaggiatori.

II - In considerazione che Trinitapoli è un centro popoloso di notevole importanza e che la fermata è stata assegnata a tutte le stazioni fra Barletta e Bari, si propone di accogliere la richiesta.

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

IL DIRETTORE GENERALE

Luigi Raimondo

2533

Stab. Tip. Pucci - Ancona - Ord. 37 - 30.6.42-XX. - 1.701.920 1/2 f.

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR ITALY

A.P.O. 512
2 February 1945

531.7 OP

SUBJECT: Civilian Passenger Service, Naples-Bari.

TO: Commanding Officer, 701st Railway Grand Division,
Commanding Officer, 715th Railway Operating Battalion,
G-4, Mov. & Tr., AFHQ,
Capo Compartimento, Italian State Railways, Naples,
Capo Compartimento, Italian State Railways, Bari,
Capo Compartimento, Italian State Railways, Rome.

1. The civil passenger and postal service now provided on military trains Nos. 8235 and 8242, operating between Naples and Brindisi, will be discontinued effective with the arrival of these trains at each Naples and Brindisi on Saturday, 10 February 1945, and thereafter the equipment in these trains (excluding the postal car which will be transferred to civilian train referred to in Paragraph No. 2) will be utilized exclusively for military traffic, including the two coaches in each train now used by civilian passengers.

2. Effective Monday, 12 February 1945, a new civilian passenger train, composed of six (6) passenger coaches, one (1) mail van, and one (1) baggage car, will be established between Naples and Bari, leaving Naples on each Monday, Wednesday and Friday, and leaving Bari on each Tuesday, Thursday and Saturday, operating on the following schedule:

(1)

2532

TRAIN NO. TV 815		STATION		TRAIN NO. TV 816
2105	Dep	NAPLES CENTRAL	Arr	0940
2147	Arr	AVERSA	Dep	0852
2158	Dep	"	Arr	0841
2236	Arr	CASERTA	Dep	0808
2300	Dep	"	Arr	0746
0116	Arr	BENEVENTO	Dep	0516
0146	Dep	"	Arr	0443
0318	Arr	ARIANO IRPINO	Dep	0327
0329	Dep	"	Arr	0325
0545	Arr	FOGGIA	Dep	0045
0605	Dep	"	Arr	0030
0655	Arr	CERIGNOLA	Dep	2339
0700	Dep	"	Arr	2334
0747	Arr	BARLETTA	Dep	2239
0757	Dep	"	Arr	2223
0815	Arr	TRANI	Dep	2205
0818	Dep	"	Arr	2203
0830	Arr	BISCEGLIE	Dep	2151
0833	Dep	"	Arr	2148
0845	Arr	MOLFETTA	Dep	2135
0848	Dep	"	Arr	2132
0857	Arr	GIOVINAZZO	Dep	2123
0900	Dep	"	Arr	2120
0910	Arr	S. SPIRITO	Dep	2110
0912	Dep	"	Arr	2108
0930	Arr	BARI CENTRAL	Dep	2050

3. Commanding Officer, 701st Railway Grand Division, DAD Tn 3 (O), and Italian State Railways will coordinate and supervise essential details in connection with commencing the new service referred to in Paragraph 2.

4. Effective Monday, 12 February 1945, Trains 3564, 3565, 3566 and 3567, operating in shuttle service between Cervaro and Foggia, will be discontinued.

For the Director:

R. P. Moss

R. P. MOSS

Lt. Col. T. C.

Deputy Director-Operations

cc-Rail Section, Tn Sub-Commission, Allied Commission,
Director General, Italian State Railways.

2531

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR ITALY

100/91
A.P.O. 512
17 January 1945

516 OF

SUBJECT: Additional Coach for Civil Traffic, Caserta-Naples "Weekend" Trains.

TO: Transportation Sub-Commission, Allied Commission.
Commanding Officer, 715th Railway General Division.
Director General, Italian State Railways.

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

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

For the Director:

R. F. MOORE
Lt. Col. T.C.
Deputy Director-Operations

cc-Commanding Officer, 715th Railway Operating Bn.
Capt. Transportation, 715th Ry General Division.

