Unclassified E.O. 12356 Section 3.3/NND No. 785021

ACC AC/100/92 10000/148/1592 SALERNO – RE
MAY - OCT. 1945

Declassified E.O. 12356 Section 3.3/NND No. 785021

0/148/1592

SALERNO – REGGIO
MAY - OCT. 1945

100/92

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

REFERENCES:
Riferimento:

APPLICATION:
Richiesta n°: M.211/3895/193-D

F.S.R. DIREZIONE GENERALE= SERVIZIO MOVIMENTO
FF.SS

A.C.
C.A. Sottcommissione Trasporti - Divisione Ferroviaria = SEDE

Date:
Data: 11/10/1945

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta effettuazione treni viaggiatori da parte delle FF.SS.

Prolungamento fra Salerno e Battipaglia dei treni 1943 e 1940

COMPARTIMENTO: **Napoli**

FROM: **Da: Salerno** TO: **a: Battipaglia** LINE NUMBER: Numero della linea: **92**

PRIORITY NUMBER:
Numero di precedenza:

FREQUENCY
Frequenza **giornaliera**

COAL CONSUMPTION (WEEKLY)
Consumo carbone (Settimanale)

EQUIPMENT NEEDED:
Materiale occorrente:

No additional stock - only one pair required.

LOCO, COAL, OR ELECTRIC **Elettrica**

COACHING STOCK
Materiali viaggiatori **non occorre nuovo materiale trattandosi prolungamento** 2 treni

LITTORINE

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

FROM WHERE?
Da dove? **Stesso materiali treni da prolunga-**

Declassified E.O. 12356 Section 3.3/NND No. 785021

COMPARTIMENTO: Napoli

FROM: Da: Salerno

TO: a: Battipaglia

LINE NUMBER: Numero della linea: 92

PRIORITY NUMBER: Numero di precedenza:

FREQUENCY Frequenza giornaliera

COAL CONSUMPTION (WEEKLY) Consumo carbone (Settimanale)

EQUIPMENT NEEDED: Materiale occorrente:

LOCO, COAL, OR ELECTRIC Elettrica

COACHING STOCK Materiali viaggiatori non occorre nuovo materiale trattandosi prolungamento 2 / 3

LIGHTDIME

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

FROM WHERE? Da dove? Stesso materiali treni da prolungamento (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)

/-

Declassified E.O. 12356 Section 3.3/NND No. 785021

TRAIN N°			TRAIN N°
1943 (1)		Km.20	1940 (1)
TIMINGS:			TIMINGS:
(17.00)	p.	Napoli	a. (8.10)
(19.55)	a.	Salerno	p. (5.20)
20.05	p.		a. 5.10
20/45		Battipaglia	p. 4.30

(1) - I treni 1943 e 1940 attualmente si effettuano fra Napoli e Salerno

Declassified E.O. 12356 Section 3.3/NND No. 785021

100/92

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

REFERENCES:
Riferimento:

APPLICATION:
Richiesta n°: M.211/3765/193 C

I.S.R.
FF.SS Direz.Gen.Serv.Mov.

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

Date: _____
Data: 18/9/1945

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta effettuazione treni viaggiatori da parte delle FF.SS.
Prolungamento treni 1930 e 1939 fra Paola e S.Eufemia

COMPARTIMENTO: Reggio Calabria

FROM: Da: Paola
TO: a: S.Eufemia
LINE NUMBER: Numero della linea: 92

PRIORITY NUMBER:
Numero di precedenza:

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

EQUIPMENT NEEDED:
Materiale occorrente:

LOCO, COAL, OR ELECTRIC Elettrica

COACHING STOCK
Materiali viaggiatori

LITTORINE 2 7

Approved AC

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

FROM WHERE?
Da dove Stesso materiale treni attuali

STATUS, KILOMETRAGE AND TRAFFIC FIGURES

Declassified E.O. 12356 Section 3.3/NND No. 785021

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta effettuazione treni viaggiatori da parte delle FF.SS.

Prolungamento treni 1930 e 1939 fra Paola e S.Eufemia

COMPARTIMENTO: Reggio Calabria

FROM: Da: Paola

TO: a: S.Eufemia

LINE NUMBER: Numero della linea: 92

PRIORITY NUMBER: Numero di precedenza:

FREQUENCY Frequenza giornaliera

COAL CONSUMPTION (WEEKLY) Consumo carbone (Settimanale)

EQUIPMENT NEEDED: Materiale occorrente:

LOCO, COAL, OR ELECTRIC ~~Elettrica~~

COACHING STOCK Materiali viaggiatori 2707

LITTORINE

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

FROM WHERE? Da dove ~~stesso materiale o treni attuali~~

Approved AC

TIMINGS - KILOMETRAGE AND TRAIN NUMBERS

Orari - Kilometraggio e numeri dei treni.

(To be inserted over leaf)

(Da essere inserito nella pratica)

Declassified E.O. 12356 Section 3.3/NND No. 785021

TRAIN N° 1939	Km. 57	TRAIN N° 1930
TIMINGS:		TIMINGS:
	Orario approssimativo	
17.45 a. 17.55 p.	P A O L A	p. 5.55 a. 5.45
20.10 a.	S.EUFEMIA	p. 3.40

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

MEMORANDUM:

27 September 1945

To: Major Matson, AC, Building

Request for two (2) additional passenger coaches to operate on trains 80 and 81 between Reggio Calabria and Naples is approved. Third class coaches without cushioned seats or lighting fixtures will apply. CS 197

H. H. HEADLEE
Captain, TC

Declassified E.O. 12356 Section 3.3/NND No. 785021

TRANSLATION

MINISTRY OF TRANSPORTS
ISR MOVEMENT SERVICE.

Rome, 19 Sept. 1945.
Ref.: M.221/1231.60-2

TO : Tn.Sub-Commission AC
Rail Division
Bldg.

1. Traffic Sub-Committee, during its meeting of 13 September, has not approved the request for the operation of an additional round trip of through trains between Rome and Reggio C.

2. The present through trains n°60 and 61, espéially between Reggio C. and Naples are always overcrowded; owing also to Italian military passengers, we hardly succeed in making rail regulations observed.

3. In order that some improvement could be given to the operation of above trains, the addition of two coaches for military service only between Reggio C. and Naples is requested.

4. The four needed coaches could be prelieved from the equipment already stored for the forecast additional train service on this line.

5. In consideration of the serious inconveniences we could so avoid, especially in Naples Station at arrival and departure of trains 60 and 61, we hope that a favourable issue will be given to our request.

Chief of Movement Service.
Sgd.: BICNDI

Tr/61/19/9/45.

Declassified E.O. 12356 Section 3.3/NND No. 785021

MINISTERO DEI TRASPORTI
MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

OGGETTO

Roma, 19 SET 1945 A. XXIII

N M.221/1231/60=2

Al N. del

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

ALLEGATI N.

1° - Il Sottocomitato del Traffico nella sua riunione del 13 corrente non ha approvato la richiesta effettuazione di un'altra coppia di treni diretti fra Roma e Reggio Calabria.

2° - L'attuale coppia di treni diretti 80 e 81, specie fra Reggio Cal. e Napoli, è sovraccarica di viaggiatori che assai difficilmente si riesce a disciplinare dato anche il servizio dei militari italiani.

3° - Per migliorare quindi l'andamento di detti treni si chiede l'aumento di due carrozze fra Reggio Cal. e Napoli, che verrebbero assegnate ai detti militari.

4° - Le quattro carrozze occorrenti possono essere prelevate da quelle accantonate per la prevista effettuazione dei nuovi treni su tale linea.

5° - Si ha fiducia che la richiesta su indicata verrà accolta da codesta Sottocommissione in considerazione di quanto sopra esposto e dei gravi inconvenienti che verrebbero eliminati, specie nella stazione di Napoli all'arrivo e alla partenza dei treni 80 e 81.

IL CAPO DEL SERVIZIO MOVIMENTO

27[illegible]4

Declassified E.O. 12356 Section 3.3/NND No. 785021

WIRE

FROM: DMRI

1010 - 6 September 1945

TO (FOR ACTION) Joint Railway Control, Naples
Joint Railway Control, Rome
Ing. Biondi, ISR Bldg.
AC Transp. Sub-Comm, Bldg.
DAD Tn 3 (O) Bldg.

TO (FOR INFO) American RTO Rome Terminal
British RTO Rome Terminal
RTO at Caserta

UNCLASSIFIED. Reference this headquarter's file CS 24 dated 3 Sept. Car destined Palermo will now depart Rome 0840 hours 9 Sept. on civilian passenger train No. 751/81 to Naples-Reggio, from Villa San Giovanni 0855 hours 10 Sept. via ferry to Messina arriving that point 0730 hours, Messina to Palermo on train 2909 departing Messina 0855 hours, arrive Palermo 1630 hours 10 Sept. Joint all concerned. CS 53 Signed London

W. F. Stegall
W. F. STEGALL
Lt., TC
774 RGD

MINISTRY OF TRANSPORTS
ISR MOVEMENT SERVICE.

Rome,
M.211/3471/193.C

SUBJECT: Local services between S.Eufemia-Nicotera and Reggio Calabria.

TO : Tn Sub-Commission A.C. (Rail Division) Bldg.

1. For local exigencies, has been signalled the urgent necessity to prolong between Nicotera and S.Eufemia L., trains 4721 and 4724 at present limited between Nicotera and Reggio Calabria and to institute a new local train from Reggio Calabria C. to Nicotera; as last communication of the evening , owing, that last afternoon train start from Reggio Calabria at 1500 hrs.

2. Said forecasts, for which the local Allied Tn Sub-Comm. has already given to I.R.S.Movement Section the approval, should be settled by following timing:

4719/4721 - S.Eufemia dep. 0235 Nicotera arr. 0430 (dep. 0500)
4724/4726 - Nicotera(arr.1730) dep. 1735 S.Eufemia arr. 1935
4748- Reggio C. dep. 1915 Nicotera arr.21.35

3. Excepting contrary signal of your Commission said forecasts should be set in action effective 1st September 1945. It is not required more stock because for trains 4719/4721 and 4724/4126 is only a question of prolungation of the already existing trains, and for the new one 4726, shall be utilized stock of local trains A 230 and A.231; neither is more coal consumption, owing is line with electric power.

4. Please your approval.

The Chief Movement Service
Signed BIONDI.

2703

Declassified E.O. 12356 Section 3.3/NND No. 785021

from Reggio Calabria at 1500 hrs.

2. Said forecasts, for which the local Allied Tn Sub-Comm. has already given to I.R.S.Movement Section the approval, should be settled by following timing:

4719/4721 - S.Eufemia dep. 0235 Nicotera arr. 0430 (dep. 0508)
4724/4726 - Nicotera(arr.1730) dep. 1735 S.Eufemia arr. 1935
4748- Reggio C. dep. 1915 Nicotera arr.21.35

3. Excepting contrary signal of your Commission said forecasts should be set in action effective 1st September 1945. It is not required more stock because for trains 4719/4721 and 4724/4126 is only a question of prolungation of the already existing trains, and for the new one 4728, shall be utilized stock of local trains A 230 and A.231; neither is more coal consumption, owing is line with electric power.

4. Please your approval.

The Chief Movement Service
Signed BIONDI.

2783

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

T R A N S L A T I O N

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

Rome 1 September 1945
Ref: M.221/1217/60-2

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

1. It concerns military travels with trains N° 80 and 81 between Naples and Reggio C. as referred in your letter AC/100/92/Tn.4 of the 1 August 1945.

2. Naples Military Command explain that in order to improve the military service in that Station, it would be useful to put the two military coaches at their disposal before the arrival of train 81, instead of utilizing the two coaches handled on this train and occupied by civilian passengers till Naples.

3. In order to provide to such a replacement, that is to say two civilian passenger coaches between Rome and Naples handled on trains N° 80 and 81, and two other coaches between Naples and Reggio C. for military service only, we need two coaches in stock at Naples.

3. Please inform us if the above two coaches will be supplied.

CHIEF OF MOVEMENT SERVICE
sgd. BIONDI

tr/al/1/9

ISR notified by note that coaches will not be provided. Motion Sept 13-1945

2702

Declassified E.O. 12356 Section 3.3/NND No. 785021

PGM/ic

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

20 August 45

Tel. 843233
Ref. AC/100/65/92

SUBJECT : Special trains.

TO : Movements Rail Tn Sub-Commission
HQ AC.

1. The TGR has submitted to us a proposal to run a special passenger train Reggio to Rome and Milan to Rome on 30 August; returning from Rome to Reggio and Milan on 5 September.

2. The purpose is for representatives to attend an Economic Congress in Rome which will be attended by various American and European representatives.

3. The request involves considerable mileage; for example on the Rome-Reggio run it will be necessary to move the equipment from Rome to Reggio deadhead, then make the loaded moves on 30 August and 5 September with a deadhead move returning to Rome, that is, four trips. The Milan move involves only a trip Milan to Rome and return. Total km run will be approximately 4500.

4. We naturally are not in favour of special trains unless it is a case of utmost importance; so your approval is requested before we handle the subject further with TGR to see if equipment will be available for the move.

P. G. MATSON
MAJOR T.C.

for Chief,
Rail Division.

27.1

Declassified E.O. 12356 Section 3.3/NND No. 785021

PGM/ic

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Sr) Main
O.M.G.

Tel. 843238
Ref. AC/100/92/Tn 4

3 August 45

SUBJECT : Military on Naples-Reggio Service.

TO : IMR - Bldg.

1. Further regarding the unsatisfactory condition reported caused by handling military personnel on trains 20/21.

2. The Italian Military Authorities have promised to put armed guards on trains 20/21 to control the movement and behaviour of their personnel.

3. We have not however been successful in making arrangements for the military coaches to be transferred from trains 20/21 to 193-1935.

4. If conditions do not improve under the new arrangement we will pursue the subject further.

P. G. MATSON
MAJOR T.C.
Director

Copy to: Sr Tn Officer Reggio.

2709

JWB/mb

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

Tele : Ext. 318 31 July 1945

322/15/Tn.3.

SUBJECT : Rome - Naples - Reggio Service

TO : Rail Division (Tn.4.)

1. Reference your AC/100/92/Tn.4., dated 20 July '45.

2. The contents of your letter have been noted and discussed with MMIA who have given replies to the points raised as follows :-

(a) - MMIA will arrange for armed guards to travel on trains 80/81 and these guards will be responsible for train discipline insofar as the Italian Military personnel are concerned. This will confine the Italian Military to the two coaches provided.

(b) - MMIA state that they have never contemplated, nor do they intend requesting further coaches for Italian Military personnel, and that therefore the "Military Authorities" at Reggio should be disregarded in this matter

(c) - MMIA are satisfied that Italian Military Movement is being controlled to utilise existing equipment in the most economical manner. Steps will be taken however, to eliminate the practice of requesting special stops to the semi-fast train and I.S.R. should in future ignore such requests.

(d) - MMIA cannot agree to the proposal to detach the 2 coaches from the semi-fast trains and to assign them to a slow train which leaves Naples in the early hours of the morning when control would be very difficult if not impossible. Furthermore the leave granted to these men is for a limited period only and it is obviously desirable to move them as quickly as possible.

(e) - The weekly number of Italian Military on leave requiring movement is 2,700.

3. It is considered that M.M.I.A. arrangements as set out in Para 2 (a), (b) and (c) above, will decrease if not eliminate the present uncontrolled movement.

4. Any movement which cannot be catered for with the two reserved coaches, will be effected by box wagons under Military arrangements.

For Chief, Movements Division

2699

Declassified E.O. 12356 Section 3.3/NND No. 785021

...dated 20 July '45.

2. The contents of your letter have been noted and discussed with MMIA who have given replies to the points raised as follows :-

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4. Any movement which cannot be catered for with the two reserved coaches, will be effected by box wagons under Military arrangements.

For Chief, Movements Division

2999

J.W. BAKER, Lt. Col.

Copy to : Mov. L.O., Land Forces Sub-Commission MMIA.
Senior Transportation Officer, A.C. Reggio Calabria

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Declassified E.O. 12356 Section 3.3/NND No. 785021

T R A N S L A T I O N

MINISTRY OF TRANSPORTS
I.S.R. Movement Service

Rome August 1st. 1945
Ref: M.222.34.35

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

1. This is regarding the increase to composition of train N° 781/81 of August 3 from Rome to Reggio C.

2. Addition of a coach to above train is requested for return to Reggio C. of participants to socialist rally held in Rome during these last days.

3. Authorization for additional coach to train N° 80 of July 27 for outward travel Reggio C.-Rome had been given by your Sub-Commission.

4. Please inform us about your decision.

THE CHIEF OF MOVEMENT SERVICE

tr/al/1/8/45

approved by Allied Commission 14th Pre-Conference

2698

Declassified E.O. 12356 Section 3.3/NND No. 785021

PGM/ic

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

1 August 45

Tel. 84-3238
Ref. AC/100/92/Tn 4

SUBJECT : Exclusion of Soldiers from trains 80-81 Naples-Reggio.

TO : ISR - Bldg.

1. Reference yours M.221/1140/60-2/ICCA/5721/26 of 30 July.

2. We agree that the movement of Italian Military personnel on trains 80-81 between Naples and Reggio is detrimental to the civilian service and we are doing all possible to get the military authorities to agree that said personnel should move on trains 1934-1935.

3. It also appears to us that much could be done by the ISR in correcting the irregularities reported in your above mentioned letter.

P. G. M[illegible]SON
MAJOR T.C.
for Director

2697

Ministry of Transports
I.S.R. Movement Service

Rome, 30 LUG. 1945
M 221/1140/60-2/Trasp/5721/28

Subject: soldiers travelling between Naples and Reggio Calabria

Allied Commission
Transportation Sub Commission
Building

2) Further to our letters M 221.1140/60-2, dated June 23 and July 15. In order to show again the necessity to exclude soldiers from travelling on trains 80 and 81, we give hereafter a report made by the Undersecretary of the Transports Ministry, in occasion of his trip to Calabria.

" It is to point out that the two coaches reserved for military are mostly occupied by trespassers: namely soldiers holding expired or false warrents, soldiers having no tickets, smugglers wearing a military uniform, deliquents of the worst sort having no identity card, pretending to be partisans and claiming for free conveyance. Besides, as these coaches are not sufficient to convey such would-be military, the same men are getting in the coaches reserved for civilians, thus causing overcrowding and troubles which is necessary to prevent.

The Military Authority, repeatedly concerned could not succeed in stopping such abuses. The escorting police are almost always unable to intervene efficiently and the railway ticket-inspectors dare not enter said coaches, because such trespassers are armed, violent and ready for any crime.

Proper military trains should be operated for soldiers, and these trains should be escorted by Officers and military guards in order to maintain discipline and to get the necessary control."

The Director General

Declassified E.O. 12356 Section 3.3/NND No. 785021

from travelling on trains 80 and 81, we give hereafter a report made by the Undersecretary of the Transports Ministry, in occasion of his trip to Calabria.

" It is to point out that the two coaches reserved for military are mostly occupied by trespassers: namely soldiers holding expired or false warrants, soldiers having no tickets, smugglers wearing a military uniform, deliquents of the worst sort having no identity card, pretending to be partisans and claiming for free conveyance. Besides, as these coaches are not sufficient to convey such would-be military, the same men are getting in the coaches reserved for civilians, thus causing overcrowding and troubles which is necessary to prevent.

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Proper military trains should be operated for soldiers, and these trains should be escorted by Officers and military guards in order to maintain discipline and to get the necessary control."

The Director General

F.to DI RAIMONDO

na ng 30/7

2003

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MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

OGGETTO

Roma, 8 LUG. 1946 194 - A.

N. M.221/1140/60-2/Bcca/5721/28

Al N. del

Sottocommissione Trasporti dell'A.C.

S E D E

ALLEGATI N. 1° Riguarda viaggio dei militari fra Napoli e Reggio Calabria

2 - A seguito delle lettere M.221/1140/60-2 del 23/6 e del 15 corrente, allo scopo di dimostrare ulteriormente la necessità dell'esclusione dei militari dai treni 80 e 81, si trascrive quanto ha rilevato il S. Segretario ai Trasporti in occasione di un suo viaggio in Calabria

"E' da mettere in rilievo che nelle due vetture riservate ai "militari prendono in prevalenza posto militari non in regola, con "foglio di via scaduti o falsi, senza scontrini, senza biglietti, ele- "menti contrabbandieri indossanti l'uniforme, delinquenti della peggio- "re risma sprovvisti di documenti e che si spacciano per partigiani "e che pretendono di viaggiare gratuitamente. Inoltre non essendo sem- "pre dette due vetture sufficienti per raccogliere tali pseudo-milita- "ri, gli stessi prendono posto nelle vetture riservate ai viaggiatori, 'determinando affollamenti ed incidenti, che è necessario evitare.

"L'Autorità militare, reiteratamente interessata, non ha po- "tuto eliminare simili abusi.

"Gli agenti di P.S. di scorta sono quasi sempre impotenti ad "intervenire ed il personale ferroviario è impedito di accedere in "dette vetture per tema di violenza, essendo gli individui di che "trattasi armati e prepotenti e capaci di qualsiasi azione delittuosa.

2695

/-

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" Per i militari dovrebbero istituirsiapposite tradottescorta-
"te da Ufficiali e picchetti armati per imporre la disciplina ed
"esercitare il necessario controllo".

IL DIRETTORE GENERALE

Declassified E.O. 12356 Section 3.3/NND No. 785021

TRANSPORTATION SUB COMMISSION
ALLIED COMMISSION
REGGIO CALABRIA

Ref: R /6
Date: 26 Jul 45

Subject: Rome/Naples/Reggio Service.

To: Tptn. S. O., A.C,
(Rail Divn),
c/o Tn (Br) Main, C. M. F.

1 Ref. your AC/100/92/Tn4 of 20 July to Mov Divn Rail it is the case that MMLA authorise conveyance Reggio to Naples daily of 300 Italian Military Personnel.

2 Until recently these were accommodated in 2 passenger coaches (100 seats) and 4 boxcars (140 persons) on train TV00.

3 It was not found possible to convey the boxcars daily on this train however and they were transferred to the slower train TV 1934. Local Italian Movements complain of the poor service on TV 1934, however, because it is much slower and because so may of their passengers are ex Sicily, arriving at Villa S... at 1910 hrs or earlier, and waiting there without food or shelter or any comfort until Train TV 1934 leaves at 0440 hrs next morning.

4 For your information approximately 200 to 250 Military personnel use the space from the south to Naples daily for which, as stated above, accommodation is provided for 300 persons (160 on TV00 and 140 on TV1934).

B. W. Boddy

B. W. BODDY, CAPT.
TPTN OFFICER, A.C.
REGGIO CALABRIA.

2694

AGP/m.

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

Tel.: 843838

20 July 1945

Ref.: AG/300/90/Sm.4

SUBJECT: Rome-Naples-Reggio Service.

TO : Movements Division (Rail)

1. On trains 80/81 between Naples and Reggio, there are two coaches set aside for Italian Military personnel. We use these coaches for ordinary passengers between Naples and Rome.

2. The I.S.R. are finding that the conveyance of Italian Military personnel on the fast train Naples-Reggio is causing considerable inconvenience. In the first place, they attract other Italian soldiers en route, who do not confine themselves to the military coaches, and throng the already crowded civilian coaches.

3. We now understand from I.S.R. (we have received no request from any other channel) that "Military Authorities" at Reggio are asking for additional Italian Military coaches on trains 1934/5, which are the slow trains between Naples and Reggio.

4. We are not at all satisfied that the Italian Military Movement is being controlled to make the most out of the existing equipment, and that organised movement is [redacted] being observed. We get requests to stop the semi-fast train at wayside stations, and the I.S.R. are finding conditions very difficult.

5. We feel that it would greatly assist operating if the two coaches which run on the semi-fast train were detached at Naples and assigned to the slow trains 1934/5 for the use of Italian Military personnel. The I.S.R. are asking for this to be done, and perhaps you will ascertain from AMG exactly what they do want for Leave personnel in the Calabria Area, when we can get down to the matter in conjunction with M.T.S. We cannot, however, continue in the present haphazard fashion, and must ask that some form of organised movement be introduced instead of leaving soldiers to enter all coaches on the semi-fast trains as they will.

2693

Chief,
Rail Division.

Declassified E.O. 12356 Section 3.3/NND No. 785021

1. On trains 99/81 between Naples and Reggio, there are two coaches set aside for Italian Military p rsonnel. We use these coaches for ordinary passengers between Naples and Rome.

2. The I.S.R. are finding that the conveyance of Italian Military personnel on the fast train Naples-Reggio is causing considerable inconvenience. In the first place, they attract other Italian soldiers on route, who do not confine themselves to the military coaches, and throng the already crowded civilian coaches.

3. We now understand from I.S.R. (we have received no request from any other channel) that "Military Authorities" at Reggio are asking for additional Italian Military coaches on trains 1934/5, which are the slow trains between Naples and Reggio.

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2693

Chief,
Mail Division.

Copy to:- M.M.S.
Capt. Boddy Reggio
Sqdr Tn Officer, AC Naples Commune.
T.S.R.

Declassified E.O. 12356 Section 3.3/NND No. 785021

MINISTRY OF TRANSPORTS
ISR MOVEMENT SERVICE

Rome, 15 July 1945
m.221/1140/60.2

TO: Tn Sub-Comm A.C.,
Bldg

1. It concern a travel of militaries between Naples and Reggio Calabria.

2. Representative Militaries Transports of Reggio-Calabria in order to let prosecute the important quantity of militaries coming from Sicily, has requested besides, the utilization of the two ordinary militaries coaches of 80 train from Reggio-Calabria to Naples the addition of militaries cars also to 1934 train.

3. Either to get a better service on 80 and 81 trains, either to avoid incovenients to Villa S.Giovanni for the distribution of militaries between 80 and 1904 trains, we beg again to consent to remove militaries coaches of 80 and 81 trains between Reggio Calabria and Naples and to attach those to 1934 and 1935 trains as by same file dated 23 June 1945.

THE GENERAL DIRECTOR,
Di RAIMONDO

OK

2692

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

MINISTERO DEI TRASPORTI
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Movimento

Roma, li 15 LUG 1945 194 - A.

N. M.221/1140/60-2

Al N. del

OGGETTO URGENTE

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

ALLEGATI N.

1 - Riguarda viaggio di **militari** fra Napoli e Reggio Calabria.
2 - La Delegazione Trasporti Militari di Reggio Calabria, per provvedere al proseguimento del forte quantitativo di militari provenienti dalla Sicilia, ha richiesto oltre all'utilizzazione delle due carrozze previste per i militari, col treno 80 da Reggio Calabria a Napoli, l'aggiunta di carri per militari anche al treno 1934.
3 - Sia per migliorare il servizio dei treni 80 ed 81, sia per evitare inconvenienti a Villa S.Giovanni per la ripartizione dei militari fra i treni 80 e 1934, si rinnova la preghiera di consentire il passaggio delle carrozze dei militari dai treni 80 e 81 fra Reggio Calabria e Napoli, ai treni 1934 e 1935, come da lettera pari numero del 23 **giugno** u.s.

IL DIRETTORE GENERALE
Ludi Raimondo

2691

Declassified E.O. 12356 Section 3.3/NND No. 785021

MINISTERO DEI TRASPORTI
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Movimento

Roma, li 15 LUG 1945 194 - A.

N. M.221/1140/60-2

Al N. del

URGENTE

OGGETTO

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

ALLEGATI N.

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2 - La Delegazione Trasporti Militari di Reggio Calabria, per provvedere al proseguimento del forte quantitativo di militari provenienti dalla Sicilia, ha richiesto oltre all'utilizzazione delle due carrozze previste per i militari, col treno 80 da Reggio Calabria a Napoli, l'aggiunta di carri per militari anche al treno 1934.
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IL DIRETTORE GENERALE
Ludi Rossi

2691

AGP/ic

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

Tel. 643235
Ref. AC/100/32 S/Tn 4

27 June 4[illegible]

SUBJECT : Accommodation for Military Naples-Reggio.

TO : Major V.R.Bowers,
Snr Tn Officer, Naples.

1. - The suggested arrangement that compartments shall be set aside on the Naples-Reggio civilian train for military personnel is not approved, and it is difficult to understand why any negotiations were undertaken without consultation with this HQ.

2. - The terms of operation of the civilian passenger train were quite definitely defined at the time of introduction, and MPO, were instructed to remove any military personnel attempting to board it.

3. The very limited capacity, the heavy traffic, and the careful booking system does not permit the setting aside of two compartments on the civilian train for movement of Allied personnel.

4. The Compartment reserved for AC includes, accommodation for Allied and Italian civilian personnel on the business of the Allied Commission, and was introduced in order to facilitate their movement in view of the difficulties existing in getting them on military trains and the limited amount of road transport available to AC.

