Declassified E.O. 12356 Section 3.3/NND No. 785018

ACC AC/100/94 10000/148/1593 NAP

Declassified E.O. 12356 Section 3.3/NND No. 785018

8/1593

NAPLES - BRINDISI

PGM/af

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

Tel.: 843238

25 July 45

Ref.: AC/100/94/Tn.4

SUBJECT: Passenger service Taranto-Brindisi.

TO : M.R.S. Bldg. (Major Wilson)

1. Trains 809 - 4848 now operate as civilian passenger trains between Francavilla and Brindisi, and as military trains between Francavilla and Taranto.

2. I.S.R. now request that they be permitted to carry passengers on these trains between Francavilla and Taranto.

3. Will you kindly look into this and advise if it is possible to grant the request.

For the Chief Commissioner:

P.G.MATSON,
Major.

2882

Declassified E.O. 12356 Section 3.3/NND No. 785018

MINISTRY OF TRANSPORT
ISR◆OVEMENT SERVICE

Rome 13 July 1945

M.211.3189.194

SUBJECT: Communications between Taranto and Francavilla.

TO: Tn Sub-Commission A.C., Rail Division
R o m e

1. At present are operating between Taranto and Francavilla, as daily, the trains:

809	Taranto	dep.	0400	Francavilla	arr.	0530 Transport on Allied behalf
8131	"	"	1235	"	"	1350 Transport on Allied behalf.
4848	Francavilla	"	1346	Taranto	"	1640 Loco return 8131.

2. In consideration that 809 and 4848 trains are operated alsc between Francavilla and Brindisi, by the following schedule for passenger service:

809	Francavilla	dep.	0513	Brindisi	arr. 0610
4848	Brindisi	"	1440	Francavilla	" 1542

We propose to assign to these trains passenger service also on Taranto-Francavilla section, in order to have continued communications between Taranto and Brindisi requested by Bodies and Authorities already many times to this I.S.R. Movement Direction, for obtain such forecast.

3. Non addition of rolling stock is required.

4. We beg to examine kindly the proposal and let us know your decision on the matter.

THE CHIEF MOVEMENT SERVICE
Signed BIONDI

5/5 a.

Brindisi

OK

Taranto

2881

Declassified E.O. 12356 Section 3.3/NND No. 785018

809 Francavilla dep. 0513 Brindisi arr. 0610
4848 Brindisi " 1440 Francavilla " 1542

We propose to assign to these trains passenger service also on Taranto-Francavilla section, in order to have continued communications between Taranto and Brindisi requested by Bodies and Authorities already many times to this I.S.R. Movement Direction, for obtain such forecast.

3. Non addition of rolling stock is required.

4. We beg to examine kindly the proposal and let us know your decision on the matter.

THE CHIEF MOVEMENT SERVICE
Signed BIONDI

5250

Brindisi

To Taranto

2881

Declassified E.O. 12356 Section 3.3/NND No. 785018

Declassified E.O. 12356 Section 3.3/NND No. 785018

MINISTERO DEI TRASPORTI

MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

Roma, 13 LUG 1945 194 - A.

N. M.211.3189.194

Al N. ..... del .....

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria
ROMA

OGGETTO

Comunicazioni fra Taranto e Francavilla.

ALLEGATI N. .....

I - Attualmente si effettuano come giornalieri fra Taranto e Francavilla i treni:

809 Taranto p. 4.00 - Francavilla a. 5.03, trasporti conto Alleati
8131 " " 12.35 - " " 13.50, " " "
4848 Francavilla " 13.46 - Taranto " 16.40, ritorno locomotiva 8131

II - Poichè i treni 809 e 4848 si effettuano pure tra Francavilla e Brindisi, col seguente orario, per servizio viaggiatori:

809 Francavilla p. 5.13 - Brindisi a. 6.10
4848 Brindisi p.14.40 - Francavilla a.15.42

si propone di assegnare il servizio viaggiatori a questi treni anche nel tratto Taranto-Francavilla, allo scopo di costituire delle comunicazioni continuative fra Taranto e Brindisi, tanto reclamate da Enti ed Autorità, che più volte si sono rivolte a questa Sede per ottenere tale provvedimento.

III - Nessun maggiore impegno di materiale.