100/91

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, Nov & 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 Cancellò Districtus.

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
Lt. Col. T.C.
Deputy Director-Operations

2529

cc-CO, ROB - Supt Trans 774 RGD

C O P Y

(Translation) Rome 20 Dec. 1944

Ministry of Communications
I S R - Direction General

N. 210/9170/1004/1775/23

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

H O H X

For information: Military Railway Services
Building

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

1) Line Naples - Reggio Calabria

Salerno	d. 1530	Sepri	a. 2105
Sepri	" 0130	Salerno	" 0330

With the operation of these trains, indispensable for the travel of students, as a compensation, the workers trains 1102 and 8245, that are at present operating from Battipaglia to Sepri - might be suppressed. The new trains might have a consist of 4 cars: 2 for workers (just as it is at present) and two for students or other travellers, authorized to ride the train.

II) Line Naples - Brindisi - Lecce

a) Napoli	d. 0400	Lecce	a. 0622
Lecce	" 1300	Napoli	" 2135

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

b) Taranto	d. 1732	Francavilla	a. 1836
Francavilla	" 0530	Taranto	" 0700

2528

For this train requested on behalf of the workers of the Naval Yard, we refer to the letter N. 211/9176/154 dated 9 Dec. We point out that in case your Commission would think it more convenient there is no objection for said train to start from Taranto at 1615 instead of 1700, arriving at Francavilla at about 1730 hrs.

1) Line Naples - Salerno Calabria

Salerno	d. 1630	Supri	a. 2109
Supri	" 0350	Salerno	" 0030

with the operation of these trains, indispensable for the travel of students, as a compensation, the workers trains 5102 and 5245, that are at present operating from Battipaglia to Supri - might be suppressed. The new trains might have a consist of 4 cars: 2 for workers (just as it is at present) and two for students or other travellers, authorized to ride the train.

II) Line Naples - Brindisi - Lecce

a) Moll	d. 0400	Mocera	a. 0622
Mocera	" 1900	Moll	" 2135

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

2528

b) Taranto	d. 1732	Francavilla	a. 1815
Francavilla	" 0550	Taranto	" 0700

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

c) Brindisi	d. 0610	Lecce	a. 0745
Lecce	" 1430	Brindisi	" 1540

•/•/•

This train is especially required for students as 1701 train coming from Bari arrives at Lecce too late (0835) for the beginning of lessons and the evening train bound to Bari leaves Lecce too late (1700 hrs).

c) Line Sclafano-Lagonegro

Sclafano	d.	0520	Lagonegro	a.	0920
Lagonegro	"	1500	Sclafano	"	1750

With the daily operation of this train indispensable for students as a compensation, the triweekly couple of 1891/1896 trains might be suppressed.

III) Line Foggia - Naples

(Caserta)	d.	0605	Naples	a.	0745
(Napoli)	"	1525	Caserta	"	1940
(Napoli)	"	0605	Benevento	a.	1015
(Benevento)	"	1715	Naples	"	2145
(Benevento)	"	0450	Foggia	"	0800
(Foggia)	"	1700	Benevento	"	2045

By the operation of these trains we will enable the students to go to school without obliging them to stay away from their houses, as this is very expensive nowadays and it is not possible for all classes of people. As a partial compensation of the couple Benevento-Foggia, the couple of trains 2057 and 2058 for workers now operating between Ariano and Foggia might be absorbed, mapping to the new proposed train Benevento-Foggia two cars for workers between Ariano and Foggia; cars that must be sent back by the evening train leaving Foggia at 1700 hours.