5. If movements Naples desire accommodation on the existing civilian passenger train, an additional coach will be required, as those allotted were taken out of Sicily and from the Reggio civilian stock, by arrangement with MRS, and on the understanding they would be used solely for civilian transport.

6. The channel of negotiation is quite clear - through AFHQ G-4 Mov & Tn, and the Traffic Sub-Committee of the Allied Railway Board. Authoritative decisions by that body cannot be subject to local alteration, otherwise the whole basis and structure of new means for obtaining civilian facilities will be negatived.

By Command of Rear Admiral Stone:

A. C. Pugsley

Declassified E.O. 12356 Section 3.3/NND No. 785021

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2[illegible]

By Command of Rear Admiral STONE:

A. Rumsey
Director

Copy to: DDMRS (Col. Wilson)
Movements (Rail) Tn S/C
AFHQ G-4 Mov & Tn.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
NAPLES COMMUNE
A.C. SENIOR TRANSPORTATION OFFICER

56B/Ra.C/831

23th, June 1945

SUBJECT : Military accomodation Naples-Reggio train

TO : Movement Section I.S.R. Naples
Inf. : Mov.Sub Area - Naples
Transportation Sub Commission
care Tn.(Br) Main C.M.F.
Joint Railwey Control

1. This will confirm to you that agreement has been reached between this office and Mov.Sub Area Naples P.B.B. and 56 Area for reservation of two compartiments daily on Naples - Reggio train for Allied Military personnel.

2. The arrangement is, (as in the case of the A.C. compartment on this train) that, if none of the accomodation is taken up by 1700 hrs latest; the I.S.R. can dispose of it to civilians.

3. The R.T.O. Naples Central will contract you make final arrangements.

For the Commissioner:

V.R.BOWERS
Major
Senior Tptn.Officer

VB/ta

Copy to : Adjutant's File
S.T.O.'s File
File.

2193

In S.C
Care In(Rs) main C.M.F

Subject:- Rail Service for Allied Military Personnel between NAPLES CENTRAL and REGGIO DI CALABRIA.

HQ Movements,
Naples,
CMF.

Q(M)R/4.

20 June 45.

To :- DISTRIBUTION: below

1. The rail bridge at PETRACE (nr Cicia Tauro) has now been repaired and through rail facilities exist on the West Coast route between Reggio di Calabria and Battipaglia.

2. It will, therefore, no longer be necessary for casual Allied Military personnel travelling by rail from West Italy to Reggio to use the service (via Taranto and thence over the Calabrian East Coast route) quoted in HQ Movements West Italy letter Q(M)R/22 dated 31 Mar 45 (not sent to all addressees shewn in distribution) which is hereby cancelled.

3. With immediate effect the following rail service will be used for the movement of casual Allied Military personnel between Naples and Reggio and return:-

(a) Southbound

Naples Central	depart 1800 hours daily
Salerno	arrive 2025 hours daily
Salerno	depart 2040 hours daily
Reggio (Cal)	arrive 0800 hours daily

(b) Northbound

Reggio (Cal)	depart 1600 hours daily
Salerno	arrive 0340 hours daily
Salerno	depart 0400 hours daily
Naples Central	arrive 0710 hours daily

4. The services shewn in the preceding paragraph are operated for the movement of Italian Civilians and the following arrangements are being made for accommodating casual Allied Military Personnel:-

(a) Naples Central to Reggio

Two compartments will be reserved daily by RTO Naples Central, and this accommodation will be released back to the Italian State Railways for civilian use if Allied Military personnel have not reported to RTO Naples Central by 1700 hours.

(b) Reggio to Naples Central

2688

Accommodation will be reserved as necessary under arrangements of HQ Mov Sub Area Reggio to whom all bookings should be submitted in respect of Northbound trains.

Declassified E.O. 12356 Section 3.3/NND No. 785021

With immediate effect the following rail service will be used for the movement of casual Allied Military personnel between Naples and Reggio and return:-

(a) Southbound

Naples Central depart 1800 hours daily

Salerno arrive 2025 hours daily
Salerno depart 2040 hours daily

Reggio (Cal) arrive 0800 hours daily

(b) Northbound

Reggio (Cal) depart 1600 hours daily

Salerno arrive 0340 hours daily
Salerno depart 0400 hours daily

Naples Central arrive 0710 hours daily

4. The services shewn in the preceding paragraph are operated for the movement of Italian Civilians and the following arrangements are being made for accommodating casual Allied Military Personnel:-

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Two compartments will be reserved daily by RTO Naples Central, and this accommodation will be released back to the Italian State Railways for civilian use if Allied Military personnel have not reported to RTO Naples Central by 1700 hours.

(b) Reggio to Naples Central

2688

Accommodation will be reserved as necessary under arrangements of HQ Mov Sub Area Reggio to whom all bookings should be submitted in respect of Northbound trains.

5. In no circumstances will Allied female personnel be permitted to travel in either direction on these trains.

6. Casual Allied Military Personnel using these trains will NOT be issued with meals from the Salerno Meal Halt as is the case in respect of the Military Passenger Trains.

Declassified E.O. 12356 Section 3.3/NND No. 785021

7. (a) Personnel travelling by rail on Southbound trains proceeding to destinations in Sicily will detrain at Villa San Giovanni (approximately 5 miles North of Reggio) and NOT proceed right through to Reggio.

(b) The Villa San Giovanni to Messina Ferry Service at present operates on the following schedule:-

Depart Villa San Giovanni	Arrive Messina
0455 hours	0530 hours
0655 hours	0730 hours
0900 hours	0940 hours
1400 hours	1440 hours
1610 hours	1650 hours

(c) Allied Military Personnel arriving at Villa San Giovanni from Messina will be moved forward to ultimate mainland destinations under arrangements of HQ Movements Sub Area Reggio who exercise control at Villa San Giovanni by the employment of Italian civilians.

8. Personnel travelling by rail to Calabria and Sicily must carry adequate rations, full water bottles, and water sterilizer outfits: there are few Allied Units still stationed in these areas and hardship would possibly arise if personnel exhausted their rations whilst in transit. As a guide it can be stated that four days rations should be carried by personnel proceeding by rail to destinations in Calabria and seven days in the case of destinations in Sicily.

(L.T.COX).
Capt.
for Lt.Col.
AQMG(M).

LTC/RSH.

DISTRIBUTION:

Mov LO HQ 3 District
Mov Taranto
Mov Reggio (3)
RTO Benevento
RTO Cancello
RTO Caserta
RTO Capua
RTO Caserta
RTO Ebeli
RTO Naples Central
RTO Nola
RTO Pontecagnano
RTO Roccasecca
RTO Salerno
RTO San Giovanni
RTO Torre Annunziata
RTO Br Naples Port
Senior AC Tn Officer AMG Naples
Rail Div PBS South
HQ 56 Area
HQ 94 Sub Area
'X' Special Reception Camp
3 Transit Camp
307 Transit Camp

Declassified E.O. 12356 Section 3.3/NND No. 785021

1615 hours 1650 hours

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(L.T.COX).
Capt.
for Lt.Col.
AQMG(M).

LTC/RSH.

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Mov Taranto
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RTO Roccasecca
RTO Salerno
RTO San Giovanni
RTO Torre Annunziata
RTO Br Naples Port
Senior AC Tn Officer AMG Naples
Rail Div PBS South
HQ 56 Area
HQ 94 Sub Area
'X' Special Reception Camp
3 Transit Camp
307 Transit Camp

INTERNAL:

DAQMG(M) (Rail Road & Air)
S/Capt (Rail Tn)
S/Capt (Rail Personnel)
Personnel Officer) (2)

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

WKS/vp

531.7 T

A. P. O. 512
23 June 1945

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

TO: "SEE DISTRIBUTION"

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

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

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

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

2227

Declassified E.O. 12356 Section 3.3/NND No. 785021

3. Civilian passenger service Naples - Bari - Naples is being extended to Brindisi effective with arrival at Bari on Tuesday 3 July 1945 of passenger train departing Naples 2105 hours Monday 2 July 1945. Following schedule will be in effect:

Mon.Wed.Fri.		Wed.Fri.Sun.
2105 dep.	NAPLES	arr. 0940
		dep. 2050
0930 arr.		arr. 2020
1000 dep.	BARI	dep. 1750
1230 arr.	BRINDISI	
Tue.Thurs.Sat.		Tue.Thurs.Sat.

FOR THE DIRECTOR:

S E London

S.E. LONDON
Major, TC
Supt. Transportation

DISTRIBUTION:

DMRSI
DDMRSI
ADDMRSI
Director General, ISR, Rome
Joint Railway Control, Naples
Joint Railway Control, Rome
DAD Tn 3 (O) Building
Equipment Sec., 774 RGD
Hq. Movements 15 Army Group
G-4 (Mov & Tn), AFHQ
Movements Rome
Rail Divn, AC Tn Sub/Comm
RTO at Caserta
A.A.F.S.C./MTO-Naples
Adriatic Base Command, APO 388
Hq. Ry. Military Police
American RTO, Rome Terminal
Movements, Naples
Chief of Transportation, MTOUSA
British RTO, Rome Terminal
Capt. Gray, Mov L.O., Bldg.
Capo Compartimento, Rome
Capo Compartimento, Bari
Capo Compartimento, Naples

100/92

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 No781/81		Mon.Tue.Thur.Sat. TRAIN No780/80
0840	ROME TERMINAL	1720
1248	Roccasecca	1346
1331	Cassino	1229
1558	Sparanise	1018
1628	Capua	0944
1700	Caserta	0922
1752		0820
1850	NAPLES C.	0725
2117	Salerno	0455
0645	REGGIO	1840
Tue.Thur.Sat.Mon.		Sun.Mon.Wed.Fri.

* *

Tue.Thur.Sat. TRAIN No81		Wed.Fri.Sun. TRAIN No80
1130	ROME TERMINAL	1515
1323	Littoria	1324
1534	Formia	1101
1552	Minturno	1039
1705	Villa Literno	0931
1731	Aversa	0906
1800		0830
1850	NAPLES C.	0725
2117	Salerno	0455
0645	REGGIO	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:

2696

S. E. London

Copies furnished:
DMRI
DDMRI
ADDMRI
DAD To 3 (O) Bldg.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Tue.Thur.Sat.Mon. Sun.Mon.Wed.Fri.

* * * \

MINISTRY OF TRANSPORTS
DIRECTION GENERAL ISM

Rome, 9 June 1949
Ref.: E.210/3033/41-2

SUBJECT: Schedule modifications from June 10th on dependance of Petrace bridge restoration.

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

f.a. to Direction MMS Bldg.

1. With ref. your letters AC/100/92 S/An.4 of the 20 May last, and AC/100/92 of the 7 inst. which is referring to the letter 531/... of the 5 inst. from Direction MMS, we beg to attach herewith the main Schedule prospects concerning trains in departure from Rome, Naples, Reggio C. and minor lines, starting from the 10 inst.

2. In accordance with the objections contained on note dated 20 May 1949, the new local trains Nicotera-Paola and Paola-Sapri will not be put into operation, but the present couple A 210 and A 211 between Paola and Sapri will be modified, actuating at its place the following trains:

1930 Paola dep. 5.55 Sapri arr. 8.30
1939 Sapri " 13.05 Paola " 17.45

3. For the time being the two Military coaches will remain attached to the direct trains between Naples and Reggio C., but we are asking you to re-take in examination your decision, as we are certain that with no military admittance in the only couple of direct trains (especially the crowd of enlisted men,) a better discipline of civilian travellers could be obtained in these trains.

4. To start from the same June 10th, the following schedule variations shall be actuated in Sicily keeping, for lack of coal, a twice a week schedule instead of the proposed daily one for the under mentioned fast trains between Messina-Catania and Messina-Palermo, which shall replace the present 2933 - 2932 and 2911 - 2912.

Ferry Boat Schedule

Messina dep. 0350 - 0555 - 0805 - 1300 - 1500 - 1835
Villa S.Giovanni arr. 0430 - 0630 - 0840 - 1340 - 1540 - 1910

Villa S.Giovanni dep. 0455 - 0655 - 0900 - 1400 - 1610 - 1935
Messina arr. 0530 - 0730 - 0940 - 1440 - 1650 - 2010

2929 - Messina dep. 0845 Catania arr. 1335
2930 - Catania " 1250 Messina " 1720
Operating on Wednsday and Saturday

2909 - Messina dep. 0035 Palermo arr. 10.30
Operating on Monday and Thursday

2910 - Palermo dep. 0920 Messina arr. 1720

2685

Declassified E.O. 12356 Section 3.3/NND No. 785021

1939 Paola dep. 9.55 Sapri arr. 0.30
1939 Sapri " 15.05 Paola " 1745

3. For the time being the two Military coaches will remain attached to the direct trains between Naples and Reggio C., but we are asking you to re-take in examination your decision, as we are certain that with no military admittance in the only couple of direct trains (especially the crowd of enlisted men,) a better discipline of civilian travellers could be obtained in these trains.

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Ferry Boat Schedule

Messina dep. 0330 - 0900 - 0600 - 1300 - 1900 - 1630
Villa S.Giovanni arr. 0430 - 0630 - 0640 - 1340 - 1940 - 1910

Villa S.Giovanni dep. 0455 - 0655 - 0900 - 1400 - 1810 - 1935
Messina arr. 0530 - 0730 - 0940 - 1440 - 1850 - 2010

2929 - Messina dep. 0645 Catania arr. 1335
2930 - Catania " 1230 Messina " 1720
Operating on Wednsday and Saturday

2909 - Messina dep. 0035 Palermo arr. 10.30
Operating on Monday and Thursday

2910 - Palermo dep. 0920 Messina arr. 1720
Operating on Tuesday and Friday

The railroad Motor cars definitive schedule between Messina-Palermo- and Siracusa is the following:

AT 571	Messina	dep.	0815	Palermo	arr.	1200
AT 581	"	"	0825	Siracusa	"	1145
AT 570	Palermo	"	1415	Messina	"	1800
AT 580	Siracusa	"	1430	"	"	1750

THE DIRECTOR GENERAL

2685

Declassified E.O. 12356 Section 3.3/NND No. 785021

Ministero dei Trasporti
Direzione Generale F.S.

Roma, li 9 GIU. 1945

M.210/3033/41-B

OGGETTO

Modificazioni d'orario dal 16 Giugno in dipendenza riattivazione ponte sul Petrace.

Alla Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria
S E D E

p.n. Direzione M.R.S.
S E D E

I - In relazione alla vostra lettera AC/100/92 S/Tn 4 del 28 Maggio u.s. e successiva AC/100/92 del 7 corrente, che si riferisce alla lettera 531.7.T del 5 corr. della Direzione M.R.S., si comunicano, allegati alla presente, i principali estremi di orario relativi ai provvedimenti che andranno in vigore dal 16 corrente per i treni in p artenza da Roma, da Napoli da Reggio C. e linee minori.

II - Tenute presenti le osservazioni fatte con la vostra lettera del 28 maggio u.s. per il momento non saranno attivati i nuovi treni locali Nicotera-Paola e Paola-Sapri ma sarà soltanto modificata la attuale coppia A210 e A211 fra Paola e Sapri attivando in sua vece i seguenti treni:

1930 - Paola p. 5.55 Sapri a. 8.30
1939 - Sapri p.15.05 Paola a.17.45

III - Per il momento saranno mantenute nei treni diretti fra Napoli e Reggio C. le due carrozze per militari ma vi preghiamo di voler riprendere in esame la vostra decisione poiché si è certi che non ammettendo i militari (specialmente la massa dei soldati) nell'unica coppia di treni diretti si potrebbe ottenere anche una migliore disciplina dei viaggiatori civili in questi treni.

IV - Pure dallo stesso giorno 16 saranno attivate in Sicilia le seguenti varianti in orario mantenendo però, per deficienza di carbone, bisettimanali, anziché giornalieri come si era proposto, i sottoindicati treni accelerati fra Messina-Catania e Messina-Palermo, che sostituiranno gli attuali 2933 - 2932 e 2911 - 2912.

./.

2684

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Corse di nave - traghetto

Messina	p. 3.50 - 5.55 - 8.05 - 13.00 - 15.00 - 18.35
Villa S.Giovanni	a. 4.30 - 6.30 - 8.40 - 13.40 - 15.40 - 19.10
Villa S.Giovanni	p. 4.55 - 6.55 - 9.00 - 14.00 - 16.10 - 19.35
Messina	a. 5.30 - 7.30 - 9.40 - 14.40 - 16.50 - 20.10

****

2929 - Messina p. 8.45 Catania a.13.35
2930 - Catania p.12.30 Messina a.17.20
Si effettuano il mercoledi e sabato

****

2909 - Messina p. 8.35 Palermo a.16.30
Si effettua il lunedi e giovedi

2910 - Palermo p. 9.20 Messina a.17.20
Si effettua il martedi e venerdi.

IL DIRETTORE GENERALE

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

L'orario definitivo delle automotrici fra Messina Palermo e Siracusa è il seguente:

AT 571	Messina	p. 8.15	Palermo	a.12.00
AT 581	"	p. 8.25	Siracusa	a.11.45
AT 570	Palermo	p.14.15	Messina	a.18.00
AT 580	Siracusa	p.14.30	"	a.17.50

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Linea: NAPOLI - BATTIPAGLIA - REGGIO C.

| | | |

ROMA - CASSINO - NAPOLI

781 (1)		STAZIONI		780 (2)
8.40	p.	ROMA TERMINI	a.	11.20
12.30	a.	ROCCASECCA	p.	13.[illegible]
12.48	p.		a.	13.22
17.52	a.	NAPOLI C.	p.	8.10

1) si eff. il lunedì, mercoledì, venerdì e domenica.

2) „ „ „ lunedì, martedì, giovedì e sabato.

ROMA - FORMIA - NAPOLI

81 (1)		STAZIONI		80 (2)
11.30	p.	ROMA TERMINI	a.	15.[illegible]
15.31	a.	FORMIA	p.	11.01
15.34	p.		a.	10.56
18.00	a.	NAPOLI C.	p.	8.30

1) si eff. il martedì, giovedì e sabato

2) „ „ „ mercoledì, venerdì e domenica

2681

S. EUFEMIA LAM. - CATANZARO M.

4741	4743	4746	7221 misto	4747	7225 misto	7225 misto	4753	STAZIONI		4740	7202 misto	4742	4744	4482
4.15	5.30	7.20	9.45	14.25	17.45		22.35	p. S. EUFEMIA L.	a.		8.40	7.00	14.00	21.55
	5.50	7.40			18.20		23.05	a. NICASTRO	p.			6.40		

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ROMA - FORMIA - NAPOLI

81 (1)	STAZIONI		80 (2)
11.30	p. ROMA TERMINI	a.	15.15
15.31	a. FORMIA	p.	11.01
15.34	p. FORMIA	a.	10.58
18.00	a. NAPOLI C.	p.	8.30

1) si effettua il martedì, giovedì e sabato

2) " " " mercoledì, venerdì e domenica

2681

S. EUFEMIA LAM. - CATANZARO M.

4741	4743	4745	7221 misto	4747	7225 misto	7225 misto	4753	STAZIONI		4740	7222 misto	4742	4744	4752
4.15	5.30	7.20	8.45	14.25	17,45		22.35	p. S. EUFEMIA L.	a.		8.40	7.00	14.00	21.55
	5.58	7.48			18,30		23.05	a. NICASTRO	p.			6,40		
						22.20		p. CATANZARO S.	a.	1.05				
7.40			13,05	17.00		22.45		a. CATANZARO M.	p.	2.40	4,30		11,30	19,50

(non include navi)

Declassified E.O. 12356 Section 3.3/NND No. 785021

AIR SERVICE CIRCULAR
commencing Saturday 16 June 1945
New Timings
ROME - REGGIO

Via Cassino

Outward On Mon.Wed.Fri.Sun.		Return On Mon.Tue.Thurs.Sat.	
Train 781		Train 780	
d. 0840	Rome Terminal	a. 1720	
" 1240	Roccasecca	d. 1340	
" 1331	Cassino	d. 1229	
" 1558	Sparanise	d. 1016	
" 1628	Capua	d. 09.44	
" 1700	Caserta	d. 0922	
a. 1752	Naples C.	d.0820	
Train 01			
d. 1650	Naples C.	a. 0725	
" 2117	Salerno	d. 0455	
a. 0545	Reggio C.	d. 1640	

Via Formia

Outward On Tue.Thur.Sat.		Return On Wed.Fri.Sun.	
Train 01		Train 00	
d. 1130	Rome Terminal	a. 1515	
" 1323	Littoria	d. 1324	
" 1534	Formia	d. 1101	
" 1552	Minturno	d. 1039	
" 1705	Villa Literno	d. 0931	
" 1731	Aversa	d. 0900	
a. 1800	Naples C.)	d. 0830	
	)		
	)		
d. 1650	Naples C.)	a. 0725	
d. 2117	Salerno	d. 0455	
a. 0545	Reggio C.	d. 1640	

One compartment to be reserved for AC personnel between Rome & Reggio.

COMPOSITION :

Train 781-Rome-Naples (via Cassino).

Seven coaches (bogie) Rome-Reggio C. (on Sunday the coaches are eight).
Two bogie coaches Rome-Bari(are running with this train till Caserta).
1 baggage bogie car and 1 Mail van till Messina.

Train 01 Rome-Naples (via Formia)

Eight bogies coaches Rome-Reggio C.
One baggage bogie car and one mail van Rome.-Messina.

Train 01 Naples-Reggio C.

Eight bogies coaches Rome-Reggio (on Monday,Wednesdays and Fridays the coaches are seven from Rome and one from Naples).
One baggage bogie car and one mail van from Rome to Messina.

Train 00 Reggio-Naples

Eight bogies coaches Reggio-Rome (on Tuesday,Thursday,and saturday one coach running only till Naples).

One baggage bogies car and 1 mail van from Messina to Rome.

2690

Train 00 Naples -Rome (via Formia)

Declassified E.O. 12356 Section 3.3/NND No. 785021

d. 1650 Naples C. a. 0725
" 2117 Salerno a. 0455
a. 0645 Reggio C. d. 1040

d. 1650 Naples C.)
a. 2117 Salerno)
a. 0645 Reggio C.

a. 0725
d. 0455
d. 1040

One compartment to be reserved for AU personnel between Rome & Reggio.

COMPOSITION :

Train 701-Rome-Naples (via Cassino).

Seven coaches (bogie) Rome-Reggio C. (on Sunday the coaches are eight).
Two bogie coaches Rome-Bari(are running with this train till Caserta).
1 baggage bogie car and 1 mail van till Messina.

Train 01 Rome-Naples (via Formia)

Eight bogies coaches Rome-Reggio C.
One baggage bogie car and one mail van Rome.-Messina.

Train 01 Naples-Reggio C.

Eight bogies coaches Rome-Reggio (on Monday,Wednesdays and Fridays the coaches are seven from Rome and one from Naples).
One baggage bogie car and one mail van from Rome to Messina.

Train 00 Reggio-Naples

Eight bogies coaches Reggio-Rome (on Tuesday,Thursday,and saturday one coach running only till Naples).
One baggage bogies car and 1 mail van from Messina to Rome.

2690

Train 00 Naples -Rome (via Formia)

Seven bogies coaches Reggio-Rome
Two bogies coaches Bari-Rome (are running with this train from Aversa).
1 baggage bogies car and 1 mail van from Messina to Rome

Train 700 Naples-Rome (via Cassino)

Eight bogies coaches Reggio C.-Rome
I bagage bogies car and 1 mail van from Messina to Rome. On the 00 and 01 trains between Naples and Reggio C. two coaches are to Italian militaries disposition.

Declassified E.O. 12356 Section 3.3/NND No. 785021

CIRCOLARE SERVIZIO TRENO

Nuovo orario a cominciare da Sabato 16 Giugno 1945

ROMA = REGGIO

Via Cassino

Andata Lun.Mer.Ven.Dom.		Ritorno Lun.Mar.Gio.Sab.
Treno 781		Treno 780
p.8.40	Roma Termini	a.17.20
"12.48	Roccasecca	p.13.46
"13.31	Cassino	p.12.29
"15.58	Sparanise	p.10.18
"16.28	Capua	p. 9.44
"17.00	Caserta	p. 9.22
a.17.52	Napoli C.	p. 8.20
Treno 81		Treno 80
p.18.50	Napoli C.	a. 7.25
" 21.17	Salerno	p. 4.55
a. 6.45	Reggio C.	p.18.40

Via Formia

andata Mar.Gio.Sab.		Ritorno Mer.Ven.Dom.
treno 81		Treno 80
p.11.30	Roma Termini	a.15.15
p.13.23	Littoria	p.13.24
p.15.34	Formia	p.11.01
p.15.52	Minturno	p.10.39
p.17.05	Villa Literno	p. 9.31
p.17.31	Aversa	p. 9.06
a.18.00	Napoli C.	p. 8.30
p.18.50	Napoli C.	a. 7.25
p.21.17	Salerno	p. 4.55
a. 6.45	Reggio C.	p.18.40

Un compartimento dovrà essere riservato per il personale dell'A.C. tra Roma e Reggio.

Composizione:

Treno 781 Roma - Napoli (Via Cassino)

Sette carrozze a carrelli Roma-Reggio C. (alla Domenica le carrozze sono otto)
Due carrozze a carrelli Roma-Bari (viaggiano con questo treno fino Caserta)
Bagagliaio a carrelli e carrozza postale Roma Messina.

Treno 81 Roma - Napoli (Via Formia)

Otto carrozze a carrelli Roma - Reggio C.
Bagagliaio a carrelli e carrozza postale Roma - Messina

2679

Treno 81 Napoli - Reggio C.

Otto carrozze a carrelli Roma-Reggio (nei giorni di lunedì, mercoledì e venerdì le carrozze sono sette da Roma e una da Napoli.)

Bagagliaio carrelli e carrozza postale da Roma a Messina.

Treno 80 Reggio - Napoli

Otto carrozze a carrelli Reggio-Roma (nei giorni di martedì, giovedì e sabato

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	Maccaseca	p.13.46		Roma Termini	a.15.15
"13.31	Cassino	p.12.29	p.13.23	Littoria	p.13.24
"15.58	Sparanise	p.10.18	p.15.34	Formia	p.11.01
"16.28	Capua	p. 9.44	p.15.52	Minturno	p.10.39
"17.00	Caserta	p. 9.22	p.17.05	Villa Literno	p. 9.31
a.17.52	Napoli C.	p. 8.20	p.17.31	Aversa	p. 9.06
	Treno 81	Treno 80	a.18.00	Napoli C.	p. 8.30
p.18.50	Napoli C.	a. 7.25	p.18.50	Napoli C.	a. 7.25
" 21.17	Salerno	p. 4.55	p.21.17	Salerno	p. 4.55
a. 6.45	Reggio C.	p.18.40	a. 6.45	Reggio C.	p.18.40

Un compartimento dovrà essere riservato per il personale dell'A.C. tra Roma e Reggio.

Composizione:

Treno 781 Roma - Napoli (Via Cassino)

Sette carrozze a carrelli Roma-Reggio C. (alla Domenica le carrozze sono otto)
Due carrozze a carrelli Roma-Bari (viaggiano con questo treno fino Caserta)
Bagagliaio a carrelli e carrozza postale Roma Messina.

Treno 81 Roma - Napoli (Via Formia)

Otto carrozze a carrelli Roma - Reggio C.
Bagagliaio a carrelli e carrozza postale Roma - Messina

2679

Treno 81 Napoli - Reggio C.

Otto carrozze a carrelli Roma-Reggio (nei giorni di lunedì, mercoledì e venerdì le carrozze sono sette da Roma e una da Napoli.)
Bagagliaio carrelli e carrozza postale da Roma a Messina.

Treno 80 Reggio - Napoli

Otto carrozze a carrelli Reggio-Roma (nei giorni di martedì, giovedì e sabato una carrozza viaggia solo fino Napoli)
Bagagliaio a carrelli e carrozza postale da Messina a Roma.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

Treno 80 Napoli - Roma (Via Formia)

Sette carrozze a carrelli Reggio - Roma

Due carrozze a carrelli Bari-Roma (viaggiano con questo treno da Aversa)

Bagagliaio a carrelli e carrozza postale da Messina a Roma.

Treno 780 Napoli - Roma (Via Cassino)

Otto carrozze a carrelli Reggio C. - Roma

Bagagliaio a carrelli e carrozza postale Messina - Roma.

Nei treni 80 e 81 fra Napoli e Reggio C. due carrozze sono a disposizione dei militari italiani.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

WIRE

8 June 1945

FROM: DMRSI

TO : AC Tn S/C, Rail Division, Bldg

Effective at once please arrange to have loaded cars originating at Crotone and south thereof destined points north of Battipaglia moved by way of Catanzaro, San Euphemia and Line 92 to Battipaglia. This is necessary in order to relieve the congestion of traffic via Potenza. CS-522. Signed London.