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

IL CAPO DEL SERVIZIO MOVIMENTO 2880

Declassified E.O. 12356 Section 3.3/NND No. 785018

FCM/e2

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

Tel.: 843238

16 July 1945

Ref.: AC/100/94 S/Tn.4

SUBJECT: Passenger service Potenza line.

TO : DMRSI Bldg (Major Loudon)

1. Local passenger service on the Potenza line is requested and it is desired to extend present trains 3979 - 3970 to include Potenza.

2. Trains 3979 - 3970 now operate between Battipaglia and Sicignano and the service could be extended without additional stock or locomotives.

3. The only passenger service now between Sicignano and Potenza is the three day per week thru service to Brindisi.

4. Will you kindly examine the proposal and advise if application can be granted.

For the Chief Commissioner:

P. G. MATSON
MAJOR T.C.
P.G.MATSON,
Major.

Copy to:- Movement I.O. Capt. Gray AFHQ Bldg
" Mail In Sub-Comm.

2879.

MINISTRY OF TRANSPORTS
ISR DIRECTION GENERAL
MOVEMENT SERVICE.

Rome, 10 July 1945

Ref.: M.211/3161/194.

SUBJECT : Local communications
Sicignano-Potenza/

TO: Tn;Sub-Commission A.C.
(Rail Division)
R o m e

1. Following previous notices, we inform you about the absolute lack of local communications along the Sicignano-Potenza section on province of Potenza western area. This section being operated only by contingented trains 821 and 820 which are not stopping at intermediary stations.

2. Populations of that area are in a great difficulty because of this lack of connections with their chief-town and with province of Salerno, towards which most of their interests are converging. Public organisations and authorities are continually claiming in order that same action might be taken.

3. Prolongation until Potenza of local trains 3979 and 3970, presently operating between Battipaglia and Sicignano and in junction with Salerno trains 1937 and 1932, might improve the local communications in that area. Schedule of prolongation could approximately be the following:

3979 : Sicignano (arr.1632 hrs) dep.1640 hrs Potenza arr. 2130 hrs
3970 : Potenza " 0330 " Sicignano " 0545 " (dep.0555 hrs)

4. If this prolungation would not be possible, passenger service could be assigned to the two freight trains of the line:

7003 : Battipaglia dep. 0845 hrs Potenza arr. 1950 hrs
70008: Potenza " 0532 " Battipaglia" 1655 "

5. Provision concerned in point III does not imply use of more material or rolling stock, while for the one concerned in point IV the allocation of a few cars with passenger service commodities is only required.

6. Please give yourkind attention to our proposal and inform us about your decision.

THE DIRECTOR GENERAL
Signed: Di Raimondo

2878

Declassified E.O. 12356 Section 3.3/NND No. 785018

3. Prolongation until Potenza of local trains 3979 and 3970, presently operating between Battipaglia and Sicignano and in junction with Salerno trains 1937 and 1932, might improve the local communications in that area. Schedule of prolongation could approximately be the following:

3979 : Sicignano (arr.1832 hrs) dep.1840 hrs Potenza arr. 2130 hrs
3970 : Potenza " 0330 " Sicignano " 0545 " (dep.0555 hrs)

4. If this prolungation would not be possible, passenger service could be assigned to the two freight trains of the line:

7003 : Battipaglia dep. 0845 hrs Potenza arr. 1950 hrs
70006: Potenza " 0532 " Battipaglia" 1655 "

5. Provision concerned in point III does not imply use of more material or rolling stock, while for the one concerned in point IV the allocation of a few cars with passenger service commodities is only required.

6. Please give youkind attention to our proposal and inform us about your decision.

THE DIRECTOR GENERAL
Signed: Di Raimondo

2878

1715 Batt
1838 arr

1915 Pot

0330 Dep

Declassified E.O. 12356 Section 3.3/NND No. 785018

Declassified E.O. 12356 Section 3.3/NND No. 785018

MINISTERO DEI TRASPORTI

MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

Roma, 8 OTT. 1945 - 194 - A.

N. M.211/3181/194

Al N. del

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria
ROMA

OGGETTO

Comunicazioni locali
Sicignano - Potenza

ALLEGATI N.

I) - Come già fatto presente in precedenti segnalazioni, le comunicazioni locali interessanti il lato occidentale della provincia di Potenza mancano del tutto nel tratto Sicignano-Potenza, dove si effettuano i soli treni contingentati 821 e 820, che non fermano nelle stazioni intermedie.