IV) Line Foggia-Potenza

Rocchetta	d.	0925	Potenza	a.	0835
Potenza	"	0940	Rocchetta	"	0835

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

V) Communications in the Foggia area:

(Ternoli)	d.	0410	Foggia	a.	0720
(Foggia)	"	1730	Ternoli	"	2015
(Mantredonia)	"	0900	Foggia	"	0705
(Foggia)	"	1700	Mantredonia	"	2005

(Napoli " 1925 Caserta " 1948
 (Napoli " 0605 Benevento " 1015
 (Benevento " 1718 Napoli " 2145
 (Benevento " 0450 Foggia " 0800
 (Foggia " 1700 Benevento " 2043)

By the operation of these trains we will enable the students to go to school without obliging them to stay away from their houses, as this is very expensive nowadays and it is not possible for all classes of people. As a partial compensation of the couple Benevento-Napoli, the couple of trains 5037 and 5038 for workers now operating between Ariano and Foggia might be absorbed, coupling to the new proposed train Benevento-Foggia two cars for workers between Ariano and Foggia, cars that must be sent back by the evening train leaving Foggia at 1700 hours.

IV)

Line Foggia-Potenza

Rocchetta d. 0525
 Potenza " 0540

Potenza a. 0835
 Rocchetta " 0852

2527

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

V) Communications in the Foggia area:

(Termoli d. 0410
 (Foggia " 1730

Foggia a. 0730
 Termoli " 2015

(Manfredonia " 0500
 (Foggia " 1600

Foggia " 0704
 Manfredonia " 2006

(Lucera " 0530
 (Foggia " 1705

Foggia " 0730
 Lucera " 1810

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

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

for the General Director
 sec. Lo Ciano

100/91

/fd

TRANSLATION

MINISTRY OF INTERIOR
General Direction
Public Security

Rome, 23rd Nov. 1944

Division : Police . Section IV

Ref.: No. 10/35099

To : ALLIED COMMISSION
Transportation Sub-Commission
Rome

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

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

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

For the Minister
sgd. illegible

2526

Translation
Ministry of Communications
I S R Direction General

Movement Service

Rome, 14/10/1944

L. 211/6080/193-VIOM/1161/PS

To the Transportation Subcommission
of Allied Control Commission

To Director General I.S.R.

Building

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

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

0243	departure	Caserta	0605 hrs.	Naples	0745 hrs.
0210	"	"	1535 "	"	1745 "
0217	"	Naples	0805 "	Caserta	0932 "
0239	"	"	1605 "	"	1810 "

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

The Director General

signed in Rome

Ge. ngs

2525

ROMA,

-4-

M. 211/8980/193-4/Sec. 1161/28

SERVIZIO MOVIMENTO

ALLA COMMISSIONE ALIATA DI CONTROLLO
SOTTOCOMMISSIONE TRASPORTI

R O M A

ALLA DIREZIONE GENERALE M.R.S.

S E D E

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

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

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

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

IL DIRETTORE GENERALE 2524

F.to DI RAIMONDO

EXTRACT COPY FROM A.A.I. ROUTINE ORDERS: Para. 48:

48. Electrification of Foggia-Benevento Line.

1. The railway line FOGGIA-BENEVENTO is now being run by electric traction. The overhead cables are therefore live.
2. Drivers of vehicles will be cautioned to ensure that no part of their vehicle or load comes into contact with the overhead cables at level crossings. A warning to this effect will be included in all road movement orders.
3. Clearance signs on either side will indicate the level crossings involved.
4. OsC trains and OsC units travelling on trains will ensure that their men do not travel on the roofs of railway carriages or trucks.

(Q)(M)3/124

ACP/td

100/91

HEADQUARTERS
ALLIED COMBAT COMMISSION
Transportation Sub-Commission
APO 394

Tele: 478701

23 October 1944

Our ref.: ACC Tp/42/

SUBJECT: New Railway Service

To : Major V.B. Bowers
Capt. S.C. Hall

1. Attached hereto is a copy of scheme for a new train service as proposed by the Ministry of Communications.
2. Please examine this proposal and advise me by return if you are satisfied that the control system suggested would be satisfactory so far as you are concerned.

D.S. ARAB
Colonel, C.E.,
Director, Tn. S/C.