S. E. London

S. E. LONDON
Major, T.C.
1200

cc - DAD Tn 3 (C)
Supt Car Service

2677

PGM/ic

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

Tel. 843238
Ref. AC/100/92/S/Tn 4

6 June 1945

SUBJECT : Civilian passenger train service Rome-Naples-Reggio

TO : I.S.R. - Bldg.

1. Reference yours 24 May file M.210/2950/41 B.

2. The proposed alterations and-extensions to passenger services are approved as submitted, except that it-is not desired to remove from the Naples-Reggio through train the two (2) coaches assigned to accommodate Military Personnel.

3. -The operation of additional-trains between Salerno and Naples is not to involve the use of additional coaches or locomotives.

4. Submit complete new schedules and effective date.

Thornton Mayo
Dep Director

2876

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

Allied Force
MILITAHY RAILWAY SERVICE-ITALY
Office of Director

A.P.O. 512
5 June 1945

531.7 T

SUBJECT: Civilian Passenger Service, Rome-Naples-Reggio.

TO: AC Tn S/C, Rail Division, Bldg ATTENTION: Major Matson
Chief of Movement Service, ISR, Rome

1. Reference is to Major Matson's letter AC/100/92 S/Tn 4, of 27 May, and Ing. Biondi's letter M.210/2950/41-B, of 4 June, subject as above.

2. The proposed alterations and extensions to passenger service are approved as submitted, except that it is not desired to remove from the Naples-Reggio through train the two (2) coaches assigned to accommodate military personnel.

3. The operation of additional trains between Salerno and Naples is not to involve the use of additional coaches or locomotives.

4. Attention is called to an apparent error in third paragraph of Ing. Biondi's letter where the days of the week are named on which train No. 80 will operate between Naples and Rome. These days are given as Wednesdays, Fridays and Saturdays, but believe that it was intended to designate Wednesdays, Fridays and Sundays, since in the first part of the paragraph it was indicated train No. 780 would operate from Naples to Rome on Saturdays.

5. Please advise what date the new schedules will become effective in order that all concerned may be notified.

FOR THE DIRECTOR:

S. E. London

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

2675

Very Urgent

U.S.R. Direction Gc eral
Movement Service

ome 4 June 1945
M.210/2950/41-B

Subject:
Rehabilitation of Petrace bridge.

To: Major L O N D O N
Direction M.R.S.
Building

1. With reference to this morning's conversation with Doct. Lenzi of this Service, we are attaching herewith a graphic showing the schedule alterations we wish to be made on lines Rome Naples (via Formia and via Cassino) - Reggio Calabria, as the Petrace Bridge has been rehabilitated on 31 May 1945.

2. Schedule alterations and service extensions that should be made on Naples Battipaglia section are being examined by your HQ.

On the following detail the extensions are underlined, while on the graphic the extensions are green marked, the alterations are red marked and the suspensions are bleu marked.

3. The present through trains 83 - 84 - 783 - 784 will be replaced respectively by trains 81 - 80 - 781 - 780 with the following schedule:

781	81			80	780
0840	1130	d. Rome	a.	1515	1720
via Roccasecca					via Roccasecca
1752	1800	a. Naples	d.	0830	0820
	1850	p.	a.	0725	
	0600	a. Villa S.Giov.	p.	1950	
	0620	p.	a.	1908	
	0643	a. Reggio C.	p.	1805	

2674

Declassified E.O. 12356 Section 3.3/NND No. 785021

1. With reference to this morning's conversation with Doct. Lenzi of this Service, we are attaching herewith a graphic showing the schedule alterations we wish to be made on lines Rome Naples (via Formia and via Cassino) - Reggio Calabria, as the Petrace Bridge has been rehabilitated on 31 May 1945.

2. Schedule alterations and service extensions that should be made on Naples Battipaglia section are being examined by your HQ.

On the following detail the extensions are underlined, while on the graphic the extensions are green marked, the alterations are red marked and the suspensions are bleu marked.

3. The present through trains 83 - 84 - 783 - 784 will be replaced respectively by trains 81 - 80 - 781 - 780 with the following schedule:

781	81		80	780
0840	1130	d. Rome	a. 1515	1720
via Roccasecca				via Roccasecca
1752	1300	a. Naples	d. 0830	0820
	1850	p.	a. 0725	
	0600	a. Villa S.Giov.	p. 1950	2674
	0620	p.	a. 1908	
	0643	a. Reggio C.	p. 1805	

Train 781 will operate between Rome and Naples on Mondays, Wednesdays, Fridays and Sundays; train 780 will operate between Naples and Rome on Mondays, Tuesdays, Thursdays and Saturdays.

Ca.5.6.cb.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

Train 81 will operate between Rome and Naples on Tuesdays, Thursdays and Saturdays and train 80 will operate between Naples and Rome on Wednesdays, Fridays and Saturdays; these two trains will operate daily between Naples and Reggio Calabria.

4. The schedule od the present couple of trains between Salerno and Reggio Calabria will be altered and it should be extended between Naples and Salerno, to relieve the through trains, being overcroweded. For this purpose, the two coaches for military passengers, at present coupled to the through trains, should be coupled to the above trains. The extension between Salerno and Naples should not require more equipment.

The schedule should be as follows:

1935 - Naples d. 0030 - Salerno a. 0325 d. 0337-Reggio C. a. 2005

1934 - Reggio C.d. 0400 - Salerno a. 1900 d. 1907 - Naples C. a. 2150

5. To enable the inhabitants of Naples to reach the localities up to Salerno and return in the evening, trains 3975 and 3976 between Nocera and Salerno should be extended up to Naples, with the following schedule, without requiring more equipment:

3975 - Naples d. 0500 - Nocera a. 0641 d. 0645 Salerno a.0745

3976 - Salerno d. 1610 - Nocera a. 1709 d. 1716 Naples C.a.1918

6. Schedule of train 1937 between Salerno and Battipaglia will be altered as follows: 2673

1937 - Salerno d. 1535 - Battipaglia a. 1615 d. 1620 for Sapri.

7. According to a proposal concerning the inauguration of a through service between Naples and Avellino via Cancello - Codola, instead of via Nocera Inferiore - Codola, as it is now operating, we suggested to the A.C. to inaugurate a train service between Salerno and Naples, by extending the present

Declassified E.O. 12356 Section 3.3/NND No. 785021

4. The schedule od the present couple of trains between Salerno and Reggio Calabria will be altered and it should be extended between Naples and Salerno, to relieve the through trains, being overcroweded. For this purpose, the two coaches for military passengers, at present coupled to the through trains, should be coupled to the above trains. The extension between Salerno and Naples should not require more equipment.

The schedule should be as follows:

1935 - Naples d. 0030 - Salerno a. 0325 d. 0337-Reggio C. a. 2005

1934 - Reggio C.d. 0400 - Salerno a. 1900 d. 1907 - Naples C. a. 2150

5. To enable the inhabitants of Naples to reach the localities up to Salerno and return in the evening, trains 3975 and 3976 between Nocera and Salerno should be extended up to Naples, with the following schedule, without requiring more equipment:

3975 - Naples d. 0500 - Nocera a. 0641 d. 0645 Salerno a.0745

3976 - Salerno d. 1610 - Nocera a. 1709 d. 1716 Naples C.a.1918

6. Schedule of train 1937 between Salerno and Battipaglia will be altered as follows: 2673

1937 - Salerno d. 1535 - Battipaglia a. 1615 d. 1620 for Sapri.

7. According to a proposal concerning the inauguration of a through service between Naples and Avellino via Cancello - Codola, instead of via Nocera Inferiore - Codola, as it is now operating, we suggested to the A.C. to inaugurate a train service between Salerno and Naples, by extending the present trains 1940 and 1943, to enable the inhabitants of Salerno and neighbouring localities to reach Naples in the morning and go back home on the same day. The schedule should be as follows. ./.

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1940 - Salerno d. 0520 - Nocera I. a. 0617 d. 0620 - Naples C. a.0810
1943 - Naples d. 1705 - Nocera I. a. 1850 d. 1900 - Salerno a. 1955

To prevent local passengers of train 1943 between Naples and Salerno to board on restricted train 1941 Naples Potenza (Bari), the schedule of this train should be altered as follows, between Salerno and Battipaglia:

1941 - Salerno a. 1920 d. 1940 - Battipaglia a. 2018 d. 2100.

8. Please give your prompt attention to these proposals, which should considerably improve, beside the communications between Rome and Reggio Calabria, also the local communications between Naples and Salerno, that at present are insufficient.

Please see if these new schedules could be made effective from 16 June 1945.

Chief of Movement Service
Signed: Biondi

2672

Ca.5/6.cb.

Declassified E.O. 12356 Section 3.3/NND No. 785021

PGM/ic

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

Tel. 84 32 39
Ref. AC/190/92 S/Tn 4

28 May 1945

SUBJECT : Revised Train Schedules.

TO : ISR - Bldg.

1. Reference 8.210/2950/41-B of 24 May 45.

2. The changes in schedules north of Battipaglia have been submitted to MRS for approval and you will be advised of their decision as soon as it is received.

3. The Calabria-Sicily revisions have been reviewed and we generally approve of the new schedules, except it does seem a little premature for such elaborate local passenger services as you have proposed between Sapri and Nicotera. We are going to leave the decision with you, however we want you to keep in mind the following points when making your decision :

(a) considerable military traffic still remains to be moved; any delay in such movements will retard the restoration of normal conditions.

2671

(b) care should be exercised in establishing new services. A fair distribution should be made of the transportation facilities available.

(c) there will probably now be wholesale demands for services; but any additions or improvements should be gradual. Our position must not be such that it will be necessary to reduce services later. We must not be too optimistic.

(d) It is realized that a certain passenger traffic is necessary but care must be exercised to see that it is not built up to such a point that freight movements will suffer.

Declassified E.O. 12356 Section 3.3/NND No. 785021

...Dated 14 May 45.

2. The changes in schedules north of Battipaglia have been submitted to MRS for approval and you will be advised of their decision as soon as it is received.

3. The Calabria-Sicily revisions have been reviewed and we generally approve of the new schedules, except it does seem a little premature for such elaborate local passenger service as you have proposed between Sapri and Nicotera. We are going to leave the decision with you, however we want you to keep in mind the following points when making your decision :

(a) considerable military traffic still remains to be moved; any delay in such movements will retard the restoration of normal conditions.

2671

(b) care should be exercised in establishing new services. A fair distribution should be made of the transportation facilities available.

(c) There will probably now be wholesale demands for services; but any additions or improvements should be gradual. Our position must not be such that it will be necessary to reduce services later. We must not be too optimistic.

(d) It is realized that a certain passenger traffic is necessary but care must be exercised to see that it is not built up to such a point that freight movements will suffer.

Alexander Major
for Director

Copy to: Movements L.C. c/o MRS -
" " " " Rail Tn Sub-Comm.
" " Tn Officer Reggio AC
" " " " Palermo AC

Declassified E.O. 12356 Section 3.3/NND No. 785021

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
Direzione Generale

Roma, 24 MAG 1945

M.210/2950/41-B

OGGETTO:
Modificazioni di orario in dipendenza riattivazione linea sul Petrace.

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

S E D E

I - In occasione della riattivazione della linea sul torrente Petrace presso Gioia Tauro, prevista per i primi del prossimo mese di giugno, saranno attivate le seguenti varianti di orario dei treni fra Roma e Reggio Calabria:

II - In sostituzione degli attuali treni 83 e 84 e 783 e 784 verranno effettuati rispettivamente i treni 81 - 80 e 781 - 780 coi seguenti estremi di massima:

81 martedì - giovedì - sabato			80 mercoledì - venerdì - domenica	
11.30	p.	Roma	a.	15.15
18.00	a.		p.	8.30
giornaliero		Napoli	giornaliero	
18.50	p.		a.	7.25
6.00	a.			
6.20	p.	Villa S.Giov.	p.	19.50
			a.	19.08
6.43	a.	Reggio Cal.	p.	18.05

781 lunedì-mercoledì-venerdì-domenica			780 lunedì-martedì-giovedì-sabato	
8.40	p.	Roma	a.	17.20
12.30	a.			
12.48	p.	Roccasecca	p.	13.46
			a.	13.25
16.48	a.			
17.04	p.	Caserta	p.	9.28
			a.	9.14
17.55	a.	Napoli	p.	8.20

III - Il servizio del traghetto nello stretto di Messina della stes-

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...attivate le seguenti varianti di orario dei treni fra Roma e Reg= gio Calabria:

II - In sostituzione degli attuali treni 83 e 84 e 783 e 784 verranno effettuati rispettivamente i treni 81 - 80 e 781 - 780 coi seguenti e= stremi di massima:

81 martedì - giovedì - sabato			80 mercoledì - venerdì - domenica
11.30	p.	Roma	a. 15.15
18.00	a.		p. 8.30
giornaliero		Napoli	giornaliero
18.50	p.		a. 7.25
6.00	a.		
6.20	p.	Villa S.Giov.	p. 19.50
			a. 19.08
6.43	a.	Reggio Cal.	p. 18.05

781 lunedì-mercoledì-venerdì-domenica			780 lunedì-martedì-giovedì-sabato
8.40	p.	Roma	a. 17.20
12.30	a.		
12.48	p.	Roccasecca	p. 13.46
			a. 13.25
16.48	a.		
17.04	p.	Caserta	p. 9.28
			a. 9.14
17.55	a.	Napoli	p. 8.20

III - Il servizio del traghetto nello stretto di Messina dalla stes= sa data sarà effettuato da e per Villa S.Giovanni anzichè da e per Reg= gio Cal. Maritt.

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IV - Anche l'orario della coppia di treni accelerati fra Salerno e Reggio C. sarà modificato.

I treni stessi, senza maggiore impiego di materiale, potranno essere prolungati su Napoli, ciò allo scopo di alleggerire i treni diretti che sono sovraccarichi a sud di Napoli. Agli accelerati stessi potranno essere passate le due carrozze per militari che attualmente fra Napoli e Reggio C. viaggiano con i treni diretti, escludendo assolutamente dai treni diretti i militari che hanno dato luogo finora ad inconvenienti per la loro indisciplina.

L'orario sarà il seguente:

1935				1934
0.30	p.	Napoli	a.	21.50
4.15	a.	Battipaglia	p.	18.27
4.25	p.		a.	18.24
8.10	a.	Sapri	p.	15.00
8.40	p.		a.	14.47
11.27	a.	Paola	p.	12.00
11.55	p.		a.	11.40
14.00	a.	S.Eufemia	p.	9.40
14.25	p.		a.	9.20
18.50	a.	Villa S.Giovanni	p.	5.00
19.30	p.		a.	4.43
20.13	a.	Reggio Calabria	p.	4.00

V - In occasione delle varianti di cui sopra si possono prolungare fino Napoli anche gli attuali treni 3975 e 3976 fra Nocera e Salerno, assegnando loro i numeri 1951 e 1944 col seguente orario:

1951				1944
5.00	p.	Napoli	a.	19.20
7.45	a.	Salerno	p.	16.00

Tale prolungamento mentre non richiede aumento di materiale darebbe la possibilità ai cittadini di Napoli di recarsi nelle località fino Saler=

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Napoli e Reggio C. viaggiano con i treni diretti, escludendo assoluta= mente dai treni diretti i militari che hanno dato luogo finora ad incon= venienti per la loro indisciplina.

L'orario sarà il seguente:

1935				1934
0.30	p.	Napoli	a.	21.50
4.15	a.	Battipaglia	p.	18.27
4.25	p.		a.	18.24
8.10	a.	Sapri	p.	15.00
8.40	p.		a.	14.47
11.27	a.	Paola	p.	12.00
11.55	p.		a.	11.40
14.00	a.	S.Eufemia	p.	9.40
14.25	p.		a.	9.20
18.50	a.	Villa S.Giovanni	p.	5.00
19.30	p.		a.	4.43
20.13	a.	Reggio Calabria	p.	4.00

V - In occasione delle varianti di cui sopra si possono prolungare fino Napoli anche gli attuali treni 3975 e 3976 fra Nocera e Salerno, assegnando loro i numeri 1951 e 1944 col seguente orario:

1951				1944
5.00	p.	Napoli	a.	19.20
7.45	a.	Salerno	p.	16.00

Tale prolungamento mentre non richiede aumento di materiale darebbe la possibilità ai cittadini di Napoli di recarsi nelle località fino Saler= no e far ritorno in serata in residenza, possibilità che oggi manca del tutto con grave danno per gli interessi dei meno abbienti che non posso= no permettersi il lusso di utilizzare le automobili.

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VI - Fra Paola e Sapri possono prolungarsi gli attuali treni 4731 e 4734 Paola-Cosenza, in modo da dare la possibilità a vari centri della linea Tirrena di affluire al capoluogo di provincia (Cosenza) e far ritorno in residenza nella stessa giornata.

Per questi nuovi treni fra Sapri e Paola non vi sarebbe alcun consumo di combustibile trattandosi di linea esercitata a trazione elettrica e nemmeno maggiore impegno di materiale poichè verrebbe utilizzato quello che attualmente si impiega per i treni 4731 e 4734 fra Paola e Cosenza.

La nuova comunicazione avrebbe il seguente orario di massima:

1931				1936
3.10	p.	Sapri	a.	20.50
5.40	a.		p.	18.20
4731		Paola		4734
6.05	p.		a.	17.25
8.25	a.	Cosenza	p.	15.00

VII - Per le località comprese fra Nicotera e Paola è assai sentita la mancanza di comunicazioni locali e coi rispettivi capoluoghi di provincia di Catanzaro e Cosenza.

Senza impegno di altro materiale, utilizzando quello degli attuali treni A210 - A211 fra Paola e Sapri e senza consumo di combustibile, trattandosi di linea a trazione elettrica, si può costituire una nuova comunicazione Nicotera - Sapri regolata dal seguente orario di massima:

1939				1930
15.00	p.	Sapri	a.	8.30
17.40	a.	Paola	p.	6.00
18.10	p.		a.	5.30
20.05	a.	S.Eufemia	p.	3.40
20.30	p.		a.	3.15
22.40	a.	Nicotera	p.	1.00

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e Cosenza.

La nuova comunicazione avrebbe il seguente orario di massima:

1931				1936
3.10	p.	Sapri	a.	20.50
5.40	a.		p.	18.20
4731		Paola		4734
6.05	p.		a.	17.25
8.25	a.	Cosenza	p.	15.00

VII - Per le località comprese fra Nicotera e Paola è assai sentita la mancanza di comunicazioni locali e coi rispettivi capoluoghi di provincia di Catanzaro e Cosenza.

Senza impegno di altro materiale, utilizzando quello degli attuali treni A210 - A211 fra Paola e Sapri e senza consumo di combustibile, trattandosi di linea a trazione elettrica, si può costituire una nuova comunicazione Nicotera - Sapri regolata dal seguente orario di massima:

1939				1930
15.00	p.	Sapri	a.	8.30
17.40	a.	Paola	p.	6.00
18.10	p.		a.	5.30
20.05	a.	S.Eufemia	p.	3.40
20.30	p.		a.	3.15
22.40	a.	Nicotera	p.	1.00

Tra Sapri e Paola questi treni sostituirebbero gli attuali treni A210 e A211.

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IX - Il servizio locale fra Nicotera e Reggio Cal. verrà disimpegnato dai seguenti treni:

4721	4723			4722	4724
4.55	12.10	p. Nicotera	a.	10.30	17.43
6.40	13.47	a.	p.	8.50	16.00
6.50	13.55	p. Villa S.Giov.	a.	8.46	15.56
7.35	14.40	a. Reggio Cal.	p.	8.00	15.10

Questi treni sostituiranno gli attuali 9081 - 4913 - 4915 e 4900 - 4912 - 4914.

X - Con l'eliminazione dell'attuale trasbordo in dipendenza della riattivazione del ponte sul Petrace si economizzeranno a Reggio Cal. 8 carrozze che potrebbero essere impiegate per nuovi servizi per i quali mi riservo di avanzare proposte.

XI - Con l'attivazione del Petrace il traffico attualmente deviato sulla linea Catanzaro - S.Eufemia riprenderà il suo istradamento normale per Gioia Tauro e quindi per un miglioramento nelle coincidenze a S.Eufemia da e per Roma e Napoli si propone di attivare sulla predetta linea due coppie di treni col seguente orario di massima. E' da tenere presente l'economia di combustibile e di locomotive che si conseguirà su questa linea con la riattivazione della Tirrena.

4741	4745			4744	4748
3.50	14.30	p. S.Eufemia	a.	9.14	19.50
6.30	17.00	a. Catanzaro M.	p.	7.00	17.40

Con la predetta impostazione non occorre alcun maggiore impiego di locomotive e di materiale perchè verrà impiegato quello attualmente utilizzato per i treni 9094 e 4755, che verrebbero sospesi.

XII - Fra Villa S.Giovanni e Messina l'orario delle corse delle navi traghetto in sostituzione delle attuali tra Reggio Cal. e Messina dovrebbe essere il seguente, in modo da poter traghettare il

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Questi treni sostituiranno gli attuali 3001 - 4913 - 4915 - 4900 - 4912 - 4914.

X - Con l'eliminazione dell'attuale trasbordo in dipendenza della riattivazione del ponte sul Petrace si economizzeranno a Reggio Cal. 8 carrozze che potrebbero essere impiegate per nuovi servizi per i quali mi riservo di avanzare proposte.

XI - Con l'attivazione del Petrace il traffico attualmente deviato sulla linea Catanzaro - S.Eufemia riprenderà il suo istradamento normale per Gioia Tauro e quindi per un miglioramento nelle coincidenze a S.Eufemia da e per Roma e Napoli si propone di attivare sulla predetta linea due coppie di treni col seguente orario di massima. E' da tenere presente l'economia di combustibile e di locomotive che si conseguirà su questa linea con la riattivazione della Tirrena.

4741	4745				4744	4748
3.50	14.30	p.	S.Eufemia	a.	9.14	19.50
6.30	17.00	a.	Catanzaro M.	p.	7.00	17.40

Con la predetta impostazione non occorre alcun maggiore impiego di locomotive e di materiale perchè verrà impiegato quello attualmente utilizzato per i treni 9094 e 4755, che verrebbero sospesi.

XII - Fra Villa S.Giovanni e Messina l'orario delle corse delle navi traghetto in sostituzione delle attuali tra Reggio Cal. e Messina dovrebbe essere il seguente, in modo da poter traghettare il maggior numero di carri e dare tutte le coincidenze in Sicilia come da progetto in appresso :

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Villa S.Giovanni	7.00	!	9.45	!	12.35	!	14.50	!	17.05	! 19.45
Messina	7.45	!	10.30	!	13.20	!	15.35	!	17.50	! 20.30

Messina	5.10	!	8.30	!	11.30	!	13.45	!	16.00	! 18.30
Villa S.Giovanni	5.55	!	9.15	!	12.15	!	14.30	!	16.45	! 19.15

XIII - Siccome è insistentemente richiesto un acceleramento nelle comunicazioni fra Capitale e le provincie estreme della Sicilia si propone pure di apportare le seguenti varianti agli orari dei treni in Sicilia:

a) - Aumento di due coppie di automotrici fra Palermo - Messina e Messina - Siracusa per il rapido collegamento dei treni 81 e 80, accelerati come sopra specificato:

AT571	AT581			AT570	AT580
8.15	8.25	p.	Messina a.	18.00	17.50
↓	11.55	a.	Siracusa p.	↑	14.15
12.15		a.	Palermo p.	14.00	

b) - L'orario degli accelerati 2933 e 2932 fra Messina e Catania sarà modificato come appresso:

2929			2930
8.50	p.	Messina a.	17.20
13.35	a.	Catania p.	12.35

I treni stessi però dovrebbero potersi effettuare tutti i giorni.

Anche i treni 2911 e 2912 fra Messina e Palermo saranno sostituiti con i seguenti treni:

2909			2910
8.40	p.	Messina a.	17.30
16.55	a.	Palermo p.	9.20

Pure questi dovrebbero potersi effettuare tutti i giorni.

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e Messina - Siracusa per il rapido collegamento dei treni 81 e 80, ac= celerati come sopra specificato:

AT571	AT581				AT570	AT580
8.15	8.25	p.	Messina	a.	18.00	17.50
↓	11.55	a.	Siracusa	p.	↑	14.15
12.15		a.	Palermo	p.	14.00	

b) - L'orario degli accelerati 2933 e 2932 fra Messina e Catania sarà modificato come appresso:

2929				2930
8.50	p.	Messina	a.	17.20
13.35	a.	Catania	p.	12.35

I treni stessi però dovrebbero potersi effettuare tutti i giorni.

Anche i treni 2911 e 2912 fra Messina e Palermo saranno sosti= tuiti con i seguenti treni:

2909				2910
8.40	p.	Messina	a.	17.30
16.55	a.	Palermo	p.	9.20

Pure questi dovrebbero potersi effettuare tutti i giorni.

Con i progetti di cui ai comma a) e b) si avrebbe la possibili= tà, giunti a Messina, di poter proseguire nella stessa giornata di ar=

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rivo, sia su Catania - Siracusa e Palermo, sia per le stazioni in= termedie delle predette linee, evitando così pernottamenti e soggior= ni assai costosi e difficoltosi nelle attuali contingenze.

XIV - Si prega per un benevolo esame di tutte le proposte predette che servirebbero, se accolte, a risolvere diverse giuste aspirazioni e ad eliminare lunghe e disagiate soste, in attesa di proseguimenti, come oggi spesso si verifica.

IL DIRETTORE GENERALE

Ledi Raimondo

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MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION

Roma, 24 May 1945

M.210/2950/41-5

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

SUBJECT: Rehabilitation of Petrace bridge; Alteration of timings.

1. In view of the rehabilitation of the Petrace bridge near Gioia Tauro, expected to be ready for operation at the beginning of June we suggest some alterations of present timings btw. Roma and Reggio.

2. Trains 81/80 and 781/780 will be operated in replacement of trains 83/84 and 783/784 with following approximate schedule:

Train N°81 Tue. Thur. Sat.			Train N°80 Wed. Fri. Sun.	
1130	dep.	Roma	arr.	1515
1800	arr.	Napoli	dep.	0630
daily			daily	
1850	dep.	Napoli	arr.	0725
0000	arr.	Villa S.Giovanni	dep.	1950
0020	dep.		arr.	1906
0043	arr.	Reggio	dep.	1805

Train N°781 Mon.Wed.Fri.Sun			Train N°780 Mon.Tue.Thur.Sat.	
0040	dep.	Roma	arr.	1720
1230	arr.	Roccasecca	dep.	1340
1240	dep.		arr.	1325
1648	arr.	Caserta	dep.	0928
1704	dep.		arr.	0914
1755	arr.	Napoli	dep.	0820

3. The ferry service, on and from the same date, will run btw. Villa S.Giovanni and Messina, instead of btw. Reggio and Messina

4. Also the timings of the slow-trains Salerno-Reggio will be altered accordingly.

The same trains could be extended as far as Napoli without more stock being required, thus relieving the fast trains which are presently running very heavy South of Napoli. The two coaches reserved for milit

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Train N°61
Tue. Thur. Sat.

1130	dep.	Roma
1800	arr.	Napoli
daily		
1830	dep.	Napoli
0600	arr.	Villa S.Giovanni
0620	dep.	
0643	arr.	Reggio

Train N°761
Mon.Wed.Fri.Sun

0640	dep.	Roma
1230	arr.	Roccasecca
1248	dep.	
1646	arr.	Caserta
1704	dep.	
1755	arr.	Napoli

Train N°60
Wed. Fri. Sun.

arr.	1515	
dep.	0630	
daily		
arr.	0725	
dep.	1950	
arr.	1908	
dep.	1805	

Train N°760
Mon.Tue.Thur.Sat.

arr.	1720	
dep.	1340	
arr.	1325	
dep.	0928	
arr.	0914	
dep.	0820	

3. The ferry service, on and from the same date, will run btw. Villa S.Giovanni and Messina, instead of btw. Reggio and Messina

4. Also the timings of the slow-trains Salerno-Reggio will be altered accordingly.

The same trains could be extended as far as Napoli without more stock being required, thus relieving the fast trains which are presently running very heavy South of Napoli. The two coaches reserved for military personnel and presently handled with the fast trains could be attached to above slow trains; no military personnel would be allowed to board the fast trains.