II) - Tale stato di cose crea grave disagio a quelle popolazioni, che non hanno possibilità di collegamento nè col proprio Capoluogo, nè con la provincia di Salerno, verso la quale pure convergono in gran parte gli interessi di quelle località, e ne consegue un continuo invio a questa Sede di vibrate proteste da parte di Enti ed Autorità, che reclamano adeguati provvedimenti.

III) - Per ovviare a tale grave situazione si propone di prolungare fino a Potenza i treni locali 3979 e 3970, attualmente limitati al tratto Battipaglia - Sicignano e collegati a Salerno con i coincidenti treni 1937 e 1932. L'orario di prolungamento da assegnare ai suddetti treni sarebbe in via approssimativa, il seguente:

2877

3979 : Sicignano (a.18.32) p.18.40 Potenza a. 21.30
3970 : Potenza p. 3.30 Sicignano " 5.45 (p. 5.55)

IV) - Qualora non fosse possibile attuare il suddetto provvedimento, si propone in linea subordinata di assegnare il servizio viaggiatori ai due treni merci della linea:

/-

Declassified E.O. 12356 Section 3.3/NND No. 785018

7003 Battipaglia p.8.45 Potenza a. 19.50
7000 Potenza " 5.32 Battipaglia " 16.55

V) - Il provvedimento di cui al punto III) non importa maggiore impegno di materiale e mezzi di trazione, e quello di cui al punto IV) solo l'assegnazione di qualche carro attrezzato per servizio viaggiatori.

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

IL DIRETTORE GENERALE

Declassified E.O. 12356 Section 3.3/NND No. 785018

100/94

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

WKS/vp

A. P. O. 512
23 June 1945

531.7 T

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.

2876

Declassified E.O. 12356 Section 3.3/NND No. 785018

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
0930 arr.		dep. 2050
1000 dep.	BARI	arr. 2020
1230 arr.	BRINDISI	dep. 1750
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

Declassified E.O. 12356 Section 3.3/NND No. 785018

PGM/1c

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

Tel. 843238
Ref. AC/100/94/Tn 4

19 May 1945

SUBJECT : Battipaglia-Taranto passenger service.

TO : ISR - Bldg.

1. Reference M 211/2903/194 - 18 May 1945.

2. It is appreciated that additional passenger service is required between Battipaglia and Taranto but the populations involved must be induced to wait until the bulk of the vast movement of troops - prisoners of war, refugees and material, has been accomplished.

3. We are not in favor of making mixed trains on this line because it would merely injure freight movement.

[signature]
Do - Director

2875

Declassified E.O. 12356 Section 3.3/NND No. 785018

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOVEMENTS DEPT.

Roma, 18 May 1945
M.211/2903/194

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

SUBJECT: Battipaglia-Taranto line; local communications.

1. Yours 30 March ult. file AC/100/94/Tn.4 refers.

2. This Ministry of Transports is being continually pressed by local Authorities in order that local train services be established btw. Taranto and Battipaglia, as the populations of that district are practically deprived of any kind of transportation facilities enabling them to attend to their cultural and professional activities.

3. We must therefore insist again on the necessity that one round trip of passenger trains be operated daily btw. Battipaglia and Potenza and that freight trains 8126/8130/KKB and 8135/8137 btw. Taranto and Potenza be transformed into mixed trains for conveyance of both passengers and freight as already suggested with our letter M.210/2590/41-A of 16 March ult.

4. Please kindly investigate again the possibility to grant present application.

The Director General
G. di Raimondo

2874

Declassified E.O. 12356 Section 3.3/NND No. 785018

MINISTERO DEI TRASPORTI
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 18 AG. 1945 194 A.

M.211/2903/194

Al N. del

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

OGGETTO

Comunicazioni locali sulla
Battipaglia - Taranto.

ALLEGATI N.

I- Si fa riferimento alla vostra lettera AC/100/Tn 4 del 30 marzo u.s.

II- Continuano a pervenire personali premure a S.E. il Ministro dei Trasporti, da parte di Enti ed Autorità interessate, per l'istituzione di servizi locali sulla linea Battipaglia - Taranto, dove tutte quelle popolazioni mancano completamente di mezzi di trasporto, che consentano di esplicare le loro attività professionali e culturali.