Enclosure: 1
(Copy of scheme)

2523

C O P Y

100/91 /nf

Translation

Ministry of Communications

Rome, October 11th 1944

M 211 - 8904.224 R 211
 C/ICCA 988/28
 to n.ACC.Tn 42 dated Oct.2nd

TO ALLIED CONTROL COMMISSION
 TRANSPORT SUB COMMISSION

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

We propose for them the following time table:

2105	s.	Naples	a.	0945
0115	a	Benevento	s.	0518
0150	s.		a.	0455
0546	a.	Foggia	s.	0050
0605	p.		a.	0030
1040	a.	Bari	s.	2030

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

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

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

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

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

Travellers will be admitted in the following order:

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

2522

that travel for matters

0546 a. Foggia s. 0050
 0605 p. a. 0030
 1040 a. Bari s. 2030

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

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

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

Travellers will be admitted in the following order:

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

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

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- 2 -

of the ticket.

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

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

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

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

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

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

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

The Minister
Sgd Cerabona

2521

1.75	R	Benvenuto	P.	6,18
1.50	P.		A.	4,05
0,46	P.	10,40	P.	0,50
0,05	P.		A.	0,30
10,40	A.		P.	20,80

con servizio nelle sole stazioni intermedie di AVENZA - CASORIA -
BENEVENTO - ARANO - TONDA - CUSCIGLIA - BENEVENTO - ARANO -
VOLTERRA - e con esclusione del servizio locale del tratto Napoli-
Benevento e Foggia-Bari.

2. Il treno dovrebbe avere la composizione di un bagagliaio,
una portale ed otto carrozze a vettura o veicoli equivalenti
per circa 500 viaggiatori di classe unica.

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

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

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

- a) Funzionari incaricati dell'ACC.
- b) Funzionari dei Ministeri autorizzati dai rispettivi dicasteri
o Segreterie,
- c) Funzionari delle Pubbliche Amministrazioni che viaggiano
per ragioni di servizio; risultanti da dichiarazioni di
volte in volta rilasciate dai rispettivi Capì Ufficio,
adetti a Ditte o Imprese che lavorano per le Pubbliche
Amministrazioni con autorizzazione di volta in volta ri-
lasciata dai dirigenti delle Amministrazioni stesse;

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2520

-2-

e) Professionisti in genere che si spostano per incarichi
attinenti alle Pubbliche Amministrazioni come da dichiarazioni
di volta in volta rilasciate dalle Amministrazioni stesse,
f) Viaggiatori che non rientrano nelle categorie precedenti.
Le autorizzazioni o dichiarazioni di cui ai punti precedenti
dovranno essere presentate in doppia copia: una sarà
trattenuta dalla biglietteria a giustificazione del
biglietto stesso e l'altra sarà restituita al viaggiatore
col timbro della stazione e gli estremi del biglietto
rilasciato.

I viaggiatori di cui ai punti a) b) c) d) e) dovranno
prenotarsi sin dal giorno precedente alla partenza.
Per gli altri viaggiatori non è ammessa prenotazione ed
i biglietti vengono rilasciati lo stesso giorno della
partenza secondo l'ordine di presentazione allo sportello.

4 Per impedire che viaggiatori abusivi prendano posto
ciardesticamente nei treni sarà intensificato il servizio
di sorveglianza e di polizia, disponendo una ogni
carrozza viaggiatori sia permanentemente vigilata da
un agente ferroviario con funzioni di controllo e da
almeno due agenti di polizia.

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

5 I viaggiatori trovati a viaggiare abusivamente saranno
fatti discendere alla prossima stazione di fermata dopo
di essere stati sottoposti al pagamento della soprattassa
e penalità prevista nonché a verbale di contravvenzione
senza alcuna eccezione.

Le soprattasse e penali per i viaggi abusivi saranno
fortemente aumentate. Il relativo provvedimento è in
corso.

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

IL MINISTRO
(Gerabona)

2519

TRANSMISSION

Rome, 23 August 1944
our ref. M 210/2791/41/13

MINISTRY TO COMMUNICATIONS
ITALIAN STATE RAILWAY
GENERAL DIRECTION

To Allied Control Commission
Transportation Sub-Commission

SECRET

Copy to General Director
M.R.S.

Subject:

Passenger trains
programme

Building

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

The following inconveniences are pointed out from such situation

a) The 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 08.10 in upward direction.