For the slow trains we suggest following schedule:

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Train N°1935			Train N° 1934	
0030	dep.	Napoli	arr.	2150
0415	arr.	Battipaglia	dep.	1827
0425	dep.		arr.	1824
0810	arr.	Sapri	dep.	1500
0840	dep.		arr.	1447
1127	arr.	Paola	dep.	1200
1155	dep.		arr.	1140
1400	arr.	S.Eufemia	dep.	0940
1425	dep.		arr.	0920
1650	arr.	Villa S.Giovanni	dep.	0500
1930	dep.		arr.	0443
2013	arr.	Reggio	dep.	0400

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5. We also suggest the extension as far as Napoli of existing trains 3975/3976 Nocera-Salerno with following schedule and new numbers:

Train N°1951			Train N°1944	
0500	dep.	Napoli	arr.	1920
0745	arr.	Salerno	dep.	1600

Above extension does not require any additional stock whilst it would enable passengers from Napoli and nearby localities to go to Salerno and to come back home in the same day. Said possibility does not exist at all, to-day, and the poor, who cannot afford the cost of hiring a car, are those who are more damaged. OK

6. Existing trains 4731/4734 Paola-Cosenza could be extended as far as Sapri, thus enabling people from various centres situated along the tirrenian main line to go the Provincial Capital (Cosenza) and to return back home in the same day.

For these new trains Sapri-Paola no coal would be required, being the line electrically operated, nor more stock as we intend to utilize the same stock of existing trains 4731/4734 NO

For the new service we suggest following schedule:

Train N° 1931			Train N°1936	
0310	dep.	Sapri	arr.	2050
0540	arr.	Paola	dep.	1820

Train N° 4731			Train N° 4734	
0605	dep.	Paola	arr.	1725
0825	arr.	Cosenza	dep.	1500

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7. The necessity is felt of local communications connecting the localities situated btw. Paola and Nicotera with the provincial capitals of Cosenza and Catanzaro.

Being the line electrical[illegible]

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[illegible] Nocera-Salerno with following schedule and new numbers: [illegible] as far as Napoli of existing trains

Train N°1951

				Train N°1944	
0500	dep.	Napoli	arr.	1920	
0745	arr.	Salerno	dep.	1600	

Above extension does not require any additional stock whilst it would enable passengers from Napoli and nearby localities to go to Salerno and to come back home in the same day. Said possibility does not exist at all, to-day, and the poor, who cannot afford the cost of hiring a car, are those who are more damaged. OK

b. Existing trains 4731/4734 Paola-Cosenza could be extended as far as Sapri, thus enabling people from various centres situated along the tirrenian main line to go the Provincial Capital (Cosenza) and to return back home in the same day.

For these new trains Sapri-Paola no coal would be required, being the line electrically operated, nor more stock as we intend to utilize the same stock of existing trains 4731/4734 NO

For the new service we suggest following schedule:

Train N° 1931

				Train N°1936
0310	dep.	Sapri	arr.	2050
0540	arr.	Paola	dep.	1620

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Train N° 4731

Train N° 4734

0605	dep.	Paola	arr.	1725
0825	arr.	Cosenza	dep.	1500

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1. The necessity is felt of local communications connecting the localities situated btw. Paola and Nicotera with the provincial capitals of Cosenza and Catanzaro.

Being the line electrically operated, no coal would be required, while, as for the stock, we intend to utilize that of existing trains A 210/A 211 Paola-Sapri; for the new communication Nicotera-Sapri we suggest following schedule:

Train N°1939

				Train N° 1930
1500	dep.	Sapri	arr.	0830
1740	arr.	Paola	dep.	0600
1810	dep.		arr.	0530
2005	arr.	S.Eufemia	dep.	0340
2030	dep.		arr.	0315
2240	arr.	Nicotera	dep.	0100

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Btw. Sapri and Paola above trains would replace existing trains A 210 and A 211.

8. For the local service Nicotera-Reggio we suggest the operation of following trains, in replacement of existing trains 9061 - 4913 - 4915 and 4900 - 4912 - 4914.

Train N° 4721	Train N° 4723		Train N° 4722	Train N° 4724
0455	1210	dep. Nicotera	arr. 1030	1743
0640	1347	arr. Villa S.G.	dep. 0850	1600
0650	1355	dep	arr. 0840	1550
0735	1440	arr. Reggio	dep. 0800	1510

9. The transhipment at Gioia Tauro being no longer required, 6 coaches will be spared at Reggio; we will in due time submit our suggestions for new services to be established utilizing above coaches.

10. After the rehabilitation of the Petrace bridge, the traffic, presently by-passing via Catanzaro-S.Eufemia, will be run over the direct route through Gioia Tauro; to improve the communications btw.S.Eufemia and Catanzaro and to establish a connection with the fast trains running over the coastal line, we suggest the operation of two round trips daily as per following schedule; to be borne in mind that a sensible economy of both coal and tractive power will be secured by the through reoperation of the main coastal line:

Train N° 4741	Train N° 4743		Train N° 4744	Train N° 4748
0350	1430	dep.S.Eufemia	arr. 0914	1950
0630	1700	arr.Catanzaro M.	dep.0700	1740

The stock of existing trains 9094/4755, to be cancelled, would be utilized, so that no more stock nor tractive power would be required.

11. The timings of the ferry services across Messina Straits should be altered as follows in order to ferry as many wagons as possible and to establish speedy connections with the sicilian trains:

Villa S.Giovanni	0700	0945	1235	1450	1705	1945
Messina	0745	1030	1320	1535	1750	2030
Messina	0510	0830	1130	1345	1600	1830
Villa S.Giovanni	0555	0915	1215	1430	1645	1915

12. It has been insistently requested that the rail communications btw. the Capital and the farthest provinces of Sicily be sped-up, so that we suggest to carry out following alterations of timings in Sicily:

a) Operation of two more round trips daily with Diesel cars btw. Palermo-Messina and Messina-Siracusa, in order to

Declassified E.O. 12356 Section 3.3/NND No. 785021

10. After the rehabilitation of the Petrace bridge, the traffic, presently by-passing via Catanzaro-S.Eufemia, will be run over the direct route through Gioia Tauro; to improve the communications btw.S.Eufemia and Catanzaro and to establish a connection with the fest trains running over the coastal line, we suggest the operation of two round trips daily as per following schedule; to be borne in mind that a sensible economy of both coal and tractive power will be secured by the through reoperation of the main coastal line:

Train N° 4741	Train N° 4145		Train N° 4744	Train N° 4748
0350	1430	dep.S.Eufemia arr.	0914	1950
0630	1700	arr.Catanzaro M.dep.	0700	1740

The stock of existing trains 9094/4755, to be cancelled, would be utilized, so that no more stock nor tractive power would be required.

11. The timings of the ferry services across Messina Straits should be altered as follows in order to ferry as many wagons as possible and to establish speedy connections with the sicilian trains:

Villa S.Giovanni	0700	0945	1235	1450	1705	1945
Messina	0745	1030	1320	1535	1750	2030
Messina	0510	0630	1130	1345	1600	1830
Villa S.Giovanni	0555	0915	1215	1430	1645	1915

12. It has been insistently requested that the rail communications btw. the Capital and the farthest provinces of Sicily be sped-up, so that we suggest to carry out following alterations of timings in Sicily:

a) Operation of two more round trips daily with Diesel cars btw. Palermo-Messina and Messina-Siracusa, in order to secure a speedy connection with the new trains 00/01

AT 571	AT 501		AT 570	AT 580
0615	0625	dep. Messina arr.	1800	1750
	1155	arr. Siracusa dep.		1415
1215		arr. Palermo dep.	1400	

b) The timings of the slow trains 2933/2932 Messina-~~Siracusa~~ Catania should be altered as follows:

/././.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Train N° 2929			Train N° 2930	
0850	dep.	Messina		
1335	arr.	Catania	arr.	1720
			dep.	1235

OK

Above trains to be operated daily.

Also trains 2911/2912 Messina Palermo ~~to~~ should be replaced with following others, also the be operated daily:

Train N° (2909)			Train N° (2910)	
0840	dep.	Messina		
1655	arr.	Palermo	arr.	1730
			dep.	0920

OK

The operation of the trains whereof sub-paras a) and b) above would enable people arriving at Messina to carry on their journey toward Catania-Palermo and intermediate stations in the same day, without being obliged to spend the night outdoors.

13. Please kindly investigate above propositions considering that they would avoid many long and disgreable stays in intermediate junction stations, as required by existing time-tables.

The General Director
G.Di Raimondo

2666

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

The general Director
USIS Baltimore

dag. Palermo 1130
dag. C920

The operation of the trains wherever sub-paras a) and b) above would enable people arriving at Messina to carry on their journey toward Catania-Palermo without intermediate stations in the same day, without being obliged to spend the night outdoors.

13. Please kindly investigate above propositions considering that they would avoid many long and disagreeble stays in intermediate junction stations, as required by existing time-tables.

PGM/ic

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

Tel. 543238
Ref. AC/100/92 S/Tn 4

27 May 1943

SUBJECT : Passenger Service

TO : DMRSI - Bldg.

1. In order to relieve the present thru passenger service it is desired to extend into Naples, the present Reggio-Salerno local also the Salerno-Rogers local.

2. Following are the schedules as they are at present and as proposed.

PRESENT					PROPOSED			
2030	0610			Reggio	2013	0400		
0355	2020			Battipaglia	0425	1827		
0320	2055	1710	0745	Salerno	0745	1600	0315	1900
		1810	0645	Rogers				
				Naples	0500	1920	0030	2150

3. The real value of the trains mentioned in Para 1 and 2 is lost due to the fact that they do not run into Naples.

4. No additional stock is required and the additional energy used will not interfere with the normal movement of freight traffic.

5. Your approval of this request would be appreciated at this time because it will help considerable in making a more desirable and confortable thru service.

For the Chief Commissioner :

2625

P.G.MARSON, Major

Copy for Movements L.O. c/o MRS - Bldg.
" " " Tn Sub-Comm. Rail -
" " Chief Tn Officer Naples - Maj. Bowers.

Declassified E.O. 12356 Section 3.3/NND No. 785021

also the Salerno-Nocera local.

2. Following are the schedules as they are at present and as proposed.

PRESENT					PROPOSED				
2030	0610			Reggio			2013		0400
0355	0920			Battipaglia			0425		1827
0320	0955	1710	0745	Salerno	0745	1600	0315		1900
		1810	0645	Nocera					
				Naples	0500	1920	0030		2150

3. The real value of the trains mentioned in Para 1 and 2 is lost due to the fact that they do not run into Naples.

4. No additional stock is required and the additional energy used will not interfere with the normal movement of freight traffic.

5. Your approval of this request would be appreciated at this time because it will help considerable in making a more desirable and comfortable thru service.

For the Chief Commissioner :

2665

P.G.MASON, Major

Copy to: Movements L.O. c/o MRS - Bldg.
" " " Tn Sub-Comm. Rail -
" " Chief Tn Officer Naples - Maj. Powers.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

ACP/1c

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

Ref. AC/100/92/S/Tn 4
Tel. 643238

23 April 1945

SUBJECT : Train stop at Vibo Valentia.

TO : ISR
General Direction

1. Whilst we do not desire to interfere with the operations of civilian trains in free Italian territory, we must ask that no action be taken to stop trains 83/84 at Vibo Valentia at the present time.

2. Our information is that the train is already bearing traffic beyond its capacity, and it is essential that we avoid complaints from military sources that we are carrying more passengers to junction points than we can cater for.

DIRECTOR

Copy to : Capt Boddy Tn Officer AC Reggio

2664

Declassified E.O. 12356 Section 3.3/NND No. 785021

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOVEMNTS DEPT.

Roma, 19 April 1945
M.211/14/193-C-81

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

SUBJECT: Train stop at Vibo-Valentia.-

requested

1. This General Direction ISR is being repeatedly to allow traine 83/84 to stop at Vibo Valentia for passenger service.

2. Several important localities depend on Vibo Valentia and we therefore consider above request justified and ask for authorization to grant it.

3. Please let us know your decision on this subject.

The General Director
sgd. G. DI RAIMONDO

2693

Declassified E.O. 12356 Section 3.3/NND No. 785021

MINISTERO DEI TRASPORTI
MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
(1) ◆

Roma, 19 APR 1945 104 - A
N. M.211.14.193-C.81
Al N. del

OGGETTO Fermata treni a Vibo Valentia.

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

I - Continuano a pervenire insistenti autorevoli premure perchè i treni 83 e 84 della linea Roma - Reggio C. disimpegnino servizio viaggiatori anche nella stazione di Vibo Valentia.

II - A Vibo Valentia, capoluogo di circondario, fanno capo numerose località assai importanti e popolose, e pertanto si ritiene opportuno avanzare formale proposta per l'accoglimento del provvedimento reclamato, ritenendo giustificata la richiesta.

III - Si prega far conoscere quale decisione sarà presa al riguardo.

IL DIRETTORE GENERALE
Ludovico

2682

Stab. Tip. Pucci - Ancona - Ord. 37 - 30-6-42-XX - 1.701.020

(1) Servizio.

Declassified E.O. 12356 Section 3.3/NND No. 785021

23rd Start 100/92

LINEA [illegible]POLI - POTENZA

Down

1937			1932	
3ª cl.			3ª cl.	
	15.09	Salerno	8.18	
~~15.27~~	15.29	Pontecagnano	~~7.59~~	8.01
~~15.41~~	15.43	Montecorvino	~~7.46~~	7.48
15.50		Battipaglia		7.40

==========

Daily

LINEA POTENZA - BRINDISI

4853			4852	
3ª cl.			3ª cl.	
	17.22	Taranto	7.00	
~~17.32~~	17.37	Nasisi	~~6.47~~	6.53
~~17.51~~	17.56	Monteiasi	~~6.30~~	6.33
~~18.06~~	18.12	Grottaglie	~~6.17~~	6.21
~~18.24~~	18.25	Villa Castelli	~~6.05~~	6.07
18.38		Francavilla F.		5.50

==========

2621

Declassified E.O. 12356 Section 3.3/NND No. 785021

AGP/sv

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

Tel. 843283
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 interfer 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

2660

Declassified E.O. 12356 Section 3.3/NND No. 785021

PCM/av

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

Tel. 347233
Ref. AC/100/92/In 4

17 April 1945

SUBJECT : Train Service Calabria.

TO : Transportation Officer A/C Reggio
C/o 204 Sub area

1. Reference your 12 April R 76.

2. Two copies of I.S.H. letter M-211/2668/193-C of 5 April attached.

By Command of Rear Admiral STONE:

DIRECTOR

Encl. 2 copies of letter.

2659

Declassified E.O. 12356 Section 3.3/NND No. 785021

TRANSPORTATION SUB=COMMISSION A.C.

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT: Train services
TO: change in schedule
Calabria

REF: R 76
REGGIO CAL.
12/4/45

TPTN S.C. A.C.
c/o TN INC.
C.M.F.

1. Thank you for copy of your AC/100/92/TN 4 of 7 April to D.G. I.S.R.

2. So that I may know the subject will you please send me a copy of the D.G. I.S.R. letter M 2II/2668/193C of 5 April?

B. W. Boddy

B. W. BODDY
CAPTAIN
DIV. SUPT. TN SUB=COMM. A.C.

26 [illegible] 8

Ministry of Transports
General-Direction ISR
Movements Dept.

Roma, 5 April 1945
M.211/2668/193-C

To:Transportation S.Commission AC
Rail Division.

Bldg.

Subject: Alterations of timings b+w. Reggio and Gioia T.

1. Northbound passengers, who should leave Reggio with train 84 directed to Km. 350 where they tranship to the other train 84 waiting beyond the interruption, prefere to board train TV 4900, leaving Reggio abt. 2 hours ahead of train 84, in order to better secure a seat on the other train, and to carry out their purpose they are even willing to pay another ticket.

2. The consequence is that train 84 runs from Reggio to Km.350 half empty, while long distance passengers overcrowd the local train TV 4900 so that local passengers, for whose benefit the train was established, cannot utilize it.

3. To avoid above trouble we would suggest to stop at Palmi train TV 4900 and to correspondingly start from Palmi train TV 4901.

4. To maintain a through communication for local passenger directed beyond Gioia Tauro, presently secured by trains 4900/4904 btw.Reggio and Tropea we suggest to cancel train TV 4906 Gioia Tauro-Nicotera and to operate a new train, N°3842, leaving Gioia Tauro at 2145 hrs. in connection with train TV 4902, leaving Reggio at 1855 and due at Km. 350 at 2045. This new train to run as far as Nicotera.

5. We await that S/Commission's decision; we want to point out that your Representative at Reggio agrees on our suggestions.

sgd. G.DI RAIMONDO
Director General.

2637

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Declassified E.O. 12356 Section 3.3/NND No. 785021

PGM/ic

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

Tel. 843238
Ref. AC/100/92/Tn 4

7 April 1945

TO : Director General ISR Bldg.

SUBJECT : Change in schedule Calabria.

1. Reference your letter M.211/2668/193 C dated 5 April 45.

2. The changes suggested are approved, in order to prevent through passengers from riding local train.

For the Chief Commissioner :

P.G.MATSON, Major T.C.

Copy to: Capt. Boddy, AC Tn Officer Reggio.

2675

Ministry of Transports
General Direction
Movements Dept.

Roma, 5 April 1945
M.2 568/193-C

To: Transportation S/Commission AC
Rail Division
Bldg.

Subject: Alterations of timings btw. Reggio and Gioia T.

1. ~~Passengers~~ Northbound passengers, who should leave Reggio with train 84 directed to km. 350 where they tranship to the other train 84 waiting beyond the interruption, prefere to board train TV 4900, leaving Reggio abt. 2 hours ahead of train 84, in order to better secure a seat on the other train, and to carry out their purpose they are even willing to pay another ticket.

2. The consequence is that train 84 runs from Reggio to km 350 half empty, while long distance passengers overcrowd the local train TV 4900 so that local passengers, for whose benefit the train was established, cannot utilize it.

3. To avoid above trouble we would suggest to stop at Palmi train TV 4900 and to correspondingly start from Palmi train TV 4901.

4. To maintain a through communication for local passenger directed beyond Gioia Tauro, presently secured by trains 4900/4904 btw. Reggio and ~~Nicotera~~ Tropea) we suggest to cancel train TV 4906 Gioia Tauro-Nicotera and to operate a new train, N. 8842, leaving Gioia Tauro at 2145 hrs. in connection with train TV 4902, leaving Reggio at 1855 and due at km. 350 at 2045. This new train to run as far as Nicotera.

5. We await that S/Commission's decision; we want to point out that your Representative at Reggio agrees on our suggestions.

sgd G. di Raimondo
Director General

2655

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Declassified E.O. 12356 Section 3.3/NND No. 785021

MINISTERO DEI TRASPORTI
MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

ROMA 5 APR 1945 194 A.

N. M.211/2668/193-C

Al N. del

OGGETTO

Varianti di orario tra Reggio C. e Gioia Tauro.

ALLEGATI N.

AILA SOTTOCOMMISSIONE TRASPORTI DELL'A.C.
DIVISIONE FERROVIARIA
R O M A

I) I viaggiatori del treno 84, per recarsi al Km.350+644 ed effettuare ivi il trasbordo per Gioia Tauro, per avere il vantaggio di assicurarsi in precedenza il posto sul treno corrispondente, approfittano, assoggettandosi anche all'acquisto di un biglietto locale, del treno TV.4900, che parte da Reggio C. circa due ore prima del treno 84.

II) Ne consegue che, mentre il treno 84 parte da Reggio C. poco utilizzato nel precedente treno TV. 4900 i viaggiatori a lungo percorso si affollano in tal numero da non lasciare posto ai viaggiatori locali, per i quali invece il treno TV.4900 venne istituito.

III) Per eliminare tale inconveniente si propone di limitare a Palmi il treno TV.4900, e di conseguenza il discendente TV.4901, eliminando così l'inconveniente sopra lamentato.

IV) per conservare però una comunicazione ai viaggiatori locali diretti oltre Gioia Tauro, che oggi si valgono dei treni TV.4900/TV.4904, si propone pure di sopprimere il locale TV.4906 Gioia Tauro-Nicotera e sostituirlo per il medesimo tratto, col

Declassified E.O. 12356 Section 3.3/NND No. 785021

treno 8842, che, partendo da Gioia Tauro alle ore 21.45, verreb
be a costituire il proseguimento fino a Nicotera del treno lo-
cale TV.4902, in partenza da Reggio C. alle 18.55.

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

IL DIRETTORE GENERALE

Declassified E.O. 12356 Section 3.3/NND No. 785021

SENIOR TRANSPORTATION OFFICER
ALLIED MILITARY GOVERNMENT
NAPLES

97 Rail/95

SUBJECT : Multiple unit equipment 4 April, 1945

TO : See Distribution.

1. Movements West Italy have put forward the suggestion that a release of psgr and box car equipment could be effected, if multiple unit equipment were used between Salerno and Gioia Tauro on trains 1933 and 1934.

2. I am told that 5 cars of this type of equipment would be sufficient for each train and that 18 such multiple units are available in working condition at Campi Flegrei.

3. Kindly let me know if this information is correct and if there is any reason why the suggested change could not be made.

Major
V.R.Bowers.
Senior Transportation Offr

VRB/cg

DISTRIBUTION:

Capo Compartimento-Naples Division I.S.R.
Palazzo delle FF.SS.-Via SLucia
Movement Section I.S.R. (Ing.Marinelli)
Joint Railway Control
Copy to: Lieut. Strand
Tn. S.C. care Tn.Increment C.M.F.
Movements W.Italy
Adjutant's File
S.T.O.'s File

2623

Declassified E.O. 12356 Section 3.3/NND No. 785021

100/78/S

Ministry of Transports
ISR General Direction

Roma, 10 March 1945

M.211/2564/193 C

TO: Tn. S/C AC (Rails)

Subject: Local Communications
Sapri-Battipaglia.

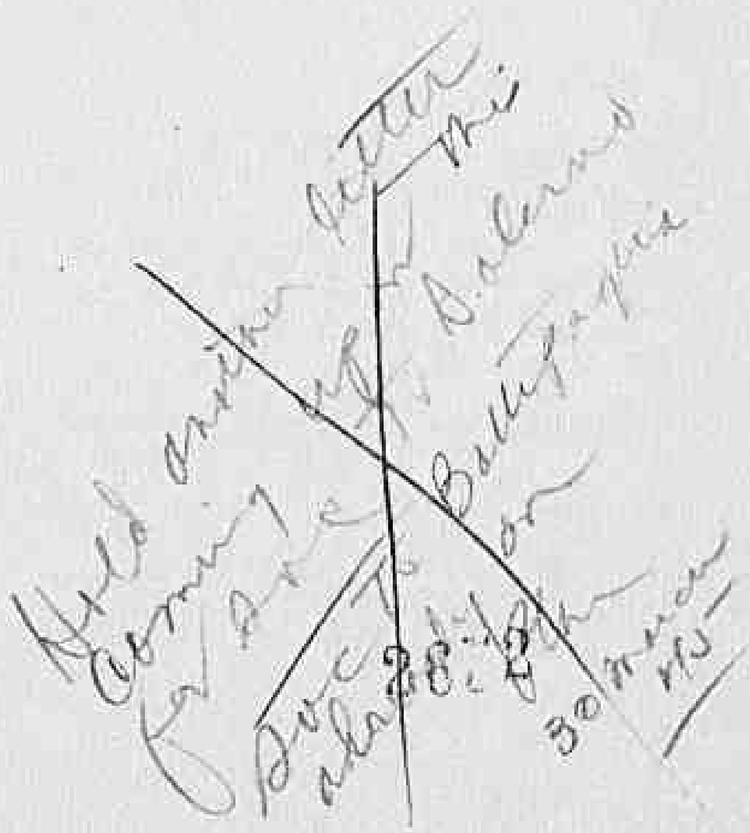
1. Local Authorities keep on pressing this General Direction in order that a local service btw. Sapri and nearby localities be established.

2. We want to point out to our preceeding suggestions on this subject and particularly to out letter M.210.9170/46 dated 20 December 1944 which summarized the must urgent communications to be established including one couple of trains btw. Sapri and Salerno.

3. We must Again insist on the urgent necessity that latter service be established, at least, for the time being, btw. Sapri and Battipaglia, in which case it would not require any further stock nor would it increase the power consumption as said service could replace existing trains 5102 and 8849 presently operationg on the same section but only for carriage of workers.

4. We wwait that S/Commission's decisions.

Sgd. G.di Raimondo
Director General



Declassified E.O. 12356 Section 3.3/NND No. 785021

MINISTERO DEI TRASPORTI
MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Movimento

Roma, li 10 MAR. 1945 194 A.

M.211-2564-193 C

Al N. del

Sottocommissione Trasporti
dell'A.C. Divisione Ferroviaria
ROMA

OGGETTO

Comunicazioni locali
fra Sapri e Battipaglia

ALLEGATI N.

I)-Continuano a pervenire da Enti ed Autorità insistenti premure per l'istituzione di un Servizio locale tra Sapri e località vicinior.

II)-Si richiamano al riguardo le precedenti proposte e in modo particolare la lettera M.210-9170-46 del 20 dicembre s.a. con la quale si riassumevano le comunicazioni a carattere più urgente da istituirsi, comprendendo fra queste, al punto I), una coppia di treni fra Salerno e Sapri.

III)-Si torna ad insistere sulla necessità immediata di quest'ultimo provvedimento, che potrebbe, per il momento, essere anche limitato al tratto Battipaglia-Sapri, non richiedendo, in tal caso, maggiore impegno di mezzi e di combustibile perché i treni proposti potrebbero sostituire i treni 5102 e 8849, che attualmente si effettuano sulla predetta tratta esclusivamente per servizio operai.

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

IL DIRETTORE GENERALE

2651

TRANSPORTATION SUB-COMMISSION A.

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT: WASHOUTS TRAINS

REF: REG. I/I/20
REGGIO CALABRIA
6 MAR 45

TO:

CAPO COMPARTIMENTO
F.S.S. REGGIO CAL.

1. Acknowledging your letter N 112.3.14 dated 4 Mar 45 asking to change the time of trains 5102 and 5049.

2. Matter was referred to H.Q. but No decision has been received.

3. As the change would not effect other divisions and does not mean additional trains, permission is granted to make the alteration suggested in your letter.

W. F. Blair, Major.
W. F. BLAIR, MAJOR
DIV. SUPT. TN SUB-COMM. A.C.

COPY: TN SUB COMM A.C.
CARE TN INC C.M.F.

Declassified E.O. 12356 Section 3.3/NND No. 785021

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
Compartimento di Reggio Calabria
---==ooCIOoo==---

Reggio Cal.li, 14 MAR. 1945
N.112.3.14

O g g e t t o

Trasformazione treni operai in treni viaggiatori.

Sig. Maggiore Blair
Sovraintendente Serv. Ferroviario Milit.Alleato
S e d e

Sulla linea Sapri-Battipaglia si effettuano giornalmente i treni:

5102 Sapri p. ore 4,02 Battipaglia a. ore 6,35
6849 Battipaglia" " 13,12 Sapri " " 16,52

per trasporto operai che lavorano per conto di questa Amministrazione.

Da tempo ho proposto anche a V.S. che,in luogo dei suddetti, fosse consentito effettuare i treni:

1932 Sapri p. ore 4,13 Battipaglia a. ore 7,35
1937 Battipaglia" " 17,25 Sapri " " 21,00

per operai e servizio viaggiatori.

Si tratterebbe in definitiva della trasformazione di treni operai in treni con servizio viaggiatori.

L'impegno per questi due treni viaggiatori si ridurrebbe all'aumento di qualche veicolo giacchè in atto i treni operai hanno in composizione due carri. Ma in compenso si avvantaggerebbe di molto il pubblico,si alleggerirebbe il servizio coi treni TV9072 e TV9073 che è molto grave e si aumenterebbero gli introiti a favore dell'Amministrazione.

Prego la S.V. di intervenire per risolvere questa situazione che nel mentre ~~non~~ costa quasi nulla è di tanto vantaggio.-

IL CAPO COMPARTIMENTO

Declassified E.O. 12356 Section 3.3/NND No. 785021

fosse consentito effettuare anche a V.S. che, in luogo dei suddetti, effettuare i treni:

1932 Sapri p. ore 4,15 Battipaglia a. ore 7,25
1937 Battipaglia" " 17,25 Sapri " " 21,00

per operai e servizio viaggiatori.

Si tratterebbe in definitiva della trasformazione di treni operai in treni con servizio viaggiatori.

L'impegno per questi due treni viaggiatori si ridurrebbe all'aumento di qualche veicolo giacchè in atto i treni operai hanno in composizione due carri. Ma in compenso si avvantaggerebbe di molto il pubblico, si alleggerirebbe il servizio coi treni TV9072 e TV9073 che è molto grave e si aumenterebbero gli introiti a favore dell'Amministrazione.

Prego la S.V. di intervenire per risolvere questa situazione che nel mentre ~~non~~ costa nulla è di tanto vantaggio.-

IL CAPO COMPARTIMENTO

Approved W.H.B.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

21 March 1945

DAILY DIGEST OF ROME PRESS

1). From the "Corriere del Mattino"

– re-operation of the service between Rome and Nettunia.