III- Si è pertanto costretti ad insistere sull'inderogabile necessità di istituire una coppia di treni giornalieri tra Battipaglia e Potenza, e di assegnare il servizio viaggiatori ai treni merci 8126/8130/KKB e 8135/8137 fra Taranto e Potenza, come da nostra precedente proposta M.210/2590/41A del 16 marzo u.s.

IV- Si prega riesaminare con benevola comprensione la questione e far conoscere quale decisione sarà presa al riguardo.

IL DIRETTORE GENERALE
Ludi Ravenna

2873

Declassified E.O. 12356 Section 3.3/NND No. 785018

TRANSPORTATION SUB-COMMISSION A.C.
SENIOR TRANSPORTATION OFFICER
c/o ALLIED MILITARY GOVERNMENT
NAPLES

55/RAIL/83
Tel: 52030

30 April 1945.

SUBJECT: Increased Train Service

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

1. Reference your AC/100/94/Tn.4 of 19 April reference to I.S.R. request for additional daily passenger service Salerno - Potenza.

2. As you are not agreeable to increasing passenger service on this line for the present, there is nothing further that we can say about it.

For the Senior Transportation Officer:

Irving Strand

IRVING STRAND,
1st Lt., CAC.
Rail Transportation Officer.

IS/dl

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

2872

Declassified E.O. 12356 Section 3.3/NND No. 785018

100/94 S

PGM/av

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

Tel. 843236
Ref: AC/100/89/90/94/Tn 4

27 April 1945

SUBJECT : Thru coaches Rome-Bari.

TO : I.S.R. Bldg.

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

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

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

H. Boelen major
D. DIRECTOR

2871

Declassified E.O. 12356 Section 3.3/NND No. 785018

PGM/av

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

27 April 1945

Tel. 843233
Ref: AC/100/94S/To 4

SUBJECT : Passenger service Nocera-Salerno.

TO : I.S.R. Bldg.

1. Reference yours 18 april M.211/2725/193-2 above subject.

2. Due to the present freight congestion in the Naples area and shortage of box wagons, the service requested cannot be authorized.

3. We suggest however as soon as the difficulties mentioned are cleared up that your application be re-submitted because we look favorably upon your recommendation for this service.

P.G. Madden Major
For DIRECTOR

2870

Declassified E.O. 12356 Section 3.3/NND No. 785018

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

SEL/cd

A.P.O. 512
25 April 1945

531.7 T

SUBJECT: Passenger Service, Nocera - Salerno.

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

1. Reference is to your letter of 20 April, file AC/100/943/Tn 4, above subject.

2. We will not give favorable consideration to any applications for civil passenger service until the ISR has demonstrated a capacity to handle the military traffic more satisfactorily than they are doing at present.

3. For the past week or ten days, there has been an accumulation of 750 to 1,000 loads daily in the Naples Area awaiting movement and as long as a condition of this kind continues it is not advisable to authorize additional train service of any kind.

FOR THE DIRECTOR:

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

3869

PGM/sV

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

Tel. 848236
Ref: AC/100/948/Tn 4

20 April 1945

SUBJECT : Passenger Service Nocera - Salerno.

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

1. It is desired that a connection be established at Nocera with trains 1940-1943 to operate between Nocera and Salerno.

2. 1940-1943 now operate between Avellino and Naples Via Nocera as follows:

1940	DAILY	1943
0610	Naples	1720
0620	Nocera	1905
0420	Avellino	2130

3. A connection with 1940-1943 Nocera-Salerno would operate approximately thus:

DAILY		
0610	Nocera	1915
0610	Salerno	2015

4. Additional locomotive would not be required because the loco presently handling trains 3075-3076 could be used.

5. Electric energy used would not be sufficient to interfere with present traffic.

6. Four Box Cars would be required to handle this increased service.

For the Chief Commissioner:

2868

Declassified E.O. 12356 Section 3.3/NND No. 785018

1. It is desired that a connection be established at Nocera with trains 1940-1943 to operate between Nocera and Salerno.

2. 1940-1943 now operate between Avellino and Naples Via Nocera as follows:

	DAILY	
1940		1943
0810	Naples	1720
0620	Nocera	1905
0420	Avellino	2120

3. A connection with 1940-1943 Nocera-Salerno would operate approximately thus:

DAILY		
0610	Nocera	1915
0810	Salerno	2015

4. Additional locomotive would not be required because the loco presently handling trains 3975-3976 could be used.

5. Electric energy used would not be sufficient to interfere with present traffic.

6. Four Box Cars would be required to handle this increased service.

2868

For the Chief Commissioner:

P.G. MATSON, Major T.C.