-two daily trains between Salerno and Reggio C. with trains-shipment at Gioia Tauro (about 8 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, Battipaglia, Salignano, Potenza, Matera, 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 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.

2518

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 08.13 in upward direction.

-two daily trains between Salerno and Reggio C. with train-shipment at Gioia Tauro (about 2 Ks.) and stay in such locality of 10.03 hrs. in descending direction.

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

2518
It is for the enlargement of the liberated Italy's areas, and for the effort which since the Nation to reorganize 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.

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 latter dated 7 August 1944 file n.M.810/8761/193-C., we propose you what follows to operate the needfull connection between Rome and liberated areas, and the displacing of the population immigrated, especially from the Southern Italy, to Rome, by the war operations.

a) Rome-Naples line (via Formia) a couple of trains between Rome and Naples, composed, at least of 8 cars, 1 luggage wagon, 1 mail wagon in connection with the new couple of trains Naples-Reggio C., already proposed with dated 7 August 1944 file n.M.810/8761/193-C.

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

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

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

Rome	lv. 1717	arr. Naples	0545 (with line's
Naples	lv. 1930	arr. Rome	0739) service

The benefit, to connect Rome with Southern Italy and to secure communications to the whole intermediate area with Naples, Rome and the important towns of Frosinone, Cassino, 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 advisable to utilize, soon, the military trains that run usually empty Southward.

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

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

these trains will stop at the most important stations.

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

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

2517

These trains will be stopped at the most important stations.

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

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

These trains will be stopped at the most important stations.

These trains will be stopped at the most important stations.

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

Rome lv. 1717
Naples lv. 1930

arr. Naples 0545 } with line's
arr. Rome 0735 } 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 Prosinone, Cassino, Sperandise, Capua, Masseria will be realized through such two communications.

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

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

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

These trains will stop at the most important stations.

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

Rome lv. 1630
Arezzo lv. 2000

Arezzo arr. 0400
Rome arr. 0730

These trains will be stopped at the most important stations.

2517

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

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

These trains will be stopped at the most important stations.

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

Naples lv. 2300 Foggia arr. 0430 Foggia lv. 0500 Bari arr. 0900
Bari lv. 2000 " " 2400 " 0010 Naples arr. 0700

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

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

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

Ortona	lv. 0700	Termoli	arr. 0930	Termoli	lv. 1500	Bari	arr. 2230
Bari	lv. 0600	"	" 1330	"	"	1630	Ortona
							arr. 1930

2) Prolongation between Fasano and Monopoli of the trains:

N. 4704	Fasano	lv. 0500
N. 1792	Fasano	arr. 1946

b) Battipaglia-Brindisi line. 1) Transformation into mixed of the goods trains N. 8135 and 8137 - Potenza-Taranto. (Potenza lv. 0655 Metaponto arr. 1133 - lv. 1352 Taranto arr. 1816) and N. 8136/8130 Taranto-Potenza.

(Taranto lv. 0532 Metaponto arr. 0638 - 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	Sicignano	arr. 1144
N. 7003	Sicignano	lv. 1158	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) Sicignano Lagonegro line. Transformation into daily of the now bi-weekly two trains, to allow the afflux of the students to the Sala Consilium Lycium and of the lawyers and other professional men to Lagonegro Tribunal.

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

Pozzilli	lv. 0800	Rocchetta	arr. 1800	2516
Rocchetta	lv. 1245	Pozzilli	arr. 1407	

3) A couple of trains between Rocchetta and Potenza (three weekly - Tuesday, Thursday, Saturday, Saturday)
Rocchetta lv. 0500

N.7003 Siciignano lv.1152 Potenza arr.1300

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 4881 (Taranto lv.0445) and 4884 (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.
o) Siciignano Lagonegro line. Transformation into daily of the now bi-weekly two trains, to allow the afflux of the students to the Sala Consilina Lyceum and of the Lawyers and other Professional men to Lagonegro Tribunal.

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

Poggia lv. 0330 Rocchetta arr. 1200
Rocchetta lv. 1245 Poggia arr. 1407

2516

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

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

To the purpose to allow, in the same day, the going to and coming back from the chief town:

a) Poggia-manfredonia line. A couple of daily trains.