The Minister of Transport informs that:

On March the 19th it will be operated a passenger service between Rome and Nettunia with the following time table:

Departure from Rome at 7 a.m. Dep. from Nettunia at 15.30 p.m.
Arrival to Nettunia at 10.16a.m. Arr. to Rome at 18.55 p.m;

Then on March the 20th it will be operated a passenger service between Sapri and Battipaglia, with the following time table:

Departure from Sapri at 4.15 a.m.
Arrival to Battipaglia at 7.25 a.m.

Departure from Battipaglia at 16 p.m.
Arrival to Sapri at 19.25 p.m.

Declassified E.O. 12356 Section 3.3/NND No. 785021

ACP/ic

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

Tel. 843238
Ref. AC/100/92/Tn 4

20 March 1945

TO : Regional Commissioner, Southern Region
(Attention Capt. Boddy, Reggio).

SUBJECT : Student Train Paola-Sapri and vice-versa.

1. Reference is to your REG.1/1/21 dated 12 March 45.

2. It is confirmed that these services may be put into operation, and it is regretted a copy of our communication was not sent to you.

O.H.LINDBERG
Lieut.Col. R.E.,
for MERRITT H.TAYLOR
Director.

2647

TRANSPORTATION SUB=COMMISSION A.C.

ALLIED ~~CONTROL~~ COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT: STUDENT TRAIN PAOLA-SAPRI AND V.V. REF: REG. I/I/2I

TO: TPTN S.C. A.C.
RAIL SECTION
C/O TN. INC. C.M.F.

I2 MAR 45

1. Ref.my REG.I/I/I9 of 1 Mar I am advised that Capo Comp.Reggio has received authority from I. S. R. Rome for operation of above trains. It is stated that this authority has been given by you.

2. As no additional coal is needed and stock (4 box cars) can be found within the Division I have agreed to the commencement of this service

Tn. 1930 Paola to Sapri
Tn. 1935 Sapri to Paola

shall commence daily on and from 20 Mar.

B. W. BODDY, CAPTAIN
TPTN. S.C. REP. A.C.

Boddy
It is confirmed that these services may be put in operation 15-6
It is requested a copy of our communication was not sent
Yes

Declassified E.O. 12356 Section 3.3/NND No. 785021

by you.

2. As no additional coal is needed and stock (4 box wars) can be found within the Division I have agreed to the commencement of this service

Tn. 1930 Paola to Sapri
Tn. 1935 Sapri to Paola

shall commence daily on and from 20 Mar.

B. W. BODDY, CAPTAIN
TPTN. S.C. REP. A.C.

Boddy

It is confirmed that these services may be put in operation 20.6
It is requested a copy of our communication was not sent you

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

100/92

ACP/1c

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

Tel. 943238
Ref. AC/100/92/Tn 4 20 March 1945

TO : Rail Movements
Tn Sub-Commission, HQ, AC

SUBJECT : Utilization of freight trains on the Battipaglia-Sant'Eufemia Line.

1. Please see enclosed correspondence from ISR in respect of light loading of trains on the Battipaglia-Sant'Eufemia line.

2. There would appear to be a case for increased tonnage over this line.

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

26 5

Declassified E.O. 12356 Section 3.3/NND No. 785021

Ministry of Transports
I.S.R. General Direction

Rome
MAR 1945
M. 23/11301/335/02/1CCA/3199/28

Allied Commission
Transportation Sub Commission
Building

Subject:
Utilization of freight trains on the Battipaglia - S.Eufemia line.
Encl.1.

1. Only one couple of civilian freight trains is operated on the Battipaglia - S.Eufemia line; however as it results by the attached statement, said trains are not sufficiently utilized.

2. This is due to lack of loading - authorities.

3. Therefore, authorities for daily loading should be suitably increased, in order to get a better utilization of the trains on the above line, chiefly of the northbound ones.

4. Your decisions on the matter will be greatly appreciated.

Director General
Signed: Di Raimondo

2644

Ca.10/3/cb.

Declassified E.O. 12356 Section 3.3/NND No. 785021

MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 02 MAR 1945 - A.

N. M.323/11301/335/02/1COM/3199/28

Al N. del

Commissione Alleata
Sotto Commissione Trasporti
S E D E

OGGETTO

Utilizzazione treni merci
linea Battipaglia S.Eufemia.

ALLEGATI N. 1

1) - Sulla linea Battipaglia-S.Eufemia circola una sola coppia di treni merci per conto civili, la quale però non viene sufficientemente utilizzata come risulta dall'allegato prospetto.

2) - Le cause di tale deficiente utilizzazione sono da attribuirsi a mancanza di trasporti.

3) - Sarebbe quindi opportuno che venissero convenientemente aumentate le autorizzazioni per il carico giornaliero, allo scopo di meglio utilizzare i treni nella suddetta linea, specie quelli ascendenti.

4) - Si gradirà conoscere la decisione che verrà presa al riguardo.

IL DIRETTORE GENERALE
Ledi Raimondo

26 3

A.B.

Declassified E.O. 12356 Section 3.3/NND No. 785021

LINEA LINE	MESE MONTH	Media utilizzazione per cento AVERAGE UTILIZATION PER CENT	
		Treni dispari SOUTHBOUND TRAINS	Treni pari NORTHBOUND TRAINS
B.Paglia-S.Eufemia (I^a quindicina) (1st. fortnight)	SEPTEMBER Settembre	54	66
	OCTOBER Ottobre	45	51
	NOVEMBER Novembre	55	62
	DECEMBER Dicembre	60	59
	JANUARY Gennaio	70	55
	FEBRUARY Febbraio	64	26

D.F.

22-2

Declassified E.O. 12356 Section 3.3/NND No. 785021

100/92

CG/ic

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

Tel. 843238 ✓
Ref. AC 100/89/90/92

24 February 1945

TO : HQ COMMANDANT
HQ., AC.

SUBJECT : AC. Personnel Rome-Naples-Reggio.

1. Commencing Monday 5 March 45, a daily civilian passenger service will run Rome-Naples-Reggio and viceversa. (See Train Service Circular N°5, dated 24 Feb.45).

2. Three compartments from Rome-Naples and two compartments from Naples-Reggio will be reserved on these trains for AC personnell.

3. Allocation of seats at Rome and Naples will be arranged as per instructions shown in Train Service Circular n° 2, dated 11 January 1945.

4. Regional Commissioner, Southern Region, will arrange allocation of seats for passengers leaving Reggio.

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

2611

Declassified E.O. 12356 Section 3.3/NND No. 785021

Orario (19

Roma (

	Napoli
54	Nocera
	Salerno
	Potenza
20	Pontecagnano
	Battipaglia
	Sicignano
107	
	Sapri
94	
	Paola
	Cosenza
57	
	S. Eufemia
	Catanzaro
91	Tropea
	Nicotera
	Gioia Tauro
51	Bagnara
	Reggio C.C.
	Marittima
	Messina Mar.
	Siracusa
	Palermo

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

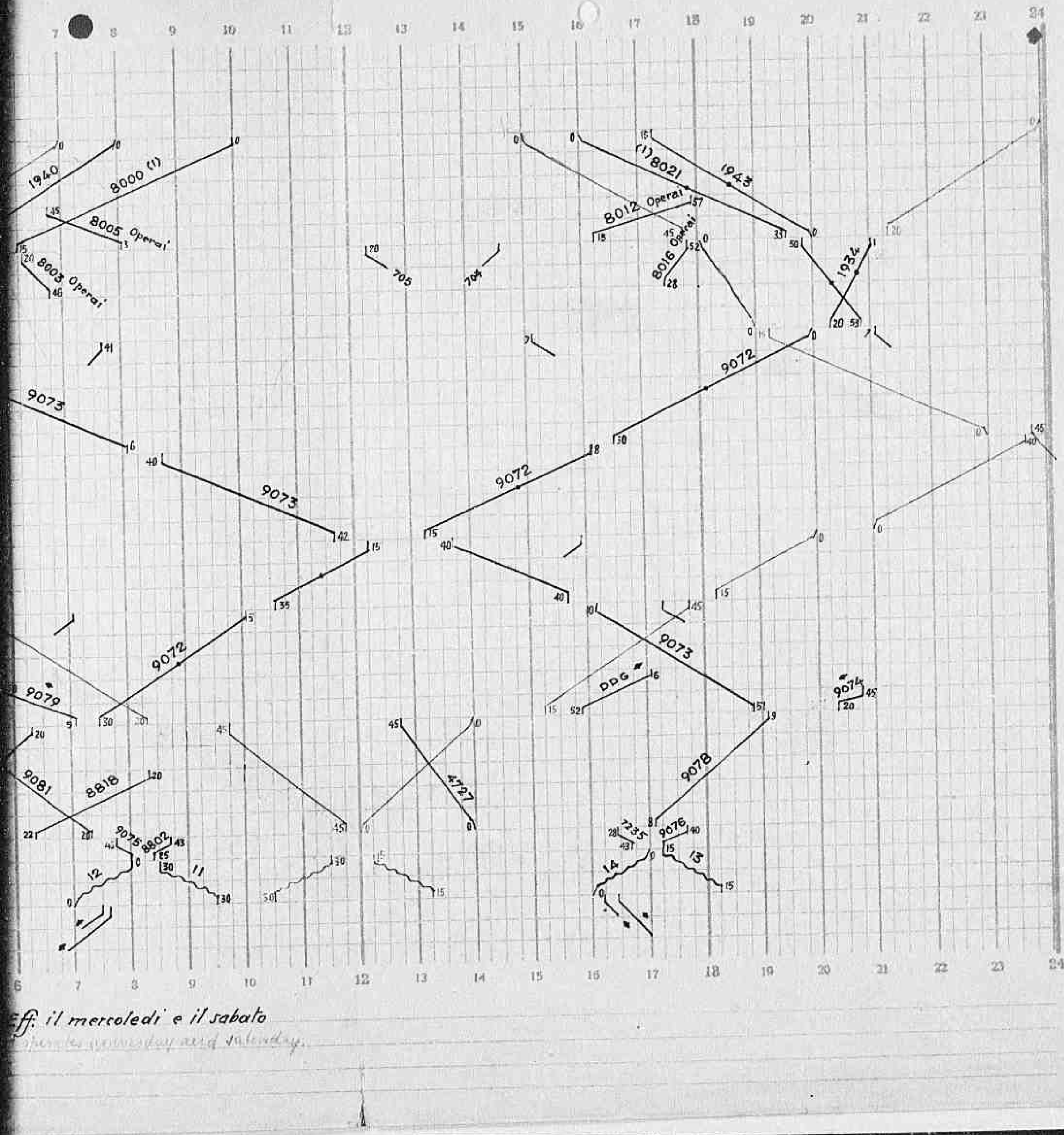
1940 · 8000 (1) · 8005 Operai · 8003 Operai · 1933 · 9073 · 9072 · 9080 · 9079 · 9082 · 9081 · 8818 · 9075 · 8802 · 4727 · 705 · 704

ANNOTAZIONI: • Sospeso la domenica. — (1) Eff. il mercoledì e il sabato

Suspended on Sunday — (1) Operates Wednesday and Saturdays

Declassified E.O. 12356 Section 3.3/NND No. 785021

15.15 - 16.27 circa 8035 6.1572.33
S → H N S



Eff: il mercoledi' e il sabato
Effective Wednesday and Saturday

Declassified E.O. 12356 Section 3.3/NND No. 785021

3366

LROF V LAEE NR102 "OPOP"
FROM BLAIR REGGIO 011230A
TO TN INC FOR TN SUB COMM ROME
QQX GR46 BT
R264 RESTD. OUR 059 OF 31ST HAVE TRIED FOR DAYS TO TELEPHONE YOUR OFFICE WITHOUT SUCCESS RELAYED MESSAGE TO YOU YESTERDAY THROUGH MAJ BOWERS ABOUT COACHED ALSO SENT SIGNAL SEE MY R262 OF 31ST SIX COACHES FORWARDED 31ST
BT 011230A
SENT NR102 01/1425A OMP B K
RECD 102 1425 REB AR K

2669

Declassified E.O. 12356 Section 3.3/NND No. 785021

100/92 C

TN INC (TN. Sub-Comm.) 311500

MOV. REGGIO FOR BLAIR

REGIONAL COMMISSIONER SOUTHERN REGION, AC.

059 MUST INSIST ON DEFINITE STATEMENT AS TO FORWARDING OF SIX PASSENGER COACHES REGGIO NAPLES(.) URGENTLY WANTED FOR SERVICE NAPLES BARI MONDAY NEXT(.) COACH NUMBERS REQUIRED AND TIME AND DATE OF DESPATCH(.) TELEPHONE FALL DETAILS(.)

IMPORTANT

2638

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARMY
W-26.1.45 B-

TN ING (Tn Sub-Comm.) 261500

MOV REGGIO FOR BLAIR

G42 ACK YOUR SIGNAL NO R 234 (.) THESE THREE COACHES WILL BE REQUIRED FOR NAPLES BARI SERVICE VERY SHORTLY (.) HOLD IN READINESS (.)

1500
2637

IMPORTANT

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARMY SECURITY AGENCY

NABA. V MAY NR 148 IMPORTANT A/MSGS

FROM BLAIR [redacted] REGGIO 251730

TO TN INC FOR TX GUS COMM ROME

BOX GR 38 ST

R. 234 . RESTD . YOUR 033 OF 23 JAN THE THREE COACHES

ARE ALL BOGGIES CORIDORS AND THIRD CLASS

NUMBERS AT E 32629 . 10078 . AND 30566 . THEY ARE AT PRESENT

REPLACING OTHER COACHES NR FOR REPAIRS

ST 1800 A

EPTN 148 P BLAIR 251730 TN INC 38 R 234

033 23 BOGGIES THIRD

32629 10078 30566 1800A

SEPTNR 148 JN 31

2636

Declassified E.O. 12356 Section 3.3/NND No. 785021

1

TN INC (To Sub-Comm.)

MCV REGGIO FOR BLAIR

231800

W-1163-
SIGNALS

033

YOUR SIGNAL R 208 (.) HOLD THREE COACHES FROM EACHES PENDING INSTRUCTIONS(.) SIGNAL TYPE AND SAY IF BOGIES (.)

IMPORTANT

2635

Declassified E.O. 12356 Section 3.3/NND No. 785021

COPY TO:

NABA V MBAY NR100 IMPORTANTE A MBDB GR 24

FROM BLAIR REGIO 191135A

TO TN INC FOR SUB COMM

186

BT

R208. RESTRICTED. YOUR 016 OF 17 TM EXPECT

RELEASE THREE COACHES FROM SHOPS 21 ST JAN

NO OTHER AVAILABLE IN THIS DIVISION

BT

REPT NR100 PIP GR24 191135A R208 0146 17 21
SENT NR100 PIP RG AR
TKS

2634

Declassified E.O. 12356 Section 3.3/NND No. 785021

TN INC (Tn Sub-Comm) 171700

MOV REGGIO FOR BLAIR

016

ARE YOU ABLE TO PROVIDE ADDITIONAL PASSENGER

COACHES UP TO 4 TO STRENGTHEN TRAINS 9072/3 (.) IF SO,

SIGNAL NUMBER AVAILABLE (.)

2623

IMPORTANT

Declassified E.O. 12356 Section 3.3/NND No. 785021

TN INC (Tn. Sub-Comm.) 311600

MOV. REGGIO for BLAIR

Public Safety, S/C (By hand)
Regional Commissioner, Southern Region
CO., 701 RGD

058 OVERLOADING ON TRAINS 9072 AND 9073 IS ADMITTED BY ISR TO BE DUE TO LACK CONTROL OF PASSENGERS AND ADDITIONAL COACH WOULD ONLY INCREASE DIFFICULTIES(.) WHEN SATISFACTORY CONTROL IS MAINTAINED QUESTION OF INCREASED STOCK CAN BE RAISED(.)

IMPORTANT

311545Z

2632

Declassified E.O. 12356 Section 3.3/NND No. 785021

239

CIA-RDP
MAY 30 1995

GA8A V 4DAY NR 68 IMPORTANT QVR 1 A/NEEB

FROM BLAIR REGGIE 3012000A

TO TN INC FOR TN SUB COMM RONE

INFO CO 701 COY BY CD DIV

APLES

R

DAX GE AH ET

R 250 RESTO FOR ASKING FOR AUTHORITY TO OPERATE ANOTHER

COACH ON TRAINS 9072 AND 9073 ACCOUNT OVERLOADING

THE FOUR NOW IN USE C.O IF AUTHORITY GRANTED SALERNO WOULD HAVE TO BE

ADVISED [redacted] OTHERWISE

THEY WOULD REMOVE IT PLEASE GIVE CO 701

R G D COPY YOU R REPLY

ET

R:TN ~~GA~~ ~~A~~ ~~V~~ ~~4DAY~~ ~~NR 68~~ ~~IMPORTANT~~ ~~QVR 1~~ ~~A/NEEB~~ ~~FROM~~ BLAIR ~~REGGIE~~ ~~3012000A~~ ~~TO TN INC FOR TN SUB COMM RONE~~ ~~INFO CO 701 COY BY CD DIV~~ R

~~R 250 RESTO FOR ASKING FOR AUTHORITY TO OPERATE ANOTHER COACH ON TRAINS 9072 AND 9073 CO 701 RCD COPY~~

SENTNR 60 JN AR KKK

2671

ACP/eg.

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

Tel: 843238
Our ref: AC/100/92/Tn 4

30 January 1945

TO : General Di Raimondo
Director General, ISR.

SUBJECT: Newspaper article on "Railways service" from Corriere del Sud.

1. Reference is to your letter 121/1.0/1.3 of 14 January 45.

2. It will be appreciated that it is difficult to increase the coaching stock of trains 9072 and 9073 when there is quite obviously a lack of control on the existing passengers, as such a step would be only make the position worse.

3. There are, in fact, no spare passenger coaches for such a service, but I am passing details to our Public Safety Sub-Commission to deal with the point raised as to necessity for increasing train guards.

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

Copy to: Public Safety
Sub-Commission. with papers.

2630

Declassified E.O. 12356 Section 3.3/NND No. 785021

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

Copy to: Public Safety
Sub-Commission. with papers.

2630

Declassified E.O. 12356 Section 3.3/NND No. 785021

/-

Lawyers Muzio and Luigi Graziani
Pza. Palazzo degli Uffici
Corso Marzini
COSENZA

1/1/1945

To : Headquarters Allied Commission
Food Sub-Commission
ROME

I attach hereto the newspaper "Corriere del Sud" begging you to consider my article on the railway service,in order to adopt opportune measures to avoid the oil-black-market at Gioia Tauro and other small towns (Prov.Reggio Calabria).

Best regards

(Lawyer Muzio Graziani)
Provincial delegate.

2623

Declassified E.O. 12356 Section 3.3/NND No. 785021

/mi

from the "Corriere del Sud"

Railway service

The trains T.V.81 and T.V.82 which have been recently formed, stop only at S.Eufemia, Paola, Sapri, Agropoli, Battipaglia, and therefore the passengers, who are coming from the various small towns of Reggio, Catanzaro, Cosenza and Salerno provinces and who are waiting in the intermediate stations, cannot use those trains.
The two passenger-trains, Gioia Tauro T.V.9072 and Salerno-Gioia Tauro T.V.9073, which were formed of 14 or 15 wagons, have been reduced from december the 13th to 4 wagons. A third class coach which-owing to H.E., the Prefect Miraglia was stationing at Paola for all the passengers, who were coming from all those small towns which are located near Campora San Giovanni a Paola and Cosenza, has been suppressed.
The great number of smugglers, who with difficulty succeded in taking place on the above menticned trains, which were formed of 14 or 15 wagons, is now compelled to content itself of only 4 coaches.
At Gioia Tauro and At Salerno the two passengers trains which are now reduced to 4 coaches each, are assaulted by violent smugglers who take place everywhere even on the roof of the wagons and every day there are two or three persons who die due to falling off the train or coming into contact with the overhead system of high tension.
And for this reason all the passengers who must leave from the stations which are on the line S.Eufemia-Salerno, are unable to travel and they wait with the ticket already paid on the station yards and in the waiting rooms which are without window-frames nor seats.

They blame the Governement, the authorities, the political parties, and often many persons, in good or bad faith, regret the detested and impudent fascist regime, which is the cause of all these desasters.

Inside the wagons especially during the night and in the darkness, there are robberies, stripes and often wallets disappear. A fortnight ago, two smugglers, dressed one as soldier and the other as a monk, offered to other passengers at twilight time, some slices of citrous with a narcotic and when everybody was sleeping they robbed everything.

Two similar rascals have been arrested at the station-yard of Scalea.

Considering what we have reported, it is evident that:
-the passenger-train T.V.9072 is daily occupied only by mugglers who leave from Gioia Tauro with cans of oil.
- the passenger train T.V.9073 is daily occupied only by smugglers, who leave Salerno with empty cans which must be refiled with oil at Gioia Tauro.
- nearly all passengers of the stations, which are on the line S.Eufemia Salerno, are in the absolute impossibility to use those trains.
- the two trains T.V.81 and T.V.82 are used only by passengers who are at S.Eufemia, Cosenza, Paola, Sapri, Agropoli, Battipaglia and not by those who are in the intermediate stations, because there are no trains to

Declassified E.O. 12356 Sect 3.3/NND No. 785021

reduced to 4 coaches each,are assaulted by violent smugglers who take place everywhere even on the roof of the wagons and every day there are two or three persons who die due to falling off the train or coming into contact with the overhead system of high tension.
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- the two trains T.V.81 and T.V.82 are used only by passengers who are at S.Eufemia,Cosenza,Paola,Capri,Agropoli,Battipaglia and not by those who are in the intermediate stations,because there are no trains to take them to the stations where those trains stop.

In order to avoid all that confusion it would be advisable to issue the following orders :

A) Prevent the smugglers to use the train which leave at Gioia Tauro. To stop here once for ever the black market of oil,which is operative since a year in spite of laws and damaging the consumers and enriching the producers. If a superior officer of the Carabinieri will be put in charge even for a week,both the trains which leave from Gioia Tauro and Salerno will be completely empty because the

...../2

Declassified E.O. 12356 Section 3.3/NND No. 785021

smugglers will surely change their profession.

B) Attach to the two passenger-trains one rail-car at Gioia Tauro one at S.Eufemia,one at Paola,one at Sapri,which should be escorted by the Carabinieri and should take exclusively all the passengers of the intermediate stations.

C) Release the ticket as it is already done in Sicily,after having shown a certificate of the Major,which has been approved by the Carabinieri and which certifies the necessàty of the voyage.

D) Punish severely the railway-personnel if they don't observe this disposition.

E) Order to the Carabinieri and to the Police to stop at the stations of departure all passengers who have not the above mentioned authorization.

F) An Officer of the Carabinieri and a railway Inspector should always stay on the train to control the Carabinieri and the railway personnel on duty.

G) Search every day one or two wagons at Gioia Tauro denoming all the persons who are responsable of smuggling.

We point out our plan to H.E. the prefect Miraglia,who has always taken care of our Province,in order to inform the competent authorities.

(Sgd. Avv. Muzio Grazieni)

2627

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

IL/cc
Ref : RS/IL/48
Date: 11 Jan 45.

SUBJECT: Communications between SICILY and Mainland.

TO / Hq AC for att Major PING.

1. In reply to your letter AC/100/92/Tn dated 21 december 1944 I have discussed this matter with Dr Tuccio & 204 Sub-Area & obtaining the views of Brig.CARR. I am of the opinion that this matter should be postponned for the present for the following reasons:

(1) The ferry at present in operation will require a thorough overhaul when releived by the smaller ferry, due for service next month. If they can getv the materials the repairs may take up to 2 months.

(2) The smaller ferry has a much smaller capacity & only takes 8 cars.

(3) The proposed schedule does not allow sufficient time for the issuing and checking of passes. Medical check & Police contraban examination.

(4) On the outward journey it is impossible for people living outside Palermo to get to the station at that hour of the morning (0640) & in some parts of the Island a curfew has been enforced.

2626

2. In conclusion I had in mind that one of the ferrys could be retained for Military and AC traffic only & while I was in REGGIO in the absence of Major Blair I received a deputation from representatives of San Giovanni to devert one of these ferrys to that port as they have the repairs of the port in hands. In conclusion travel should be discouraged until things become more normal.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Irvine Lynch Capt.

A.W.H.IRVINE LYNCH
Capt RE.,Tn Sub-Comm
Div Supt AC.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

TE INC (En Sub-Comms) 171700

MOV REGGIO FOR BLAIR

016

ARE YOU ABLE TO PROVIDE ADDITIONAL PASSENGER

COACHES UP TO 4 TO STRENGTHEN TRAINS 9072/3 (.) IF SO,

SIGNAL NUMBER AVAILABLE (.)

/830

IMPORTANT 2625

Rome 9 January 1945

Ministry of Transports
I.S.R Director General

L. C. S/16/1100

Subject:
Battipaglia - Reggio Calabria line
Resumption of Petrace bridge

Allied Commission
Transportation Sub Commission
Building

1) Reference letter dated 4 January 1945, file ICCA/1986/9
2) We are unable to say which Allied Unit used the self propelling crane at the Shops of the Società Anonima Costruzioni Ferroviarie e Meccaniche (Railway and Mechanic Constructions joint Stock Company), Arezzo, as the Company's representatives could not give any information on this matter. At present the crane is no more at Arezzo.
3) Due to the conditions of said Establishment at Arezzo, the crane is needed not only for loading materials concerning the girders of Pescara and Petrace bridges, but also to proceed in clearing the heavy iron materials which prevent removal and loading of materials to be shipped.
4) It is understood that, if the crane could not be available, the shipment of materials should be probably delayed, due to the remarkable weight of most of the frames and the scarce availability of labour.

Director General
signed Di Raimondo

Ca ng16/1

2624

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

100/92

171700

TR IRC (Tn Sub-Comm)

MOV REGGIO FOR BLAIR

016

ARE YOU ABLE TO PROVIDE ADDITIONAL PASSENGER
COACHES UP TO 4 TO STRENGTHEN TRAINS 9072/3 (.) IF SO,
SIGNAL NUMBER AVAILABLE (.)

IMPORTANT 2623

150/92

COPY

(Translation) Rome 20 Dec.1944

Ministry of Communications
I S R - Direction General

N.M.210/9170/ICCA/1775/28

Subject: Improvements for passenger service

To Allied Commission
Transportation S/Comm.
R O M E

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

With the operation of these trains, indispensable for the travel of students, as a compensation, the workers trains 5102 and 8849, that are at present operating from Battipaglia to Sapri - might be suppressed. The new trains might have a consist of 4 cars: 2 for workers (just as it is at present) and two for students or other travellers, authorized to ride the train.

II) Line Naples - Brindisi - Lecce

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

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

2822

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

For this train requested on behalf of the workers of the Naval Yard, we refer to the letter M. 211/9116/194 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.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Line Naples - Reggio Calabria

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

With the operation of these trains, indispensable for the travel of students, as a compensation, the workers trains 5102 and 6849, that are at present operating from Battipaglia to Sapri - might be suppressed. The new trains might have a consist of 4 cars: 2 for workers (just as it is at present) and two for students or other travellers, authorized to ride the train.

II) Line Naples - Brindisi - Lecce

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

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

2822

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

For this train requested on behalf of the workers of the Naval Yard, we refer to the letter M. 211/9116/194 dated 9 dec. We point out that in case your Commission would think it more convenient there is no objection for said train to start from Taranto at 1615 instead of 1700, arriving at Francavilla at about 1730 hrs.

c) Brindisi	d	0630	Lecce	a	0745
Lecce	"	1430	Brindisi	"	1540

./.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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

c) Line Sicignano-Lagonegro

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

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

III) Line Foggia - Naples

(Caserta	d.	0605	Naples	a.	0745
(Napoli	"	1825	Caserta	"	1948
(Napoli	"	0605	Benevento	a.	1015
(Benevento	"	1718	Naples	"	2145
(Benevento	"	0450	Foggia	"	0800
(Foggia	"	1700	Benevento	"	2043

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

2621

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

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

V) Communications in the Foggia area:

(Termoli	d.	0430	Foggia	a.	0720
(Foggia	"_	1730	Termoli	"	2015
(Manfredonia	"	0530			

Declassified E.O. 12356 Section 3.3/NND No. 785021

III) Line Foggia - Naples

(Caserta	d.	0605	Naples	a.	0745
(Napoli	"	1825	Caserta	"	1948
(Napoli	"	0605	Benevento	a.	1015
(Benevento	"	1718	Naples	"	2145
(Benevento	"	0450	Foggia	"	0800
(Foggia	"	1700	Benevento	"	2043

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

2621

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

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

V) Communications in the Foggia area:

(Termoli	d.	0430	Foggia	a.	0720
(Foggia	"-	1730	Termoli	"	2015
(Manfredonia	"	0500	Foggia	"	0704
(Foggia	"	1800	Manfredonia	"	2606
(Lucera	"	0630	Foggia	"	0730
(Foggia	"	1705	Lucera	"	1810

These trains are requested by the Prefect of Foggia for the employees students and wrkers 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
sgd: Lo Cigno

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

ACF/ic

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

Tel: 843828
Our Reference: AC/100/92/Tn

27 December 44.

TO : LSE
General Direction
Building

SUBJECT : Improvements for passenger service.