Copy to: Maj. Bowers - Naples - Comments please.
" " Maj. Howes L.C. G-4 Mov.Tn. A.F.H.Q. Bldg.
" " Movements Rail Tn S/C.

Declassified E.O. 12356 Section 3.3/NND No. 785018

Declassified E.O. 12356 Section 3.3/NND No. 785018

Rome, 18 April 1945
M.211/2785/193-B

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOVEMENTS DEPT.

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

SUBJECT: Rail Communications,
Salerno District.

1. The General Direction ISR is continually receiving complaints and representations for the lack of local rail communications btw. the provinces of Napoli and Salerno, where many important traffic centres are situated.

2. As already requested in the past, we must again insist on the necessity that trains 1940/1943 operating btw. Napoli and Salerno be extended from Salerno to Nocera.

The same electric loco presently operating trains 3975/3976 btw. Salerno and Nocera could be used for the new service.

Btw. Salerno and Nocera the new trains could be made up with 4 box cars.

Being an electrically operated line, no coal would be required.

3. Please, if possible, grant authorization.

THE DIRECTOR GENERAL
G.DI RAIMONDO

2867

Declassified E.O. 12356 Section 3.3/NND No. 785018

MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 18 APR 1945 194 - A.

N. M.211/2725/193-B

Al N. del

SOTTOCOMMISSIONE TRASPORTI DELL'A.C.
Divisione Ferroviaria

R O M A

OGGETTO

Comunicazioni di Salerno.

ALLEGATI N.

I) - Continuano a pervenire lagnanze e proteste per la mancanza di comunicazioni locali continuative fra le due provincie di Salerno e Napoli, comprendenti importanti centri di traffico.

II) - Richiamando le precedenti segnalazioni fatte al riguardo si deve insistere sulla necessità che siano prolungati i treni 1940 e 1943 della comunicazione Avellino - Napoli nel tratto Salerno - Nocera.

Per il prolungamento può essere utilizzato lo stesso locomotore del Deposito di Salerno che attualmente effettua i treni 3975 e 3976 fra Nocera e Salerno.

Nel tratto Nocera - Salerno i nuovi treni possono essere composti di 4 carri.

Trattandosi di linea esercitata con trazione elettrica non si avrebbe alcun consumo di carbone.

Si prega voler dare benestare, se codesta Sottocommissione ha in linea possibile

IL DIRETTORE GENERALE
Ugo Rodinò

PGM/ag

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

Tele : 843238 19 April 1945
Our ref: AC/100/94/Tn.4

TO : Chief Transportation Officer
AC., Naples.

SUBJECT: Additional Passenger Service
Salerno-Potenza.

1. I.S.R. have submitted request for additional passenger service Salerno-Potenza Daily as follows:

0405 Salerno 2025
0840 Potenza 1530

2. The reason for the request is that Diesel power is to be replaced by steam, and tonnage per present passenger train will be reduced from 450 tons to 380 tons, thereby reducing seating capacity.

3. We are not favorable to increasing passenger service on this line for the present however your comments and suggestions would be appreciated.

By command of Rear Admiral Stone:

P.G. MATSON.,
Major.

2865

Copy to: Major Howes Bldg L.C.
(G-4 Mov & Tn. AFHQ.)

Declassified E.O. 12356 Section 3.3/NND No. 785018

Declassified E.O. 12356 Section 3.3/NND No. 785018

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOVEMENTS DEPT.

Roma, 15 April 1945
M.211/2721/194

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

SUBJECT: Rail Communications
Battipaglia-Potenza.

1. This General Direction ISR has been advised that all Diesel-electric engines presently in operation on the Battipaglia-Potenza line are going to be withdrawn, to be replaced with steam engines, on account of whose lower pulling power the max. weight of passenger trains will have to be reduced to 380 tons.

2. Having considered that existing trains 1941/1942 have a total waight of abt. 450 tons, the result will be a reduction of the seating capacity of a/m trains, while the number of passengers keeps indreasing.