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

(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)-l)-e) and f) are justified by the decentralization of the Foggia public Officers and by the population displacing owing to the destructions operated by air-bombings.

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

Spinazzola	lv. 0800	Gioia del Colle	arr. 0825
Gioia del Colle	lv. 1600	Spinazzola	arr. 1630

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

V. By the required measures 120 wheeled truck cars, or equivalent vehicles, 12 luggage wagons, 14 mail wagons should be used together with a daily average consumption of about 120 tons. of coal.

The General Director
sgd. Di Raimondo

2515

FPR/hl

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel: 478701

Our Ref: ACC.Tn/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/210/8792/41/13 of the 22nd August 1944.
2. Each proposition in this letter was carefully studied at the Transportation Committee held at HQ AACI on Monday, 28 August, and so that you may appreciate the decisions taken, I will refer to the paragraph in your letter.
3. Your para.1.(a)
Additional trains, Naples to Reggio, via Battipaglia and Gioia Tauro. The present train timings were carefully studied, but owing to the considerable amount of Military traffic northern bound on this route, it was found impossible to alter these timings without affecting considerably the present running schedules.
Your representative could not agree to the substitution of the new train for the one at present operating.

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

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

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

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

4. Your para. 1. (b) Naples - Bari.
It was found impossible to stop the above train at all the intermediate stations because of slowing down of traffic and it was equally impossible to agree for the time being to your proposition under your para. 4 (b) Battipaglia-Brindisi, to 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 (d) Rome - Grosseto.

Your para. 3 (c) Rome - Arezzo.

Your para. 3 (f) Rome - Foligno.

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

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

7. Your para. 3 (c) Naples - Foggia - Bari.
It is agreed by the Transportation Committee that one coach per day to carry approx. 60 persons can form part of the daily Military train running between Naples and Bari, via Benevento and Foggia. This service to operate 6 days per week and commence on the 11 September 1944. Will you please inform all concerned throughout the route of this new civil service and to inform your officials that only special priority passengers should be admitted in this daily coach. This coach will be added to the above mentioned train provided the Director General Military Railway Service is able to supply the coach and the capacity of the line permits.

8. Your para. 4 (a) Pescara - Lecce.
It is not as yet possible to organize civil trains between these points, but with regard to refugees, organized parties will be conveyed south bound from Pescara providing a bid is submitted through the proper channels.

2543

9. Your para. 4 (c) Potenza - Siciiliano.
This train operates tri-weekly and conveys a considerable quantity of Military timber at the present moment and it is felt that while this movement continues, the full tonnage will have to be given to freight. This decision is taken owing to the lack of rolling stock within that vicinity.

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

To re-organise the whole of the operating schedule of passenger and freight trains over this route, to arrange for normal yard workmen to travel on Saturdays north bound and

all concerned throughout the line and to inform your officials that only special priority passengers should be admitted in this daily coach. This coach will be added to the above mentioned train provided the Director General Military Railway Service is able to supply the coach and the capacity of the line permits.

8. Your para. 4 (a) Pescara - Lecce.
It is not as yet possible to organise civil trains between these points, but with regard to refugees, organised parties will be conveyed south bound from Pescara providing a bid is submitted through the proper channels.

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9. Your para. 4 (c) Potenza - Siciamano.
This train operates tri-weekly and conveys a considerable quantity of Military timber at the present moment and it is felt that while this movement continues, the full tonnage will have to be given to freight. This decision is taken owing to the lack of rolling stock within that vicinity.

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

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

11.

Your para.4 (c) Sicignano-Lagonegro

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

12.

Your para.4 (d) Foggia-PotenzaYour para.4 (e) Foggia-ManfredoniaYour para.4 (f) Foggia-Lucera

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

13.

Your para.4 (g) Recanata-Gioia del Colle

Military traffic running over this section of the line is so heavy that it takes the full capacity tonnage in the present time and therefore additional passenger services cannot be considered.

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

D.S. ADAMS
Colonel, C.E.,
Director, Tn.S/O.

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