1. Your letter NM. 210/9170/46/IGCA/1775/ME of 20 December 44 was received too late for satisfactory discussion at the Transportation Committee meting.

2. It is suggested that further discussion be deferred pending an announcement by the Director, Military Railway Services, as to formation of an Operating Committee to go into the question of additional civilian services.

3. In the meantime, to meet any such additional services, passenger stock would be required. Perhaps you will say what action you are taking in that respect.

acf.

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

Copy to: MRS (Capt. London)

2620

100/94/92

Translation

Rome 2 Dec. 1944 100/92/

N M.210/0170/40 Acq/1775/28

Ministry of Communications
I S M Direction General

To AC Trans. SubComm.
Rome

Subject: Improvements for passenger service

copy to Direction M.R.S.
Rome

Concerning the general program already forwarded covering the increase of passenger service, we point out the following trains as those requiring a more urgent operation.

1) Naples-Reggio C.line

Salerno	lv.	1600	Sapri	arr.	2105
Sapri	"	0350	Salerno	"	0830

(92)

With the operation of the above trains, necessary for students movement, the worker trains 5102 and 5043 - at present operated between Battipaglia and Sapri, could be discontinued as a compensation.

The new trains should have a consist of 4 cars, 2 for the workers (as at present) and 2 for students or other passengers, autorized to ride the train.

2) Naples - Brindisi- Lecce line

a) Eboli	lv.	0400	Nocera	arr.	0622
Nocera	"	1900	Eboli	"	2135

(91)

This train, besides being useful to the students, who must reach Salerno from the important centre of Eboli and the intermediate stations, should be a good local Communication between the two Provinces of Salerno and Naples through the trains 1940 and 1943 now utilized between Nocera and Naples for the communications with Avellino Province.

b) - Taranto	lv.	1722	Francavilla	arr.	1838
Francavilla	"	0550	Taranto	"	0706

(94)

Concerning this train, requested on behalf of the workers of the Shipyards, ref. is made to our letter M.211/9116/194, dated 9 Dec.1944. We point out that no objection will arise in order to have this train leaving Taranto at 1615 hrs. (instead of 1722 hours) and arriving at

Declassified E.O. 12356 Section 3.3/NND No. 785021

Napoli " 0350 Salerno " 0630

With the operation of the above trains, necessary for students move= ment, the worker trains 5102 and 5040 - at present operated between B Stipolle and Napoli, could be discontinued as a compensation.

The new trains should have a consist of 1 cars, 2 for the workers (as at present) and 2 for students or other passengers, authorized to ride the train.

2) Naples - Brindisi- Lecce line

a) Eboli lv. 0400 Nocera arr. 0525
Nocera " 1800 Eboli " 2135 (94)

This train, besides being useful to the students, who must reach Salerno from the important centre of Eboli and the intermediate stations, should be a good local Communication between the two Provinces of Salerno and Naples through the trains 1940 and 1943 now utilized between Nocera and Naples for the communications with Avellino Province.

b) - Taranto lv. 1722 Francavilla arr. 1930
Francavilla " 0650 Taranto " 0700 (92).

Concerning this train, requested on behalf of the workers of the Ship= yards, ref. is made to our letter N.211/9116/'94, dated 9 Dec.1944. We point out that no objection will arise in order to have this train leaving Taranto at 1615 hrs. (instead of 1722 hours) and arriving at Francavilla at approx.1730 hrs. in case your Commission will deem it suitable.

c) Brindisi lv. 0630 Lecce arr. 0745
Lecce " 1430 Brindisi " 1540

2619

This train is especially requested on behalf of the students, due to

Cu/ng19

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Declassified E.O. 12356 Section 3.3/NND No. 785021

the fact that 3701 train, coming from Bari, reaches Lecce too late (0935 hrs.) for the beginning of the lessons and the other one bound to Bari leaves from Lecce too late in the evening (1750 hrs.).

a) Sicignano-Lagonegro line

Sicignano	lv.	0820	Lagonegro	arr.	0920
Lagonegro	"	1500	Sicignano	"	1750

Consequently to the daily operation of this train, necessary for students, the tri-weekly couple of trains 3691/3696 could be discontinued as a compensation.

3) Foggia-Naples line -

Caserta	lv.	0605	Naples	arr.	0745
Naples	"	1025	Caserta	"	1040
Naples	"	0605	Benevento	"	1015
Benevento	"	1718	Naples	"	2145
Benevento	"	0450	Foggia	"	0800
Foggia	"	1700	Benevento	"	0048

Consequently to the operation of these trains it should be possible for the students to attend the schools without compelling them to live far from their houses, as this is at present very expensive and therefore not possible for all the categories of people. As a partial compensation of the new couple Benvento-Foggia, the couple of worker trains 5057 and 5058 now operated between Ariano and Foggia could be suppressed, coupling with the new proposed train (between Benvento and Foggia) two cars for the workers for the line Ariano Foggia - Such two cars, will run back by the evening train leaving Lecce at 1700 hrs.

4) Foggia-Potenza line

Rocchetta	lv.	0525	Potenza	arr.	0835
Potenza	"	0540	Rocchetta	"	0830

The purpose of the operation of above train is to secure to the students the attendance at schools at Melfi. The train is deeply requested by local Authorities and by concerned people.

5) Communications for Foggia area

Termoli	lv.	0430	Foggia	arr.	0720
Foggia	"	1730	Termoli	"	2015

Declassified E.O. 12356 Section 3.3/NND No. 785021

Naples	"	1825	Caserta	"	1948
Naples	"	0805	Benevento	"	1015
Benevento	"	1710	Naples	"	3145
Benevento	"	0450	Foggia	"	0900
Foggia	"	1700	Benevento	"	2048

Consequently to the operation of these trains it should be possible for the students to attend the schools without compelling them to live far from their houses, as this is at present very expensive and therefore not possible for all the categories of people. As a partial compensation of the new couple Benvento-Foggia, the couple of worker trains 5057 and 5058 now operated between Ariano and Foggia could be suppressed, coupling with the new proposed train (between Benvento and Foggia) two cars for the workers for the line Ariano Foggia - such two cars, will run back by the evening train leaving Lecce at 1700 hrs.

4) Foggia-Potenza line

Rocchetta	lv.	0525	Potenza	arr.	0695
Potenza	"	0540	Rocchetta	"	0930

The purpose of the operation of above train is to secure to the students the attendance at schools at Melfi. The train is deeply requested by local Authorities and by concerned people.

5) Communications for Foggia area

Termoli	lv.	0430	Foggia	arr.	0720
Foggia	"	1730	Termoli	"	2015
Manfredonia	"	0500	Foggia	"	0704
Foggia	"	1000	Manfredonia	"	2006
Lucera	"	0330	Foggia	arr.	0730
Foggia	"	1705	Lucera	"	1010

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These trains are requested by Foggia Prefect on behalf of employees, students and workers, who, due to the war damages of Foggia, were compelled to transfer themselves to adjacent localities.
We beg you to examine these requests at the next meeting of the Transportation Subcommittee on 22 Dec.1944.

for the Director General
signed Lo Cigno

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

MINISTERO DELLE COMUNICAZIONI

DIREZIONE GENERALE
DELLE FERROVIE DELLO STATO

Roma, 20 DIC 1944

N° M.210/9170/46/Div/1775/28

OGGETTO

Miglioramento servizio viaggiatori.

ALLA COMMISSIONE ALLEATA
SOTTOCOMMISSIONE TRASPORTI
R O M A

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

In relazione al programma di massima per servizi viaggiatori in aumento di cui al progetto già presentato, si reputa opportuno richiamare l'attenzione di codesta Commissione sui seguenti treni la cui attivazione è più urgente degli altri:

I - Linea Napoli - Reggio C.

Salerno	p. 16.30	Sapri	a. 21.05
Sapri	" 3.50	Salerno	" 8.30

Con l'effettuazione di questi treni, indispensabili per il viaggio degli studenti, potranno essere soppressi, a compenso, i treni operai 5102 e 8849 che attualmente si effettuano fra Battipaglia e Sapri.

I nuovi treni potrebbero avere una composizione di 4 carri, 2 per gli operai come attualmente, e 2 per gli studenti od altri viaggiatori autorizzati ad utilizzare il treno.

II - Linea Napoli-Brindisi-Lecce

a) -	Eboli	p. 4.00	Nocera	a. 6.22
	Nocera	" 19.00	Eboli	" 21.35

Questo treno oltre a servire per gli studenti che dall'importante centro di Eboli e stazioni intermedie debbono recarsi a Salerno, costituirebbe anche una buona comunicazione locale fra le due Provincie di Salerno e Napoli a mezzo dei treni 1940 e 1943 utilizzati oggi fra Nocera e Napoli per le comunicazioni con la Provincia di Avellino.

2617 ./.

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b) - Taranto p. 17.22 — Francavilla a. 18.38
Francavilla " 5.50 — Taranto " 7.00

Per questo treno richiesto nell'interesse degli operai dei Cantieri Navali, si richiama la lettera M.211/9116/194 del 9 corrente. Avvertendo che qualora codesta Commissione lo ritenesse più opportuno, nulla osta che il treno predetto parta da Taranto alle 16.15 (anzichè alle 17.22) con arrivo a Francavilla alle ore 17.30 circa.

c) - Brindisi p. 6.30 — Lecce a. 7.45
Lecce " 14.30 — Brindisi " 15.40

Questo treno è richiesto principalmente per le esigenze degli studenti dato che il treno 3701 in provenienza da Bari giunge a Lecce troppo tardi (9.35) per l'inizio delle lezioni e quello della sera diretto a Bari parte troppo tardi da Lecce (17.00).

c) - Linea Sicignano - Lagonegro
Sicignano p. 6.20 — Lagonegro a. 9.20
Lagonegro " 15.00 — Sicignano " 17.50

Con l'effettuazione giornaliera di questo treno indispensabile per gli studenti verrebbe soppresso, a compenso, la coppia trisettimanale dei treni 3991/3996.

III - Linea Foggia - Napoli

Caserta	p. 6.05	Napoli	a. 7.45
Napoli	" 18.25	Caserta	" 19.48
Napoli	p. 6.05	Benevento	" 10.15
Benevento	" 17.18	Napoli	" 21.45
Benevento	" 4.50	Foggia	a. 8.00
Foggia	" 17.00	Benevento	" 20.43

Con l'effettuazione di questi treni si darebbe la possibilità agli studenti di poter frequentare le scuole senza obbligarli ad una permanenza fuori di casa, cosa oggi assai costosa e quindi non alla portata di tutte le categorie. A parziale compenso della coppia Benevento-Foggia potrebbe essere assorbita la coppia dei treni 5057 e 5058 che oggi si effettuano tra Ariano e Foggia per operai, aggiungendo al nuovo treno proposto Benevento-Foggia due carri a disposizione degli operai fra Ariano e Foggia; carri da ritornarsi col treno della sera in partenza da Foggia alle ore 17.

IV - Linea Foggia - Potenza

Rocchetta	p. 5.25	Potenza	a. 8.35
Potenza	" 5.40	Rocchetta	" 8.30

Si tratta di assicurare in particolare l'afflusso degli studenti agli Istituti di istruzione di Melfi. Sono vive le premure che pervengono dalle Autorità locali e dagli interessati.

Declassified E.O. 12356 Section 3.3/NND No. 785021

MINISTERO DELLE COMUNICAZIONI

DIREZIONE GENERALE
DELLE FERROVIE DELLO STATO

SERVIZIO MOVIMENTO

V - Comunicazioni intorno a Foggia

Termoli	p. 4.30	Foggia	a. 7.20
Foggia	" 17.30	Termoli	" 20.15
Manfredonia	" 5.00	Foggia	" 7.04
Foggia	" 18.00	Manfredonia	" 20.06
Lucera	" 6.30	Foggia	" 7.30
Foggia	" 17.05	Lucera	" 18.10

Sono treni richiesti dal Prefetto di Foggia per gl'impiegati, studenti e operai che in seguito ai danni subiti da Foggia sono stati costretti a sfollare nelle località viciniori.

Preghiamo voler esaminare queste proposte alla prossima riunione del Sottocomitato Trasporti del 22 corrente.

IL DIRETTORE GENERALE

Dalegio

Declassified E.O. 12356 Section 3.3/NND No. 785021

100/92

ACP/ic

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

Tel: 483238
Our Reference: AC/100/92/Tn

21 December 44.

TO : Major W.F. BLAIR c /o Mov. Reggio
Major C.W.G. TAYLOR c/o Sicilia Region,
HQ AC.

SUBJECT : Communications between Sicily and the Mainland.

Please let me have your comments on the attached application.

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

2616

COPY

T R A N S L A T I O N

Ministry of Transports
I.S.R.- General Direction
Movement Department

Rome Nov. 25th 1944

Ref. M.210/9080/41 B/ICCA/1468/28

TO
ALLIED COMMISSION
Transportation S/Commission

R O M A

Subject:
Communications between Sicily and the Mainland

1) The High Commissioner for the Sicily has urgently pressed that speedy communications between Roma, Naples and Sicily be operated.

2) Above request is fully justified; for the time being a better communication atleast between Napoli and the Sicily could be obtained by means of the new couple of through-trains oerating from Nov. 13th ult. between Napoli and Reggio Calabria.

3) In order to attain above purpose following alterations would be necessary:
a) to alter present timings of the automotrices operating between Palermo and Messina and btw. Messina and Siracusa, according to following approximate new schedule:

Palermo dep.	0640	Messina arr.	1050
Messina "	1755	Palermo "	2200
Siracusa dep.	0730	Messina arr.	1100
Messina "	1805	Siracusa "	2145

b) to operate a new couple of ferry-boats according following approximate schedule:

Messina dep.	1130	Reggio C. arr	1230
Reggio C. "	1300	Messina "	1400

4) Above solution would not require a further allotment of both stock and fuel on the Sicily lines; as for the new ferry-service, the same boat, prasently operating the two other services, could be employed.

Director General I.S.R.
sgd. G. Di Raimondo

Copy to D.M.R.S.

2615

Declassified E.O. 12356 Section 3.3/NND No. 785021

communication atleast between Napoli and the Sicily could be obtained by means of the new couple of through-trains operating from Nov. 13th ult. between Napoli and Reggio Calabria.

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4) Above solution would not require a further allotment of both stock and fuel on the Sicily lines; as for the new ferry-service, the same boat, prasently operating the two other services, could be employed.

Director General I.S.R.
sgd. G. Di Raimondo

Copy to D.M.R.S.

2643

Declassified E.O. 12356 Section 3.3/NND No. 785021

COPIA

Roma 25 novembre 944

M.210.3080/41 B/ICCA/1468/28

SERVIZIO MOVIMENTO

ALLA COMMISSIONE ALLEATA
Sottocommissione Trasporti
ROMA

p.n.DIREZIONE SERVIZIO MILITARE FERROVIARIO
SEDE

=Oggetto=
Comunicazioni fra Sicilia
e Continente.
=========

I = Dall'Alto Commissario per la Sicilia sono state rivolte vive premure per l'istituzione di comunicazioni rapide fra Roma e Napoli e la Sicilia.

II = La richiesta è pienamente giustificata; per il momento si potrebbe ottenere un più celere collegamento almeno fra Napoli e la Sicilia a mezzo della nuova coppia di treni diretti istituiti fra Napoli e Reggio C. dal 13 corrente.

III = A tale scopo si renderebbe necessario:

a) modificare l'orario delle attuali automotrici Messina-Palermo e Messina -Siracusa assegnando loro il seguente orario di massima:

Palermo	p. 6.40	Messina	a. 10.50
Messina	p. 17.55	Palermo	a. 22.00
Siracusa	p. 7.30	Messina	a. 11.00
Messina	p. 18.05	Siracusa	a. 21.45

b) istituire una nuova corsa di nave traghetto col seguente orario di massima:

Messina	p. 11.30	Reggio C.	a. 12.30
Reggio C.	p. 13.00	Messina	a. 14.00

IV = Con la soluzione proposta non vi sarebbe maggior impegno di mezzi e di combustibile sulle linee della Sicilia ma solo l'effettuazione di una nuova corsa di nave traghetto per la quale potrebbe essere impiegata quella che già effettua le altre due corse giornaliere.

IL DIRETTORE GENERALE 2614
F.to DI RAIMONDO

Declassified E.O. 12356 Section 3.3/NND No. 785021

I = Dall'Alto Commissario per la Sicilia sono state rivolte vive premure per l'istituzione di comunicazioni rapide fra Roma e Napoli e la Sicilia.

II = La richiesta è pienamente giustificata; per il momento si potrebbe ottenere un più celere collegamento almeno fra Napoli e la Sicilia a mezzo della nuova coppia di treni diretti istituiti fra Napoli e Reggio C. dal 13 corrente.

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Siracusa	p. 7.30	Messina	a. 11.00
Messina	p. 18.05	Siracusa	a. 21.45

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Messina	p. 11.30	Reggio C.	a. 12.30
Reggio C.	p. 13.00	Messina	a. 14.00

IV = Con la soluzione proposta non vi sarebbe maggior impegno di mezzi e di combustibile sulle linee della Sicilia ma solo l'effettuazione di una nuova corsa di nave traghetto per la quale potrebbe essere impiegata quella che già effettua le altre due corse giornaliere.

IL DIRETTORE GENERALE 2614
F.to DI RAIMONDO

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMI[illegible]ON

100/92

Originator's Reference: 1/C/15
Date/Time of Origin: DEC 081130A

Message Centre No: C/3233
Date Time Rec'd: DEC 081455A
Precedence: IMMEDIATE

FROM: BLAIR RCSCIO

TO : ALCOM FOR ADAMS

HEADQUARTERS
8-DEC1944
C-

/92

RESTRICTED.

Attention Col LINDBERG. Line GIOIA TAURA to BATTIPAGLIA reopened for traffic at 1100 hrs 7th. Line NOVAS IRI to TURSI POLICORO. Under repair 35000 cubic meters of road bed to be replaced. Estimated time 60 days. Passengers transfer about 8 kilometers making own arrangements.

ACTION

DIST

ACTION: To S/C 2
INFO: Chief Commissioner
Econ Sec
Pub Works & U
File

2613

RESTRICTED

Declassified E.O. 12356 Section 3.3/NND No. 785021

100/92

G-4 Mov & Tn
Allied Force Headquarters
Tel No. Freedom 878

Mov 3/12

SUBJECT : Civil Passenger Service

TO : HQ Movements West Italy

Reference your Q(M)R/16A dated 28th November '44.

The Allied Commission Tn Sub Com. have discussed this matter with Italian State Railways, who have issued instructions that with effect from Monday 4th December '44 the SALERNO to REGGIO Passenger Train should no longer halt at PONTECAGNANO. (telephone conversation 2nd Dec '44, PING - BAKER refers)

5th December, 1944.

G. A. PIRRS, Major.
for Brigadier.
D.Q.M.G. (MOV & TN)

Copy to : HQ Allied Commission for Tn Sub Com.
701 Railway Grand Division.

2612

RD

Declassified E.O. 12356 Section 3.3/NND No. 785021

ACP/ic

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub Commission

Tel: 478701
Our Reference: AC/100/92/Tn 3 December 1944

TO : Director, Italian State Railways.

SUBJECT : Train 1933 Salerno-Reggio.

1. Complaint has been received from Military Movements that at Pontecagnano, 10 Km. south of Salerno, over 200 people congregate every night, from an early hour, and it is quite obvious many of them are not bona fide travellers.

2. Already it has been necessary to strengthen military guards, but the position is now that no more military guards can be provided, and many of the civilians take advantage of the situation to pilfer and steal anything they can find.

3. We have been asked to arrange that this train shall not stop at Pontecagnano but before such a step is taken the opportunity is given you of proposing some action to ensure that this position is speedily corrected.

4. Please treat this matter as urgent and advise me what you propose.

2611

D.S.ADAMS,
Colonel C.E.
Director Sub Commission

Copy to MRS
G 4 Mov & Tn AFHQ
Public Safety Sub Comm.
Major Bowers, Naples.

Declassified E.O. 12356 Section 3.3/NND No. 785021

TN-S/C
100/92/

Allied Force
MILITARY RAILWAY SERVICE
Office of Deputy Director, Italy

A.F.O. 512
22 November 1944

Subject: Additional Coaches for Passenger Service.

To : Director General, ISR, Rome.
CO, 701 RSD, APO 512.
Major W. B. Blair, AC Representative, Reggio Calabria.
Capo Compartimento, ISR, Naples.
Capo Compartimento, ISR, Reggio Calabria.

1. Agreement has been reached to operate two additional coaches in both directions on the through passenger trains running between Naples and Reggio Calabria for the use of Italian military personnel.

2. Please arrange to add the coaches to these trains as quickly as possible. It is assumed the four cars which will be required can be supplied from the stock of equipment available in the Naples area.

3. Please advise this headquarters the date the additional coaches are placed in service.

For the Deputy Director:

E. E. LONDON
Captain, TC
Superintendent Transportation

Copy: AFHQ G-4 MOV & TN
Mov. LO NMIA
H.Q. Movements West Italy
H.Q. Allied Commission, Rome

HEADQUARTERS
24 NOV 1944
A C

2340

Declassified E.O. 12356 Section 3.3/NND No. 785021

100/92

Translation

Ministry of Communications
I S R

Rome 20 NOV 1944
N. M.211/9011/9042/193.C/ICCA/1396/28

Allied Commission
Transport Sub Commission

R o m e

Effective from 13 November 1944 a new couple of through trains has been operated between Naples and Reggio Calabria, serving passenger traffic only at the intermediate stations of Salerno, Agropoli, Sapri, Paola and S.Eufemia. Consequently, we have been urged by the Mayors of Vallo Lucania, Maratea, Vibo Valentia and Villa S.Giovanni in order that passenger service might be extended to these stations too. Though former train service between Salerno and Reggio Calabria, with all intermediate stops, is still operated to meet local exigencies, please see the possibility to agree requested stops of the new through trains, authorizing that their consist be properly increased.

The Minister
Signed Cerabona

Ca/ng20

S/patterson there might be objection

2619

IL MINISTRO DELLE COMUNICAZIONI

Roma, 20 [illegible] 1944

N° M.211/9041/9042/193-C /ICCA/1396/28

COMMISSIONE ALLEATA
SOTTOCOMMISSIONE TRASPORTI

R O M A

In conseguenza dell'istituzione della nuova coppia di treni diretti tra Napoli e Reggio Calabria, attivati dal 13 corrente, con servizio viaggiatori nelle sole stazioni intermedie di Salerno, Agropoli, Sapri, Paola e S.Eufemia, pervengono al sottoscritto premure dai Sindaci di Vallo Lucania, Maratea, Vibo Valentia, e Villa S.Giovanni perchè i treni stessi disimpegnino servizio anche in queste stazioni. Pur tenuto presente che per il servizio locale è stato concesso il mantenimento fra Salerno e Reggio Cal. dei treni preesistenti con tutte le fermate intermedie, prego esaminare se non sia possibile accordare le fermate richieste ai nuovi treni diretti, autorizzando l'aumento di composizione degli stessi.

IL MINISTRO

Cerabona

[illegible]

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma 20 NOV. 1944 194 A.

N. M.211/9024/41-B/1CCA/1397/28

Al N. A.B.O.400/CCA/1214/28 del 31/10/u.s

Direzione Generale M.R.S.
Ufficio del Vice Direttore
S E D E

OGGETTO

Nuovo treno per civili Napoli - Reggio C. → p.c. Commissione Alleata
Sottocommissione Trasporti
R O M A

ALLEGATI N.

Con riferimento all'ultima parte della lettera a riferimento si comunica l'orario definitivo della nuova coppia di treni diretti fra Napoli e Reggio C.

20.30	p.	Napoli	a.	7.10
22.55	a.	Salerno	p.	4.00
23.25	p.		a.	3.15
1.19	a.	Agropoli	p.	1.30
1.35	p.		a.	1.14
3.45	a.	Sapri	p.	23.00
4.00	p.		a.	22.35
6.10	a.	Paola	p.	20.20
7.00	p.		a.	19.45
8.20	a.	S.Eufemia	p.	18.25
8.55	p.		a.	17.40
14.30	a.	Reggio C.	p.	12.55

IL DIRETTORE GENERALE

26-7

Declassified E.O. 12356 Section 3.3/NND No. 785021

100/92

Allied Forces Headquarters
C.M.F.

Tel. No. Freedom 320.

Mov 3/1A

Subject : NAPLES - REGGIO Civil Passenger Service.

To. : Director of Military Railway Service Italy.
ROME.

Confirming telephone conversation Capt. LONDON - Capt. BAKER of even date.

It is requested that you please arrange for the stock on the above service to be increased by two coaches in respect of the outward and return journey for the use of Italian Military personnel.

Please advise date when the above can be implemented.

15 November 1944.

(G.W.BROWN) LT. COL.
for Brigadier,
D.D.M.T.G. (Mov & Tn)

Copy to : Mov. LO REGIA.
H.Q. Movements West Italy.
H.Q. Allied Commission, ROME.

17/3 2816

Declassified E.O. 12356 Section 3.3/NND No. 785021

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

Ref. G-30

17 November, 1944

SUBJECT: Train Schedules NAPLES, SALERNO, REGGIO.

TO : Headquarters, Allied Commission, APO 394.
(Attn: Economic Section).

REF : Conversation Transport Sub-Com/ E. & S. G-5, 16 Nov.

1. K & Th has advised us that the fast and slow trains will be run as agreed.

For the Assistant Chief of Staff, G-5:

J.E. BUTTERWORTH
Colonel, G.S. C.
Economics & Supply Division.

265

CONFIDENTIAL

Declassified E.O. 12356 Section 3.3/NND No. 785021

ACP/hl

Cancelled
25/10/43

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

19 November 1944

Tel: 478701
Our Ref: AC/100/92/Tn

TO : Economic Section
HQ. AC.

SUBJECT: Rail Line 92 - Naples - Reggio.

1. Attached file is passed to you for signature of letter to G - 5 AFHQ.

By Command of Commodore Stone

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

Attached:File

26 1/2

ACP/nf
100/92/L3

HEADQUARTERS ALLIED COMMISSION
APO 394
E C O N O M I C S E C T I O N

Tel. 478701
Our Ref: AC/TN/100/92

18 November 1944

TO : G-5 AFHQ (Col. Butterworth)

SUBJECT : Train Service Naples - Reggio Calabria.

1 Prior to the Meeting of the Transportation Committee on 28 August last, Transportation Sub-Commission was in communication with the Italian State Railways in connection with a request they (the I.S.R.) had submitted for an additional train, to operate between Naples and Reggio under an accelerated schedule, to relieve the existing train of a good number of passengers, and to speed up transit with Sicily.

2 A train chart was prepared proving that the track existed and the case presented at the Transportation Committee Meeting, the Chairman being Brigadier R.W. L. Fellowes, D.Q.M.G. (M).

3 Owing to shortage of rolling stock and Military commitments, it was then found impossible to run the additional train but the ISR were invited to run the existing train between Salerno and Reggio in the faster timings of the suggested new train. This the ISR felt they could not do, because it would mean that passengers at intermediate stations en route would be penalised through the accelerated timings requiring obviation of certain stops.

4 The matter was again brought up by Transportation Sub Commission at the Meeting on 30 October, following a declaration by the Chairman at the previous meeting that it was the intention of everyone to ensure that the utmost help would be given to AC in its task of helping the Italian Railways. 2683

5 The case put is a simple one. The existing train service between Naples and Reggio required a break of journey at Salerno in each direction, and a wait of five hours at that point, coupled with a station to station journey to Reggio taking a tremendous amount of time. This slow train is useful for station to station passengers, but the crowded condition made circumstances intolerable over a long journey, and the proposed additional accelerated train was to relieve

Declassified E.O. 12356 Section 3.3/NND No. 785021

the existing train or a good number of [illegible] transit with Sicily.

2 A train chart was prepared proving that the track existed and the case presented at the Transportation Committee Meeting, the Chairman being Brigadier R.W. L. Fellowes, D.Q.M.G. (M).

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6 The Transportation Committee gave its consent in principle, and deferred actual arrangements to a Sub-Committee meet the following day.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

The Sub Committee which met was made up as follows:-

Lt.Col. Moss, Military Railway Service
Lt.Col. Baker, Movements, Rome, representing AFHQ
Lt.Col. G.Brown, AFHQ G4 Mov & Tn.
Lt.Col. Vining, Transportation Sub Commission, AC
Capt. Ping do. do. do.
Representatives of the Italian State Railways.