3. We are therefore obliged, to suggest the operation of one couple of local trains btw. Salerno and Potenza, with following approximate schedules:

Salerno dep. 0405	Potenza arr. 0840
Potenza dep. 1530	Salerno arr. 2025

4. Above new trains, besides meeting local requirements, would also help the operation of trains 1941/1942, which are already running very heavy.

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

THE GENERAL DIRECTOR
SGD. G.DI RAIMONDO

2864

Declassified E.O. 12356 Section 3.3/NND No. 785018

MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO

DIREZIONE GENERALE

MINISTERO DEI TRASPORTI

(1) .....

Roma, 15 APR 1945 193... Anno .....

MM.211/2721/194

Al N. ..... del .....

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

OGGETTO

Comunicazioni tra Battipaglia e Potenza.

ALLEGATI N. .....

1) - Risulta che prossimamente saranno ritirati i locomotori Diesel in servizio sulla linea Battipaglia-Potenza, che verranno sostituiti con locomotive a vapore, in relazione alla cui prestazione il peso massimo dei treni viaggiatori non potrà superare le 380 tonnellate.

2) - Tenuto conto che gli attuali treni 1941 e 1942 hanno un peso di circa 450 tonnellate, ne deriverà una minore disponibilità di prestazione a tutto detrimento del trasporto viaggiatori, il cui numero tende sempre più ad aumentare.

3) - Si è perciò costretti a proporre l'istituzione di due treni locali sulla linea Napoli-Potenza che potrebbero impostarsi col seguente orario approssimativo:

Salerno	p. 4,05	Potenza	a. 8,40
Potenza	p.15,30	Salerno	a.20,25.

4) - Con tale provvedimento, oltre a soddisfare alle pressanti esigenze locali si solleverebbe il già troppo gravoso servizio dei treni 1941 e 1942.

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

2853

Il Direttore Generale
Ugo Ravenna

(1) Servizio.

1829 Tipo-Litografia FF. SS. - Roma 3-1934-XII

Declassified E.O. 12356 Section 3.3/NND No. 785018

PGM/ag

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

Tel: 843238
Our ref: AC/100/94/Tn. 4.

14 April 1945

TO : Director General
I.S.H. Building

SUBJECT: Train Service Taranto-Francavilla.

1. Reference your file n° 210/2526/196/ICCA/3173/28 of 10 March.

2. Your application for Revision of passenger schedules Taranto-Francavilla are approved.

3. Advise schedule and effective date.

For the Chief Commissioner:

P.G. MATSON
Major T.C.

28E2

Copy to: Chief Transportation Officer Bari.

Declassified E.O. 12356 Section 3.3/NND No. 785018

Allied Force
MILITARY RAILWAY SERVICE ITALY
Office of the Director

Tele:firebox 13
Tn.A3(O)/24/6
13 Apr 45

Subject: Passenger service
TARANTO - FRANCAVILLA.

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

Your reference AC/100/94/Tn4.

The proposed additional train from TARANTO - FRANCAVILLA and return is agreed on condition that no additional fuel or rolling-stock is utilised.

F.L.Maynard
Capt., R.E.
for Brigadier,
Director, Military Railway Service.

2851

Declassified E.O. 12356 Section 3.3/NND No. 785018

PGM/ag

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

Tel : 843238
Our ref: AC/100/94 S/Tn.4.

14 April 1945

TO : DIRECTOR GENERAL
I.S.R. Building

SUBJECT: Rail Communications Battipaglia-Salerno.

1. Your file Nº 211/2653/193-B of March refers.

2. The application to extend trains 1937-1932 Battipaglia to Salerno is approved.

3. Advise schedule and effective date that it is desired to Commence this Service.

For the Chief Commissioner:

P.G. MATSON
Major T.C.

Copy to: Movements Rail, Tn. S.C.
Chief Tn. Officer AC. Naples Maj. Bowers
Movements L.C. MRS Building.

2860

Declassified E.O. 12356 Section 3.3/NND No. 785018

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

SEL/cd

A.P.O. 512
13 April 1945

531.7 T

SUBJECT: Extension Trains 1937-1932 between Battipaglia-Salerno.