7 Lt.Col. Moss pointed out that the shortage of rolling stock, due to certain military requirements north of Rome made it impossible to provide additional passenger coaches for the additional train, but the Italian officials suggested that by reducing the stock on a train from Naples to Avellino, and taking coaches off the existing slow train, it would be possible to make up a train of 6 coaches for the accelerated service, and a train of four coaches for the slow train, subject to later improvements in quantity if circumstances permitted.

8 It was therefore agreed by all concerned that the slow train continue to operate with reduced coaches, to meet intermediate demands between Salerno and Reggio, and the fast train should also be introduced from 13 November.

9 A circular was sent out by AC (copy attached) and this should be perfectly clear to anyone with any railway experience at all. It denotes firstly that a new passenger train will be introduced in the timings mentioned, and underneath mentions that train 1933, which is the existing slow train will have its stock altered from that date.

10. It is now understood that at a Priority of movement meeting held at AFHQ the Military Movements representative in Naples demanded that the slow and fast trains be merged into one slow or fast train, which entirely defeats the object of running the trains at all, and which incidentally is inclined to suggest that the authoritative meeting at which the two trains were agreed upon was not aware of what it was doing. The officer concerned has already been the subject of a considered adverse report from Transportation Sub Commission, and has been a severe handicap better standard. The priority Meeting is not concerned with such matters unless the operation of this train is likely to effect military requirements, and it is presumed that the representatives of AFHQ at the Sub Committee meeting would be aware of that when they agreed to the operation of the two trains.

It is suggested that if there is any good and justifiable reason why the two trains shall not run, that AFHQ fulfill the same requirements it places on AC of submitting such items for discussion at the Transportation Committee meeting.

It is requested that the strongest possible protest be made to G4 Mov & Tn. in respect of any attempt to take out of service either of the trains mentioned, both of which serve a very important territory, and both of which are expressions of the willingness of AC to endeavour to assist the Italian Railways to get back services which assist in some measure the movement of people and the [illegible]

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Declassified E.O. 12356 Section 3.3/NND No. 785021

to indicate that the position is becoming intolerable, and that our relations with the Ministry will become a farce, and the mission of AC undermined completely.

11 It may be added that at a very recent meeting with the Ministry of the Interior, AC was asked to provide additional train facilities south of Naples; as a proof of our good intention in that direction, the new fast train has been quoted. What is the answer of AC to be in the next few days if the trains are merged into one and considerable inconvenience occasioned to both long and short distance passengers by the resumption of conditions which have already existed too long?

A.G. ANTOLINI
ACTING HEAD
ECONOMIC SECTION

Declassified E.O. 12356 Section 3.3/NND No. 785021

100/92/12

TRANSPORTATION SUB=COMMISSION

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUJECT: ACCOMMODATION FOR SCHOOL TEACHERS.

REF: REG II/I/I4
REGGIO CAL.
6 NOV.44

TO: CAPO COMPARTIMENTO
I.S.R. REGGIO CAL.

1. A delegation of school teachers, representing the board of education, has requested that a coach be included in the equipment on train s 8818 leaving Reggio Central at 0611 hrs. This to be used to carry about fifty teachers from Reggio to outlying schools between Reggio and Palmi.

2. Realizing the hardship that would be imposed if they were compelled to travel on passenger train 8082 leaving Reggio at 0822 hrs, and in view of the fact that this accommodation was accorded them during previous school terms, permission is granted to include a coach in the equipment of train 8818 commencing 13 NOV 44.

3. The delegation also asked for a morning train to Melito to enable about fifty teachers to reach the schools south of Reggio.

4. It would appear advisable to revert to the former service using trains 8086-8087-8076 and 8077 and cancel 8085 and 8084 now operating betwee Reggio and Brancaleone. Can you advise the volume of traffic moving on the latter two trains between Melito and Brancaleone ?

5. May this matter be discussed with the writer in the near future ?

W. F. Blair

W.F.BLAIR, MAJOR
DIV.SUPT TN SUB=COMM

2600

COPY

H.Q. A.C.
TN SUB=COMM
A.P.O. 394

Declassified E.O. 12356 Section 3.3/NND No. 785021

about fifty teachers from Reggio to outlying schools between Reggio and Palmi.

2. Realizing the hardship that would be imposed if they were compelled to travel on passenger train 9082 leaving Reggio at 0830 hrs, and in view of the fact that this accommodation was accorded them during previous school terms, permission is granted to include a coach in the equipment of train 8818 commencing 13 NOV 44.

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W. F. Blair

W.F.BLAIR,MAJOR
DIV.SUPT TN SUB=COMM .

COPY

H.Q. A.C.
TN SUB=COMM
A.P.O. 394

2650

Declassified E.O. 12356 Section 3.3/NND No. 785021

100/92/24

MOV REGGIO CALABRIA:

ALCOM FROM ADAMS

6520

ROUTINE

15 NOV 44

TFTH SC

CONFIDENTIAL FD

PARA ONE FD YOUR SIGNAL NINE REFERS FD

PAREN TO MOV REGGIO CALABRIA FOR IRVINE LYNCH FROM ALCOM PAREN

TRAIN NINE ZERO SEVEN EIGHT EIGHT SUSPENDED BY ITALIAN STATE RAILWAYS

IN ERROR FD AUTHORITY IS GIVEN TO RE INSTITUTE TO MEET LOCAL DEMANDS FD

NICHOLAS FIORENO
2ND. U.S.A.
Asst. Adjutant

2599

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

CONFIDENTIAL

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

TO: HQ AC FOR ADAMS

SIGNAL MESSAGE CENTER No: 50/13

FROM: IRVINE-LYTCH REGGIO CALABRIA CLASSIFICATION:

REFERENCE No: PRECEDENCE: IMMEDIATE

DATE AND TIME OF ORIGIN: NOV 131045A OFFICE OF ORIGIN:

CONFIDENTIAL.

Serious trouble developing here with student demonstration at VILLE SAN GIOVANNI expect further demonstration at Divisional Hq FERROVIA guard placed the above refers to the cancel of train 9088.

ACTION

Dist

HEADQUARTERS 14 NOV 1944 A. C.

Action: Tw Sec (3)
Info: Chief Commissioner
Gen. Sec.
C. Br. Sec.
Political Affairs
File (3)
Post

2598

CONFIDENTIAL

DATE and Time of RECEIPT NOV 140830A

Distribution:

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 2 marzo 1944
M.211/8997/41-B/Gcca/1247/28

Capi Compartimento NAPOLI=REGGIO C.
p.c. Commissione Alleata - Sottocommissione
Trasporti = ROMA
Direzione Generale M.R.S. = SEDE
Ministero dell'Interno = ROMA
Capi Compartimento = ROMA = PALERMO
Servizio Movimento = SEDE
Servizio Commerciale e del Traffico = SEDE
Servizio Materiale e Trazione = FIRENZE
Commissari Compartimentali di P.S.
NAPOLI = REGGIO C.

In relazione ad accordi intervenuti con le Autorità Alleate, dovranno attuarsi i seguenti provvedimenti di orario:

a) - Attivazione, dal 13 corrente rispettivamente in partenza da Napoli e da Reggio C., di una nuova coppia di treni diretti per viaggiatori, regolati dal seguente orario, approssimativo per le stazioni intermedie:

20.30	p.	Napoli	a.	7.10	
22.55	a.	Salerno	p.	4.00	
23.25	p.		a.	3.15	
0.20	a.	Battipaglia	p.	2.30	
0.30	p.		a.	2.10	
1.25	a.	Agropoli	p.	1.30	
1.35	p.		a.	1.20	
3.50	a.	Sapri	p.	23.00	
4.00	p.		a.	22.45	
6.30	a.	Paola	p.	20.20	
7.00	p.		a.	19.50	
8.30	a.	S.Eufemia	p.	18.15	
9.00	p.		a.	17.50	
11.40	a.	Gioia Tauro (traghetto)	p.	15.20	
13.00	p.	Km.650+644	a.	14.00	
15.00	a.	Reggio C.	p.	12.00	

2597

I numeri ai treni suddetti saranno assegnati a cura del Compartimento di Napoli.

Declassified E.O. 12356 Section 3.3/NND No. 785021

In relazione ad accordi intervenuti con le Autorità Alleate, dovranno attuarsi i seguenti provvedimenti di orario:

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0.20	a.	Battipaglia	p.	3.30
0.30	p.		a.	2.10
1.25	a.	Agropoli	p.	1.30
1.35	p.		a.	1.20
3.50	a.	Sapri	p.	23.00
4.00	p.		a.	22.45
6.30	a.	Paola	p.	20.20
7.00	p.		a.	19.50
8.30	a.	S.Eufemia	p.	18.15
9.00	p.		a.	17.50
11.40	a.	Gioia Tauro (trasbordo)	p.	15.20
12.00	p.	Km.350+044	a.	14.00
15.00	a.	Reggio C.	p.	12.00

2597

I numeri ai treni suddetti saranno assegnati a cura del Compartimento di Napoli.

b) - Soppressione fra Nocera e Salerno dei treni 1943 dal 13 corrente e 1940 dal successivo giorno 14. Detti treni, limitati pertanto al tratto Napoli - Nocera I., saranno rispettivamente

Declassified E.O. 12356 Section 3.3/NND No. 785021

collegati a Nocera I. ai treni 2654 e 2653 della linea Nocera I. - Avellino, con i quali dovranno costituire un'unica comunicazione (1943/2654 e 2653/1940) tra Napoli e Avellino.

COMPOSIZIONE : I nuovi treni tra Napoli e Reggio C.dovranno essere composti di 6C - 1F - 1U.

Conseguentemente dovrà essere ridotta la composizione dei treni 1933/3078 e 3073/1934 tra Salerno e Reggio C. limitandola a 4C-1DU.

I treni 1943/2654 e 2653/1940 tra Napoli e Avellino dovranno essere composti di 3C - 1DU.

SERVIZIO VIAGGIATORI : AMMISSIONI E LIMITAZIONI :

Nei nuovi treni tra Napoli e Reggio C. il servizio viaggiatori è ammesso soltanto dalle stazioni di Napoli e Salerno per le stazioni di Agropoli, Sapri, Paola (per la linea di Cosenza), S.Eufemia (per la linea di Catanzaro) e Reggio C. e oltre, verso la Sicilia e viceversa.

E' ammesso anche il servizio tra Napoli Loco e Salerno Loco.

Il quantitativo dei viaggiatori ammessi deve essere contingentato, secondo la tabella annessa alla presente circolare, e pertanto la vendita dei biglietti dovrà essere adeguata alla quantità dei posti che saranno messi a disposizione.

Dai treni suddetti 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-leria, dovranno esibire documenti idonei a provare la propria identità.

Per l'ammissione dei viaggiatori dovrà seguirsi il seguente ordine di precedenza:

a) - Funzionari incaricati dell'A.C., 2596

b) - Funzionari dei Ministeri, autorizzati dai rispettivi Gabinetti o Segreterie.

c) - Funzionari delle Pubbliche Amministrazioni che viaggiano per ragioni di servizio, risultanti da dichiarazioni rila-

Declassified E.O. 12356 Section 3.3/NND No. 785021

re composti di 30 - 120.

SERVIZIO VIAGGIATORI : AMMISSIONI E LIMITAZIONI :

Nei nuovi treni tra Napoli e Reggio C. il servizio viaggiatori è ammesso soltanto dalle stazioni di Napoli e Salerno per le stazioni di Agropoli, Sapri, Paola (per la linea di Cosenza), S.Eufemia (per la linea di Catanzaro) e Reggio C. e oltre, verso la Sicilia e viceversa.

E' ammesso anche il servizio tra Napoli loco e Salerno loco.

Il quantitativo dei viaggiatori ammessi deve essere contingentato, secondo la tabella annessa alla presente circolare, e pertanto la vendita dei biglietti dovrà essere adeguata alla quantità dei posti che saranno messi a disposizione.

Dai treni suddetti saranno esclusi i viaggiatori muniti di biglietto di abbonamento di qualsiasi specie.

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

Per l'ammissione dei viaggiatori dovrà seguirsi il seguente ordine di precedenza:

2596

a) - Funzionari incaricati dell'A.C.,

b) - Funzionari dei Ministeri, autorizzati dai rispettivi Gabinetti o 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,

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e) - Professionisti in genere che si spostano per incarichi attinenti alle Pubbliche Amministrazioni, come da dichiarazioni rilasciate di volta in volta dalle Amministrazioni stesse,

f) - Viaggiatori che non rientrano nelle categorie precedenti.

Le autorizzazioni o dichiarazioni di cui ai punti precedenti dovranno essere presentate in doppia copia : una sarà trattenuta dalla biglietteria a giustificazione del biglietto emesso e l'altra sarà restituita al viaggiatore col timbro della stazione e gli estremi del biglietto rilasciato.

I viaggiatori di cui ai punti a) - b) - c) - d) - e) dovranno prenotarsi sin dal giorno precedente alla partenza.

Per gli altri viaggiatori non è ammessa prenotazione e i biglietti dovranno essere rilasciati lo stesso giorno della partenza, secondo l'ordine di presentazione allo sportello.

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

Per impedire che viaggiatori abusivi prendano posto clandestinamente nei treni, i C.Compartimento prenderanno accordi con i Commissari Compartimentali di P.S. perchè venga intensificato il servizio di sorveglianza e di Polizia, disponendo che ogni carrozza viaggiatori sia permanentemente vigilata da un agente ferroviario con funzioni di controlleria e da almeno due agenti di polizia.

Così pure in tutte le stazioni di fermata dei treni suddetti dovranno essere 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 dovranno essere chiusi tempestivamente al transito dei treni.

Si prega disporre in conformità e confermare per filo al sot-

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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 e i biglietti dovranno essere rilasciati lo stesso giorno della partenza, secondo l'ordine di presentazione allo sportello.

I viaggiatori trovati a viaggiare abusivamente dovranno essere fatti discendere alla prossima stazione di Fermata dopo essere stati sottopo ti al pagamento delle sopratasse e penalità previste, nonchè a verbale di contravvenzione senza alcuna eccezione.

Per impedire che viaggiatori abusivi prendano posto clandestinamente nei treni, i C.Compartimento prenderanno accordi con i Commissari Compartimentali di P.S. perchè venga intensificato il servizio di sorveglianza e di Polizia, disponendo che ogni carrozza viaggiatori sia permanentemente vigilata da un agente ferroviario con funzioni di controlleria e da almeno due agenti di polizia.

Così pure in tutte le stazioni di Fermata dei treni suddetti dovranno essere 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 dovranno essere chiusi tempestivamente al transito dei treni.

Si prega disporre in conformità e confermare per filo al sottoscritto,provvedendo perchè le Sezioni Movimento comunichino subito al proprio Servizio i bollettini orario.

IL DIRETTORE GENERALE

Declassified E.O. 12356 Section 3.3/NND No. 785021

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CONTINGENTAMENTO TRENI DIRETTI TRA REGGIO CALABRIA E NAPOLI

dalle stazioni di	per					
	S.EUFEMIA per oltre verso CATANZARO	PAOLA per oltre verso COSENZA	SAPRI	AGROPOLI	CALERNO	NA
REGGIO C.	85	50	15	10	20	6
S. EUFEMIA (dalle linee di Catanzaro)	--	--	--	--	10	
PAOLA (dalla linea di Sibari)	--	--	--	--	10	
CAPRI	--	--	--	--	5	
AGROPOLI	--	--	--	--	5	
CALERNO	--	--	--	--	--	

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ERENI DIRETTI VIA REGGIO CALABRIA E PAICI

		p e r			
ERIA diretta CATANZARO	PAOLA per diretto verso COSENZA	SATRI	ATRIOLI	SALERNO	NAPOLI
5	50	15	10	20	600
	--	--	--	10	75
	--	--	--	10	40
	--	--	--	5	10
	--	--	--	5	5
	--	--	--	--	60

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CONTINGENTAMENTO TRENI DIRETTI FRA N A P O L I e R E G G I O C.

dalle stazioni di	per					
	SALERNO	AGROPOLI	CAPRI	PAOLA per oltre verso COSENZA	S. EUFEMIA per oltre verso CATANZARO	REG
N A P O L I	5 0	5	1 0	4 0	7 5	3
S A L E R N O	–	5	5	1 0	1 0	
A G R O P O L I	–	–	–	–	–	
C A P R I	–	–	–	–	–	
P A O L A (dalla linea di Cosenza)	–	–	–	–	–	
S. E U F E M I A (dalla linea di Catanzaro)	–	–	–	–	–	

2557 C.D.C.

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ORARI DIRETTI TRA NAPOLI e REGGIO C.

1 a r

...ERO	AGNONCLI	SAIRI	PAOLA per oltre verso COSENZA	S. EUFEMIA per oltre verso CATANZARO	REGGIO C.
...	5	10	40	75	300
	5	5	10	10	20
	--	-	-	-	10
	--	-	-	-	15
	--	--	-	-	30
	--	-	--	-	35

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100/ 92/47

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DEPUTY DIRECTOR, ITALY

A P O 400
31 October 1944

Subject: Passenger train service - Naples and Reggio.

To: Director General, I.S.R.
Commanding Officer, 701st Ry Grand Div, APO 400, USArmy

1. At a conference this date between representatives of MRS, ACC, Movements AAI and Movements AFHQ at which time the passenger train service between Naples and Reggio was discussed the following schedules were agreed upon and will be put into effect on effective dates.

2. The present service between Naples, Salerno, Reggio Calabria and Naples, Avellino will be discontinued effective 13 November. In lieu thereof the following service is authorized:

a. One train daily Avellino to Naples and return to Avellino to consist of one baggage car and three coaches.

b. One train daily Naples to Reggio in each direction for through service to consist of six coaches, one baggage and one mail car. This train to depart Naples 2030 hours and to arrive Reggio Calabria 1500 hours the following day and on the northward trip to leave Reggio Calabria 1200 hours and to arrive Naples 0710 hours the following morning.

c. One local passenger train between Salerno and Reggio Calabria, each direction, daily to consist of four coaches and one baggage car.

3. The Director General, I.S.R., will work out individual schedules and submit to this Headquarters for distribution.

By Order of Lt. Col. WILSON:

R. P. Ross

R. P. ROSS
Lt.Col. T.C.
Ry. Operations Supt.

cc-Ing. Morandi, Capo Compartimento, Naples.
Director, Transportation Sub-Committee, A.C.C.
C-4, Movements and Transportation, AFHQ

2592

Translation

Rome, 23 OTT 1944
n. M.210/89 .193.C/ICCA/1104/28

Ministry of Communications
I S R - Direction General
the Director General

To Allied Control Commission
Rome

c.c. To D.G. M.R.S. Building

Subject:

Passenger Service on the

Reggio Calabria line.

1) Reference is made to our letter dated 7 August 1944 file M.210/8761/193 C by which we proposed the inauguration of a new couple of trains between Naples and Reggio, in order to reduce the excessive over crowd on the existing trains, which causes many accidents, even deadly, and to avoid the long nightly stop and consequent change at Salerno.

This proposal, however was not accepted, mainly because the addition of a new couple of trains on the section Naples-Salerno would trouble the Allied traffic.

2) As the requests for a direct communication from Naples to Calabria and Sicily are continuosly repeated and, according to our opinion they are justified, we beg you to examine the possibility to improve the present situation through the inauguration of the new couple of trains, at least between Salerno and Gioia Tauro, in connection: at Salerno with the present 1943 and 1940 trains (from and to Naples), and at Gioia Tauro with two new trains (from and to Reggio Calabria) in substitution of the present 3089 and 9098 trains which might be cancelled.

The timing of the new direct communication would be the following:

South bound			North bound
1715	lv.	Naples	arr. 0800
2000	arr.	Salerno	lv. 0520
2030	lv.		arr. 0445
0200	arr.	Sapri	lv. 0001
0220	lv.		arr. 2340
0520	arr.	Paola	lv. 2040
0600	lv.		arr. 2000
0800	arr.	S.Eufemia	lv. 1815
0830	lv.		arr. 1745
1115	arr.	Gioia T.	lv. 1500
1245	lv.	"	arr. 1345
1500	arr.	Reggio C.	lv. 1145

2591

These trains would operate the passenger service exclusively at Salerno, Battipaglia, Sapri, Paola (from and to Cosenza), S.Eufe

Declassified E.O. 12356 Section 3.3/NND No. 785021

This proposal, however was not accepted, mainly because the addition of a new couple of trains on the section Naples-Salerno would trouble the Allied traffic.

2) As the requests for a direct communication from Naples to Calabria and Sicily are continuosly repeated and, according to our opinion they are justified, we beg you to examine the possibility to improve the present situation through the inauguration of the new couple of trains, at least between Salerno and Gioia Tauro, in connection: at Salerno with the present 1943 and 1940 trains (from and to Naples), and at Gioia Tauro with two new trains (from and to Reggio Calabria) in substitution of the present 9089 and 9088 trains which might be cancelled.

The timing of the new direct communication would be the following:

South bound			North bound
1715 lv.	Naples		arr. 0600
2000 arr.			
2030 lv.	Salerno		lv. 0520
			arr. 0445
0200 arr.			
0220 lv.	Capri		lv. 0001
			arr. 2340
0520 arr.			
0600 lv.	Paola		lv. 2040
			arr. 2000
0800 arr.			
0830 lv.	S.Eufemia		lv. 1815
			arr. 1745
1115 arr.	Gioia T.		lv. 1500
1245 lv.	"		arr. 1345
1500 arr.	Reggio C.		lv. 1145

2591

These trains would operate the passenger service exclusively at Salerno, Battipaglia, Capri, Paola (from and to Cosenza), S.Eufemia (from and to Catanzaro) and Reggio C. The local service should be

Cu/ng23

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Declassified E.O. 12356 Section 3.3/NND No. 785021

continued by the present couple of the 9073/9083 and 9082/9072 trains.

3) The consist should be of 1 luggage, 1 mail and 6 passenger cars.

4) Also for thes communication the passenger service should be governed by the rules whereof in para 3 - 4 and 5 of the letter M.211/8904/224 R 211 C., dated 11 Oct. 1944.

5) We beg you to examine benevolently this proposal, by considering that these additional trains do not require an additional use of fuel, as the lines are electrified.

for The General Director
signed Lo Cigno.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO

IL DIRETTORE GENERALE

Roma, li 23 OTT 1944

n.M.210/8960.193.C/ICCA/1104/28

ALLA COMMISSIONE ALLEATA DI CONTROLLO
R O M A

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

Oggetto

Servizio viaggiatori linea
Napoli - Reggio Calabria.

1°) - Con lettera M.210/8761/193.C del 7 Agosto c.a. proponemmo l'istituzione di una nuova coppia di treni fra Napoli e Reggio allo scopo di alleggerire l'eccessivo affollamento sui treni esistenti che dà luogo a molte disgrazie anche mortali, e di sopprimere la lunga sosta notturna con trasbordo a Salerno.

Tale proposta non fu però accettata principalmente perché sulla tratta Napoli Salerno l'aggiunta di una nuova coppia di treni avrebbe intralciato il traffico degli Alleati.

2°) - Poiché sono continue, insistenti e, per noi, giustificate le richieste di una comunicazione diretta fra Napoli e la Calabria e la Sicilia si prega volere esaminare la possibilità di migliorare l'attuale situazione con l'istituzione della nuova coppia di treni almeno fra Salerno e Gioia Tauro in allacciamento a Salerno con gli attuali treni 1943 e 1940 da e per Napoli, ed a Gioia Tauro con due nuovi treni per e da Reggio Calabria in sostituzione degli attuali treni 9089 e 9088 che potrebbero sopprimersi.

L'orario della comunicazione diretta sarebbe il seguente:

17,15	p.	Napoli	a. 8,00
20,00	a.	Salerno	p. 5,20
20,30	p.		a. 4,45
2,00	a.	Sapri	p. 0,01
2,20	p.		a.23,40
5,20	a.	Paola	p.20,40
6,00	p.		a.20,00
8,00	a	S.Eufemia	p.18,15
8,30	p.		a.17,45
11,15	a.	Gioia T.	p.15,00
12,45	p.		a.13,45
15,00	a.	Reggio C.	p.11,45

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con servizio esclusivamente a Salerno, Battipaglia, Sapri, Paola da e per Cosenza - S. Eufemia da e per Catanzaro e Reggio C. restando assegnato il servizio locale all'attuale coppia dei treni 9073/9083 e 9082/9072.

3°) - La composizione dovrebbe essere di 1 bagagliaio, 1 postale e 6 carrozze per viaggiatori.

4°) - Anche per questa comunicazione il servizio viaggiatori dovrebbe essere disciplinato con le norme di cui ai punti III - IV e V della lettera n.M.211/8904/224-R.211.C dell'11.10.1944.

V°) - Vi preghiamo di voler esaminare con la massima benevolenza questa proposta tenendo presente che i treni in aumento non richiedono maggior consumo di combustibile, trattandosi di linee con esercizio a trazione elettrica.

p. IL DIRETTORE GENERALE

Zoccano

CG/lr File

100/92/16

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele : 478701 6 September 1944

ACC Tn/136/14

SUBJECT : Train Service Battipaglia-Gioia Tauro.

TO : Major W.F. BLAIR
Div. Supt.
c/o Mov. Reggio, CMF.

1. Reference your Reg/1/1/9 dated 29 Aug. '44.

2. General Authority is given for the number of the coaches on trains TV 9072 and TV 9073 between Battipaglia and Gioia Tauro to be increased to ten provided you are satisfied the increase is justified.

3. I am concerned that the unauthorised movement of Refugees shall not be permitted and if this increase is solely to facilitate such movement, you are fully empowered to refuse authority for additional coaches. Authorised movement of Refugees will be satisfactorily dealt with by the provision of special trains when approval is made through the proper channels.

4. Trains TV 9034 and TV 9035 between Reggio and Metaponto may be operated on a daily basis.

5. It must be clearly understood that no increase in the allotment of coal can be made for any such increases in train services.

D.S. ADAMS,
Colonel, C.E.
Director, Tptn. S.C.

Copy to: DGMRS
Gen. di Raimondo, Min. of. Comms. Bldg.
Rome

2589

Declassified E.O. 12356 Section 3.3/NND No. 785021

150/92/15

A GP/fa

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference: ACC Tn/42/88
Date : 1 September 44

Tele : 478701

SUBJECT : Proposed additional freight programme.

TO : Ministry of Communications
Italian State Railways
General Direction

1. The additional freight services requested in your letter, reference M/323/8036/309/88 of the 22 August 1944 were carefully considered at the meeting of the Transportation Sub-Committee held on Monday, 28 August 1944. The lack of rolling stock and 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 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 vegetablesdaily into the cities and localities where these commodities are urgently required and this tonnage is being brought forward attached to Military trains.

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

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

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

2588

E.S. ADAMS

Declassified E.O. 12356 Section 3.3/NND No. 785021

1. The additional freight services requested in your letter, reference M/S25/8066/300/98 of the 22 August 1944 were carefully considered at the meeting of the Transportation Sub-Committee held on Monday, 28 August 1944. The lack of rolling stock and 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 wire 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 vegetablesdaily into the cities and localities where these commodities are urgently required and this tonnage is being brought forward attached to Military trains.

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

5. The rolling stock needed to carry out the programme in your"appendix" attached to this letter, would require 3281 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.

2599

B.S. ADAMS
Colonel, C.E.,
Director, Rn.S/S.

Declassified E.O. 12356 Section 3.3/NND No. 785021

FPR/hl

100/92/14

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

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

Tel: 478701

TO : Ministry of Communications
Italian State Railways
General Direction

SUBJECT: Proposed additional passenger train programme.

1. In reply to your letter, ref.M/210/8791/41/13 of the 22nd August 1944.

2. Each proposition in this letter was carefully studied at the Transportation Committee helt 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 fit in trains from Gioia Tauro to Reggio and thereby cut down the wait at that point without affecting the present trains operating, you are at liberty to do so in consultation with ACC.

4. Your para.1.(b) Naples - Bari.
It was found 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 the 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.

2587

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 moment

Declassified E.O. 12356 Section 3.3/NND No. 785021

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.

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

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

4. Your para.1.(b) Naples - Bari.

It was found 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 the 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. 2587

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

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

Declassified E.O. 12356 Section 3.3/NND No. 785021

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

Your para. 3 (e) Rome - Arezzo.

Your para. 3 (f) Rome - Foligno.

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

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

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

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

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

It is not as yet possible to 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.

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

This train operated tri-weekly andconveys 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 2586

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

Declassified E.O. 12356 Section 3.3/NND No. 785021

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 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.

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

This train operated tri-weekly andconveys 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 2596

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 laterdate.

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11. Your para.4(c) Sicignano-Lagonegro

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

12. Your para.4 (d) Foggia-Potenza

Your para.4 (e) Foggia-Manfredonia

Your para.4 (f) Foggia-Lucera

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

13. Your para.4 (g) Bocchetta-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/C.

2585

Declassified E.O. 12356 Section 3.3/NND No. 785021

1 copies acp

100/92/13

Rom 22 AGO. 1944

Nr. M 323 SC66 309 93

MINISTRY OF COMMUNICATIONS
I.S.R. DIRECTION GENERAL

To Allied Control Commission
co. Direction General M.R.S.
Rome

SUBJECT

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

Considered and after

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

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

Check

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

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Declassified E.O. 12356 Section 3.3/NND No. 785021

Compartimenti's lines south of Rome is as follows:

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

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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

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

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

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

5) The piece-goods service, now allowed only within the single Compartimenti of Naples, Bari and Reggio C. and only for a limi= ted volume, it appears to be insufficient for the imperative needs of the populations, which have especially the necessity of traffic opportunities with the main towns located out of the Compartimenti. Therefore, by the suggested goods service extension, we consider indispensable that piece-goods transports be admitted also for destinations out of each Compartimento, effectuating the same through mixed cars to be coupled to all running goods trains. It is understood that such piece-goods service ought to be suitably regulated and extended also to the Roma Compartimento.

6) The rolling stock needed to effectuate the suggested trains shall be of 2281 cars; this number is sensibly inferior to that of the rolling stock daily in excess in the various Compartimenti, being of 2550 cars.

2583

Declassified E.O. 12356 Section 3.3/NND No. 785021

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2583

7) Finally we point out the necessity that the authorizations to load the cars, be measured to the transport possibilities; this because, as we are informed, the few running trains are often not entirely loaded, owing to the lacking of authorizations in comparison with the requests.

The I.S.R. Director General

F.to d. Raimondo

Declassified E.O. 12356 Section 3.3/NND No. 785021

Rome.... 22 AGO. 1944

Nr. M 323 8066 309 98

MINISTRY OF COMMUNICATIONS
I.S.P. DIRECTION GENERAL

To Allied Control Commission
co. Direction General M.R.S.
Rome

SUBJECT

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

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

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

2892

2) By the rehabilitation of the lines Naples-Rome, via Cassino, and Naples - Rome, via Formia, arises the possibility to provide Rome by railway - with goods coming from its natural procurement centres, i.e. Campania and Puglie. This supply appears necessary and urgent, as for the difficult foods situation of Rome, as well as for avoiding the storage of many products, which are in excess at the production districts. Such products are also to be taken away as soon as possible, in order to avoid their waste and to make place for the next harvest vegetables - expecially

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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

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

5) The piece-goods service, now allowed only within the single Compartimenti of Naples, Bari and Reggio C. and only for a limited volume, it appears to be insufficient for the imperative needs of the populations, which have especially the necessity of traffic opportunities with the main towns located out of the Compartimenti. Therefore, by the suggested goods service estension we consider indispensable that piece-goods transports be admitted also for destinations out of each Compartimento, effectuating the same through mixed cars to be coupled to all running goods trains. It is understood that such piece-goods service ought to be suitably regulated and estended also to the Roma Compartimento.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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The I.S.R. Director General

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

PROPOSTE NUOVI TRENI MERCI IN AUMENTO A QUELLI ESISTENTI

LINEA	Quantità treni	Percorrenza ore	Composizione ciascun treno carri	Impegno medio giornaliero materiale carri	Impegno medio giornaliero materiale cicli	Consumo medio giornaliero carbone tonnellate	ANNOTAZIONI
Roma - Napoli via Formia	1 coppia giornaliera	27	20	240	6	15	Per rifornimenti dalla Campania e gli alla Campania recipienti vuoti, utilizzati per ritorno ai loro domicilli.
Roma - Napoli Via Cassino	1 coppia giornaliera	29	26	312	6	20	
Roma - Chiusi	1 coppia bisettimanale	22	35	120	6	5	
Roma - Foligno	1 coppia bisettimanale	23	18	60	6	4	Per rifornimenti dalle Marche, Umbria, Lazio, rispettivamente carbone e materiali da costruzione
Roma - Civitavecchia	1 coppia bisettimanale	11	30	85	5	3,50	
Roma - Nettuno	1 coppia bisettimanale	7	15	40	5	1,50	
Napoli - Potenza	1 coppia giornaliera	21	20	240	6	22	
Nocera - Codola-Avellino	1 coppia bisettimanale	6	14	40	5	1	
Termoli - Foggia	1 coppia bisettimanale	12	28	96	6	2	Per convogliamenti alimentari da Termoli e Roma e rispettivi centri delle regioni
Foggia - Bari	1 coppia	20	16	432	6	12	

Declassified E.O. 12356 Section 3.3/NND No. 785021

...ROSSI NUOVI TRENI MERCI IN AGGIUNTA A QUELLI ESISTENTI

Percorrenza ore	Composizione ciascun treno carri	Impegno medio giornaliero materiale carri	Impegno medio giornaliero materiale cielo	Consumo medio giornaliero carbone tonnellate	ANNOTAZIONI
27	20	240	6	15	Per rifornimenti alimentari dalla Campania e dalle Puglie alla Capitale e ritorno recipienti e materiali vuoti, utilizzabili anche per ritorno sfollati ai loro domicilii.
29	26	312	6	20	
22	35	120	6	5	
23	18	60	6	4	Per rifornimenti alimentari dalle Marche, Umbria, Toscana, Lazio, nonchè rifornimenti carbone vegetale e materiali da costruzione.
11	30	85	5	3,50	
7	15	40	5	1,50	
21	20	240	6	22	
6	14	40	5	1	
12	28	96	6	2	Per convogliamento prodotti alimentari diretti Napoli e Roma e rifornimento centri delle provincie meri-
20	16	120	6	12	

Declassified E.O. 12356 Section 3.3/NND No. 785021

Napoli - Potenza	1 coppia giornaliera	21	20	240	6	22	
Nocera - Cedola-Avellino	1 coppia bisettimanale	6	14 (X)	40	5	1	
Termoli - Foggia	1 coppia bisettimanale	12	28	96	6	2	Per convogli alimentari e Roma e centri dello dionali, non prodotti fra atosse.
Foggia - Bari	1 coppia giornaliera	20	16	432	6	13	
Bari - Taranto	1 coppia giornaliera	13	18	216	6	10	
Brindisi - Lecce	1 coppia giornaliera	10	40	400	5	5	
		Totale carri		2281	tonn.	103	

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

(X)

Declassified E.O. 12356 Section 3.3/NND No. 785021

oppia alier.	21	20	240	6	22	
oppia timanale	6	14	40	5	1	
oppia imanale	12	28	96	6	2	Per convogliamento prodotti alimentari diretti Napoli e Roma e rifornimento centri delle provincie meridionali, nonchè interscambio prodotti fra le provincie stesse.
oppia alier.	20	36	432	6	13	
oppia alier.	13	18	215	6	10	
oppia alier.	10	40	400	5	6	
	Totale carri		2281	tonn.	103	

materiale ed il consumo del combustibile per i treni bisettimanali sono ragguagliati

Declassified E.O. 12356 Section 3.3/NND No. 785021

TRANSPORTATION SUB-COMMISSION

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

100/92/12

SUBJECT: TRAIN SERVICE

REF REG I/I/IO

REGGIO CAL.
29 AUG 44

TO: IL CAPO COMPARTIMENTO
I S R REGGIO CAL.

1. Acknowledging your letter 27 Aug 44 N.II2.3.2I.

2. Authority is granted to cancel train TV 4727 leaving Petrace at I2.45 hrs arriving Reggio 15.00 hrs and operate, in its stead, train TV 9073 leaving Petrace 2000 hrs arriving Reggio 22IO.

3. This will allow passengers from Salerno to reach Reggio the same night rather than spend the night at Gioia Tauro where there is no accommodation.

W. F. Blair

W.F.BLAIR,MAJOR
DIV.SUP.T. TN SUB-COMM

I.CAPO COMPARTIMENTO
2.H.Q. ACC TN SUB-COMM ✓
3. MOV & TN REGGIO
4. FILE

2579

TRANSPORTATION SUB=COMMISSION

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

100/92/11

SUBJECT: TRAIN SERVICE

TO: H.Q. A.C.C.
TN SUB=COMM
A.P.O. 394

REF: REG I/I/9
REGGIO CAL
29 AUG 44

1. Attached is letter from Il Capo Compartimento, Reggio asking that the coaches on trains, TV 9072 and TV 9073 between Battipaglia and Gioia Tauro increased from 4 to ten.

2. Also asks that trains TV 9034 and TV 9035 between Reggio and Metaponto be authorized to operate daily instead of threee times per week.

3. Trains are now so overcrowded that many deaths result for which claims are presented. It is hoped that the increase, if granted, would greatly assist a return to normal in Calabria.

4. Plase authorize.

W. F. Blair

W.F. BLAIR, MAJOR
DIV.SUPT. TN SUB=COMM

1. H.Q. ACC TN S/C ✓APO 394
2. DEMRS
3. CAPO COMPARTIMENTO
4. FILE

2578

Declassified E.O. 12356 Section 3.3/NND No. 785021

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paglia and Gioia Tauro increased from 4 to ten.

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4. Plase authorize.

W. F. Blair

W.F. BLAIR, MAJOR
DIV.SUPT. TN SUB=COMM

1. H.Q. ACC TN S/C ✓ AP 0394
2. DEMRS
3. CAPO COMPARTIMENTO
4. FILE

2578

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO

IL CAPO COMPARTIMENTO

OGGETTO

Servizio viaggiatori.

Reggio Cal. 20/8 - 944

N. 112.1.7

Al N. ..... del .....

Al Sig. Maggiore BLAIR

Sovraintendente Servizio Ferroviario Alleato

REGGIO C.

Ho dovuto prospettare alla mia Direzione Generale lo stato di continuo pericolo col quale si viaggia su queste linee specie sulla Battipaglia-Reggio e sulla Metaponto-Reggio C. sulle quali si devono registrare continui casi di morte di viaggiatori che cadono dai treni eccessivamente affollati.

Ho manifestata la necessità che sulla tratta Gioia T.-Salerno il treno sia composto di 10 vetture oltre bagagliaio e postale e sulla Metaponto-Reggio C. il treno sia giornaliero anzichè trisettimanale.

Prego V.S. appoggiare questa mia richiesta motivata da grandi necessità.

IL CAPO COMPARTIMENTO

Stab. Tipo-Litografia F. S.

2577

T R A N S L A T I O N

100/92/10

Rome, 22 August 1944
our ref. M 210/8791/41/13

MINISTRY TO COMMUNICATIONS
ITALIAN STATE RAILWAY
GENERAL DIRECTION

To Allied Control Commission
Transportation Sub-Commission
)R O M E(

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 inconvenientes are pointed out from such situation

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

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

-two daily trains betwsen 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, Sicignano, 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:

2576

c) No communications are betwsen Rome and its Provinces, ~~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.

II. As for the enlargement of the liberated Italy's areas, and fro the effort which aimes the Nation to recuperate promptly the normal activity, although limited by war exigencies, is necessary to instituite 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.

Declassified E.O. 12356 Section 3.3/NND No. 785021

The following inconveniences are pointed out from such situation

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

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

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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:

2526

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.

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

Declassified E.O. 12356 Section 3.3/NND No. 785021

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 7 August 1944 file n.M.210/8761/193-C., we propose you what follows to operate the needfull connection between Rome and liberated areas, and the displacing of the population immigrated, especially from the Southern Italy, to Rome, by the war operations.

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

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

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

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

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

The benefit, to connect Rome with Southern Italy and to secure communications to the whole intermediate area with Naples, Rome and the important towns of Frosinone, Cassino, Sparanise, Capua, Caserta will be realized through such two communications.

c) To facilitate the removal from Rome of the refugees with the consequent evident benefit of the alimentary Rome supply, as generally the refugees live in the Southern Italy, we should deem s 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 three 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

2575

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	"	" 1540	Rome	arr.1930

These trains will be stopped at the most important stations.

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

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composed of 8 cars, 1 luggage wagon and 1 mail wagon.

Rome lv. 1717		arr.Naples 0545	with line's
Naples lv.1830		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, Maserta 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 three 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	

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.

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

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

By such trains, besides to operate a needfull connection between Rome and Puglie'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.

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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. 0800	"	" 1330	"	" 1630	Ortona	arr.1930

2) Prolungation between Fasano and Monopoli of the trains:

N. 4704	Fasano	lv. 0600
N. 1791	Fasano	arr.1946

b) Battipaglia-Brindisi line. 1) Transformation into mixed of the goods trains N. 8133 and 8137 - Potenza-Taranto. (Potenza lv.0655 Metaponto arr.1133 - lv.1352 Taranto arr.1516) and N.8126/8130 Taranto-Potenza:
(Taranto lv. 0532 Metaponto arr.0838 - lv. 0915 Potenza arr.1456)
To these trains will be added passengers cars.

2) Transformation into mixed of the trains:

N.7000	Potenza	lv.0805	Sicignano	arr.1144
N.7003	Sicignano	lv.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. 0800

4) Prolungation 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 Consilina Lyceum and of the Lawyers and other Professional men to Lagonegro Tribunal.

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

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

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

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

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9574

[redacted] passengers cars.

2) Transformation into mixed of the trains:

M.7000	Potenza	lv.0505	Sicignano	arr.1144
M.7003	Sicignano	lv.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. 2500
Potenza lv. 0100	Taranto arr. 0600

4) Prolungation 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, expecially requested by the Taranto lawyers to reach Lecce, the Appeal Court Seat.

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

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

Rocchetta	lv. 0500	Potenza	arr. 0650
Potenza	lv. 1430	Rocchetta	arr. 1800

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

e) Foggia-Manfredonia line. A couple of daily trains.

Foggia	lv. 0730	Manfredonia	arr.0930
Manfredonia	lv. 1555	Foggia	arr.1750

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

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

All the above mentioned trains (Foggia-Potenza line, Foggia-Manfredonia line and Foggia-Lucera line) should be composed each of 2 passengers 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-bombings.

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

Spinazzola	lv. 0300	Gioia del Colle	arr. 0525
Gioia del Colle	lv. 1600	Spinazzola	arr. 1830

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 wheleed truck cars, or equivalent vehicles, 10 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

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100/9-2/9

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. O. 400
21 AUGUST 1944

SUBJECT: REQUEST FOR ADDITIONAL PASSENGER SERVICE

TO: A.C.C., TRANSPORTATION SUB-COMMISSION, APO 394

1. REFERRING TO LETTER 14 AUGUST 1944, FROM GENERAL DI RAIMONDO, REQUESTING ADDITIONAL CIVILIAN PASSENGER SERVICE BETWEEN NAPLES, BATTIPAGLIA, AND REGGIO.

2. AS YOU KNOW, ON THE 16TH OF AUGUST WE INAUGURATED THE SIX-DAY-A-WEEK CIVILIAN-MILITARY PASSENGER SERVICE BETWEEN NAPLES AND BARI, AND IN ADDITION, ARE OPERATING DAILY PASSENGER SERVICE BETWEEN NAPLES AND SALERNO, THE CONNECTION BEING OPERATED FOR THIS LATTER SERVICE BETWEEN BATTIPAGLIA AND SALERNO.

3. THE VOLUME OF MILITARY TRAFFIC TO BE HANDLED IN THE TERRITORY NAPLES-SALERNO-BATTIPAGLIA IS SUCH THAT WE DO NOT FEEL THAT ADDITIONAL PASSENGER TRAIN CAN BE JUSTIFIED AT THIS TIME.

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

CC - GENERAL DI RAIMONDO
ING. POMARICI
GEN. SUPT TERMINALS

2572

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File 92/8

ACP/lr

42/79

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference: ACC Tn/42/54
Date : 18 August 1944

TO : (1) D.G.M.P.S.
Min. of Comms. Bldg.
Rome
(2) DQMG(M),
HQ AAI, CMF

SUBJECT : Additional Civil Passenger Train (Naples-Reggio).

1. The Minister of Communications has submitted a request for an additional passenger train Naples-Reggio-Naples, as set out in red on the chart, and explained in copy letter attached.

2. He cites the advantage of the considerable shortening of the time of the journey as compared with trains 9072 and 9073 also shown on the chart.

3. The matter will be placed on the Agenda of the next meeting of the Transportation Committee for discussion.

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

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100/92/7 178

ACF/lr

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference: ACC Tn/42/55
Date : 18 August 1944

TO : Minister of Communications
(Attn. Gen. di Raimondo)
Min. of Comms. Bldg.
R o m e

SUBJECT : Additional Civil Passenger Train (Naples-Reggio)

1. Reference is to your M/210/8761/193-C of 7 August 44.

2. This item will be placed on the Agenda of the next meeting of the Transportation Committee meeting to be held at the Conference Room HQ AAI on Monday 28 August 44.

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

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Declassified E.O. 12356 Section 3.3/NND No. 785021

100/92-16
REB/lr

Rome, 9th August 1944

TO : Allied Control Commission
Transportation Sub-Commission
Rome

We attach herewith a letter M.210/8761/193 C. of 7/8/1944 concerning a new line Napoli-Reggio Calabria.

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MINISTRY OF COMMUNICATIONS

State Railways
General Director

REB/lr

Rome, August 7th 1944
Ref. M/210/8761/193-C

TO : ACC Transportation Sub-Comm.
and
to General Director M.R.S.

SUBJECT : New communication between Naples and Reggio Calabria.

I. The present communication (not operating in holidays) between Naples and Reggio Calabria, is quite inadeguate to carry all passengers who, either because working or because refugees, are obliged to travel from Naples to Calabria or to Sicily or vice versa.

Althoug the present time table is probably suitable for local communications for the traffic along the Calabrian lines develops during day-time it offers the disadvantage of two long night-stops along the North-South direction: at Salerno, from 20.00 to 03.20 hrs and at Gioia Tauro, where the passengers must change train because of the interruption of the Petrace bridge, from 18.52 to 05.00 hrs, along the South-North difection there are also two stops: at Salerno, from 21.01 to 05.20 hrs and for the passengers arriving from Sicily at Reggio Calabria, because the train leaves Reggio at 04.25 hrs while the trains coming from the other towns of Sicily arrive at Messina in the morning and someone also in the afternoon and the last ferry boat leaves Messina at 17.00 hrs.

II. In order to improve the passenger traffic between Naples and Calabria and Sicily, as for both time table and number of available places are concerned, it would be necessary to operate a new couple od daily trains with corresponding ferry boat, according to the following approximate time table

	1500 dep.	Naples	arr. 0700	
	1745 arr.		dep. 0415	
	1800 dep.	Salerno	arr. 0400	
	0245 arr.		dep. 2100	
	0315 dep.	Paola	arr. 2000	
	0515 arr.		dep. 1815	
	0540 dep.	S. Eufemia	arr. 1745	
	1145 arr.		dep. 1200	
ferry boat	1215 dep.	Reggio C.	arr. 1130	ferry boat
	1315 arr.	Messina	dep. 1030	

As shown by attached diagram, where the new trains are drawn in red, the passengers going to Calabria and Sicily could directly travel from Naples to Reggio with but the interruption of Petrace bridge; at Reggio C. they would find the ferry boat to Messina with immedia te junction trains both for Palermo and for Siracusa.

The passengers arriving at Messina both from Palermo and from Siracusa would find in short time the new ferry boat enabling them to take the train for

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day-time it offers the disadvantage of two long night-stops along the North-South direction: at Salerno, from 20.00 to 03.20 hrs and at Gioia Tauro, where the passengers must change train because of the interruption of the Petrace bridge, from 18.52 to 05.00 hrs, along the South-North difection there are also two stops: at Salerno, from 21.01 to 05.20 hrs and for the passengers arriving from Sicily at Reggio Calabria, because the train leaves Reggio at 04.25 hrs while the trains coming from the other towns of Sicily arrive at Messina in the morning and someone also in the afternoon and the last ferry boat leaves Messina at 17.00 hrs.

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	1500 dep.	Naples	arr. 0700	
	1745 arr.			
	1800 dep.	Salerno	dep. 0415	
	0245 arr.		arr. 0400	
	0315 dep.	Paola	dep. 2100	
	0515 arr.		arr. 2000	
	0540 dep.	S. Eufemia	dep. 1815	
	1145 arr.		arr. 1745	
ferry boat	1215 dep.	Reggio C.	dep. 1200	
	1315 arr.		arr. 1130	ferry boat
		Messina	dep. 1030	

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As shown by attached diagram, where the new trains are drawn in red, the passengers going to Calabria and Sicily could directly travel from Naples to Reggio with but the interruption of Petrace bridge; at Reggio C. they would find the ferry boat to Messina with immedia te junction trains both for Palermo and for Siracusa.

The passengers arriving at Messina both from Palermo and from Siracusa would find in short time the new ferry boat enabling them to take the train for Naples where they could arrive on the following morning, still with the interruption of Petrace bridge.

The new trains would improve also the communications from and with Cosenza, through Paola.

III It is not convenient to prolong up to Naples the present

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train, in order to avoid the long stop at Salerno, for said trains would arrive and depart from Naples about at midnight, as shown by the diagram (blue line).

IV. Please authorize soonest possible to operate the new couple of trains and authorize also to eventually alter the time table of othert trains, without increasing their member, in order to improve their operating in connection with said new trains.

The General Director

Gen. di Raimondo

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MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
IL DIRETTORE GENERALE

Roma, 7/O 944

M.210/8761/193-C

Commissione Alleata di Controllo
Sottocommissione Trasporti Interni
R O M A

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

OGGETTO

Nuova comunicazione
Napoli - Reggio C.

I - L'attuale comunicazione (soppressa nei giorni festivi) fra Napoli e Reggio C. è assolutamente insufficiente a far viaggiare tutte le persone che per necessità di lavoro o perchè sfollate debbono da Napoli recarsi in Calabria e Sicilia o farne ritorno.

L'attuale orario, che svolgendosi in ore diurne sulle linee calabresi si presta forse bene per le comunicazioni locali, presenta l'inconveniente nel senso Nord-Sud di due lunghe soste notturne, una a Salerno dalle 20 alle 3.20 e l'altra a Gioia Tauro ove deve effettuarsi il trasbordo per l'interruzione sul ponte Petrace dalle 18.52 alle 5 e, nel senso Sud-Nord, di un'altra lunga sosta a Salerno dalle 21.1 alle 5.20, nonchè quella di Reggio C. per i provenienti dalla Sicilia perchè mentre il treno parte da Reggio C. alle 4.25 del mattino gli arrivi a Messina dall'interno della Sicilia si verificano il mattino e qualcuno anche nelle ore pomeridiane e l'ultima corsa di ferry-boat da Messina arriva a Reggio C. alle ore 17.

II - Per migliorare il traffico viaggiatori fra Napoli e la Calabria e la Sicilia sia sotto il punto di vista di orario, sia per quanto riguarda la quantità dei posti offerti, si renderebbe necessario l'aumento di una coppia di treni giornalieri con relativa corsa di nave traghetto, come dal seguente orario approssimativo:

25[illegible]

./.

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	15.-	p.	Napoli	a. 7.-	
	17.45	a.	Salerno	p. 4.15	
	18.-	p.		a. 4.-	
	2.45	a.	Paola	p. 21.-	
	3.15	p.		a. 20.-	
	5.15	a.	S.Eufemia	p. 18.15	
	5.40	p.		a. 17.45	
	11.45	a.	Reggio C.	p. 12.-	
corsa di	12.15	p.		a. 11.30	corsa di nave
nave traghetto	13.15	a.	Messina	p. 10.30	traghetto

Come risulta dall'unito grafico, in cui la nuova coppia proposta è segnata in rosso, i viaggiatori calabresi e siciliani col solo trasbordo di Gioia Tauro per l'interruzione sul Petrace andrebbero direttamente da Napoli a Reggio C. ove quelli per la Sicilia troverebbero la nuova corsa di ferry-boat che li traghetterebbe a Messina ove troverebbero la coincidenza sia per la linea di Siracusa che per quella di Palermo.

In senso opposto i viaggiatori in arrivo a Messina dalle due linee di Palermo e Siracusa troverebbero a breve distanza la nuova corsa di nave traghetto che permetterebbe loro di prendere a Reggio C. l'immediata coincidenza della nuova comunicazione per Napoli ove giungerebbero, sempre col solo trasbordo per l'interruzione sul Petrace, al mattino seguente.

La nuova coppia di treni migliorerebbe anche la comunicazione da e per Cosenza via Paola.

III - Il prolungamento fra Salerno e Napoli dell'attuale coppia di treni per la Calabria allo scopo di evitare la lunga sosta a Salerno, mal si presta come orario poichè come risulta dal grafico unito (segno bleu) i treni di proseguimento partirebbero e arriverebbero a Napoli verso la mezzanotte, ora certamente poco opportuna.

IV - Si prega di voler autorizzare l'attivazione della nuova coppia di treni al più presto possibile autorizzando altresì, senza aumento di altri treni, gli eventuali ritocchi che fossero necessari agli altri treni sulle linee coincidenti o sulla stessa linea per migliorarne la loro funzione in relazione alla nuova comunicazione.

IL DIRETTORE GENERALE

Ludi Fernando

2125

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100/92/4

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF ASST TO DIRECTOR GENERAL

APO 400
1 AUGUST 1944

SUBJECT: ADDITIONAL PASSENGER TRAIN SERVICE - SAPRI TO SALERNO OR NAPLES

TO: PASSARO PANTALEO, ATTORNEY, NAPLES

1. YOUR LETTER 30 JULY 1944, ADDRESSED TO 701 RAILWAY GRAND DIVISION, REQUESTING PASSENGER TRAIN SERVICE FROM SAPRI TO SALERNO OR NAPLES, HAS BEEN REFERRED TO THIS HEADQUARTERS.

2. WE ARE NOT IN POSITION AT THE PRESENT TIME TO MAKE ANY EXTENSIVE ADDITION TO CIVILIAN PASSENGER TRAIN SERVICE, BUT IN THE EVENT ADDITIONAL SERVICE IS REQUIRED, MUST BE HANDLED THROUGH THE A.C.C. TRANSPORTATION SUB-COMMITTEE.

FOR THE DIRECTOR GENERAL:

CHARLES F. DOUGHERTY
COLONEL, T. C.
ASST TO DIRECTOR GENERAL

CC - GENERAL DI RAIMONDO
CO, 701 RAILWAY GRAND DIVISION
TRANSPORTATION SUB-COMMISSION, A.C.C., APO 394

2564

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100/9 2/3

- File

CONFIDENTIAL

MOV RECTO

ACC MAIN FROM ADANS

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CONFIDENTIAL
PRIORITY
TRANSPORTATION SUB
JOINT.

Naples - Bolzaglio -

TPTE CONDITTEN ADVED TRAINS TV NINE ZERO SEVEN TWO ONA TV NINE ZERO SEVEN THREE OPERATE DAILY PD FARES TO MOV RECTO NOW BLAIR FROM ACC FROM ADAMS FAREN AUTHORITY FOR THIS EXTENSION OF SERVICE WILL BE SIGNALLED YOU IF DOMUS CONFIRMS NO OPERATIONAL DIFFICULTY INVOLVED AR

2563

L.T. MONTANT JR
1st Lieut AGD
Adjutant

D S ADAMS
Colonel

Declassified E.O. 12356 Section 3.3/NND No. 785021

150/9/1

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. O. 400
29 MAY, 1944

SUBJECT: BASIC CIVILIAN TRAIN SERVICE

TO: GENERAL DI RAIMONDO, UNDER-SECY, ITALIAN STATE RAILWAYS & HIGHWAYS
ING. POMARICI, I.S.R. LIAISON OFFICER, BUILDING
ING. MORANDI, IL CAPO DI COMPARTIMENTO, NAPLES
CO, 701ST RAILWAY GRAND DIVN., APO 400

1. EFFECTIVE 1 JUNE 1944, THE DAILY PASSENGER TRAIN ARRIVING BATTIPAGLIA FROM SAN EUFEMIA WILL BE OPERATED THROUGH TO SALERNO.

2. THE TRAIN WILL ARRIVE SALERNO APPROXIMATELY 2145 HOURS, AND WILL LEAVE SALERNO ABOUT 0415 HOURS DAILY.

FOR THE DIRECTOR GENERAL:

CHARLES F. DOUGHERTY
COLONEL, T. C.
ASSISTANT GENERAL MANAGER
TRANSPORTATION DEPARTMENT

CC - CO, 703RD RAILWAY GRAND DIVN., APO 400
TRANSPORTATION SUB-COMMISSION, A.C.C., APO 394
D.Q.M.G. MOVEMENTS, HQ, A.A.I., CASERTA

2551