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

1. Reference your letter of 5 April, file AC/100/94S/Tn 4, subject as above.

2. M.R.S. approves extension of the service as proposed.

FOR THE DIRECTOR:

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

2859.2

Declassified E.O. 12356 Section 3.3/NND No. 785018

PGM/lc

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

11 April 1945

Tel. 843235
Ref. AC/109/94/Tn 4

SUBJECT : Passenger Service Taranto-Francavilla

TO : M.R.S. - Bldg.

1. Train N°4853 now leaves Taranto at 1815 Daily and requires two engines.

2. It is desired to split this train using only one engine to Brindisi and the second half will only run as far as Francavilla on the following schedule daily :

1722 TARANTO 0700
1838 FRANCAVILLA 0550

3. No additional fuel or stock will be required.

4. The request is made for the accommodation of workers at the Taranto Navy Yard.

P. [illegible]SON, Major

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

2848

Declassified E.O. 12356 Section 3.3/NND No. 785018

SUBJECT: Increase
Rail Service.

Transportation Sub-Comm.(Rail)
Allied Commission
c/o Movements E.Italy
Ref : M 16/323
Date :4 Apr. 45

TO: Transp. Sub-Comm. AC.
Rail Division
c/o Transp. Increment C.M.F.

Regarding your Ref. AC/100/94/TN4 ISR's request for additional service TARANTO to FRANCAVILLA for workers at Taranto.

Train 4842 from BRINDISI and train no 4853 from TARANTO now requere two Engenes to haul train from TARANTO to GROTTAGLIE.

It is desired by the ISR to splet this train and run as single Engine trains changing time on one of them to carry these workers to and from their work.

This office reccommends that this be done as it involves no additional rolling stock or fuel.

S.C.Hall

S.C.Hall Captain T.C.
Rail Transp. Officer
Bari

SCH/CF

2857

Declassified E.O. 12356 Section 3.3/NND No. 785018

PGM/ic

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

5 April 1945

Tel. 843238
Ref. AC/100/945/ Tn 4

TO : A.F. DMRS Italy HQ 774 Ry Grand Division
APO 512 (attention Major London)

SUBJECT : Extension Trains 1937-1932 between Battipaglia-Salerno.

1. Request is made that trains 1937-1932 be extended to Salerno on following schedule :

1932		1937
0740	BATTIPAGLIA	1550
0818	SALERNO	1509

2. No additional stock will be required.

3. Reason for request is that Battipaglia is merely a junction point while Salerno is the provincial capital and by extending these trains as requested overcrowding of other trains would be reduced.

P.C.MATSON, Major. T.C.

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

2856

Declassified E.O. 12356 Section 3.3/NND No. 785018

MINISTRY OF TRANSPORTS
TBR GENERAL DIRECTION

Roma, 30 March 1945
M.211/2653/193-3

SUBJECT: Rail communications with Salerno.

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

1. Most of the localities served by trains 1932/1937 recently put into operation, belong to the Salerno province.

2. To fully cover the requirements above trains are intended for, it would be necessary to extend them as far as Salerno, provincial Capital, as insistently requested by Authorities and other Bodies.

3. As the section Battipaglia-Salerno is electrically operated, we suggest that above requests be granted, in as much as no more work is required, and we therefore submit following schedule:

train 1937 : Salerno d p 1509 - Battipaglia arr 1550 (dep.1600)
train 1932 : Battipaglia (arr 0725) dep 0740 - Salerno arr 0818

4. Please grant authorization.

G.DI RAIMONDO
Director General

2855

Declassified E.O. 12356 Section 3.3/NND No. 785018

MINISTERO DEI TRASPORTI
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

ROMA, 30 MAR 1945 194 - A.

N. M.211/2653-193 B

Al N. del

OGGETTO

Comunicazioni di Salerno.

ALLEGATI N.

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

I) Molte località servite dai treni 1932 e 1937, istituiti di recente fra Sapri e Battipaglia, dipendono dalla provincia di Salerno.

II) Perchè i nuovi treni possano maggiormente corrispondere alle effettive esigenze per cui vennero istituiti dovrebbero essere prolungati fino Salerno, Capoluogo di provincia, come viene richiesto da Enti ed Autorità.

III) Poichè sulla tratta Battipaglia-Salerno è ripristinato l'esercizio a trazione elettrica, si riterrebbe opportuno prolungare per la tratta suddetta i treni 1932 e 1937, col seguente orario senza maggior impegno di materiale e di mezzi di trazione:

1937: Salerno p. 15,09 Battipaglia a.15.50 (p.16.00)
1932: Battipaglia (a. 7.25) p. 7.40 Salerno a. 8.18

IV) Si prega dare benestare.

IL DIRETTORE GENERALE

Declassified E.O. 12356 Section 3.3/NND No. 785018

100/94

PGM/ic

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

Tel. 843191-11
Ref. AC/100/94/Tn 4

29 March 1945

TO : Regional Commissioner Southern Region, Naples
(Attention Zone Transportation Officer, ~~Reggio~~ Bari).

SUBJECT : Workers train Taranto-Francavilla.

1. ISR have requested service between Taranto and Francavilla as follows :

Taranto	Lv.	1722 hours
Francavilla	Ar.	1838 "
Francavilla	Lv.	0550 "
Taranto	Ar.	0700 "

2. Will you look into the necessity for this additional service keeping in mind the scarcity of Rolling Stock and fuel.

3. Your recommendation is requested.

P.G. MATSON, Major T.C.

2853

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

Subject:
Workers train Taranto - Francavilla.

Rome 10 MAR 1945
M.210/2526/196 Decd/3173/28

Allied Commission
Transportation Sub Commission
Railway Division
R o m e

1. Reference is made to former suggestions concerning inauguration of a traine couple between Taranto and Francavilla, with the following timing:

Taranto	lv.1722 hrs.	Francavilla	ar. 1838 hrs.
Francavilla	"0550 "	Taranto	" 0700 "

2. This service should mable the several workers on duty at the Naval Yards Franco Tosi of Nasisi (Taranto), who stop their work at 1615 hrs, to go back home in the evening.

3. As pointed out at para 4 of letter dated 9 December 1944, file M.211/9116/194, the train TV.4853 is to be hauled by two engines from Taranto up to Km.23;therefore, would the new couple of trains be inaugurated, said train, that is now overcrowded, should be relieved and the reinforcement engine, no longer required, could be utilized for the new couple of trains.

4. Required equipment too could be availed by half coupling the train T.V.4853.

Director General
Signed: Di Raimondo

2852

Ca.9.3.cb.

Declassified E.O. 12356 Section 3.3/NND No. 785018

villa, with the following timing:

Taranto	lv.1722 hrs.	Francavilla	ar. 1838 hrs.
Francavilla	"0550 "	Taranto	" 0700 "

2. This service should mable the several workers on duty at the Naval Yards Franco Tosi of Nasisi (Taranto), who stop their work at 1615 hrs, to go back home in the evening.

3. As pointed out at para 4 of letter dated 9 December 1944, file M.211/916/194, the train TV.4853 is to be hauled by two engines from Taranto up to Km.23; therefore, would the new couple of trains be inaugurated, said train, that is now overcrowded, should be relieved and the reinforcement engine, no longer required, could be utilized for the new couple of trains.

4. Required equipment too could be availed by half coupling the train T.V.4853.

Director General
Signed: Di Raimondo

2852

Ca.9.3.cb.

Declassified E.O. 12356 Section 3.3/NND No. 785018

Declassified E.O. 12356 Section 3.3/NND No. 785018

MINISTERO DELLE COMUNICAZIONI
MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Movimento

Roma, li 10 MAG 194 - A.

N. M.210/2526/194 Decr/31/3/28

Al N. del

Alla Sottocommissione Trasporti
dell'A.C.
Divisione Ferroviaria
ROMA

OGGETTO

Treno per operai
Taranto-Francavilla

ALLEGATI N.

I- Ci riferiamo alle precedenti proposte per l'istituzione di una coppia di treni fra Taranto e Francavilla col seguente orario:

Taranto	p.17.22	Francavilla	a. 18.38
Francavilla	p. 5.50	Taranto	a. 7.00

II- Il nuovo treno agevolerebbe la sera il ritorno in famiglia dei numerosi operai dei Cantieri Navali Franco TOSI di Nasisi(Taranto)che cessano il lavoro alle ore 16.15.

III- Come fatto presente al punto IV della lettera M.211/9116/194 del 9-12-1944,l'attuale treno T.V.4853 ha bisogno della doppia trazione da Taranto al Km.23 e pertanto con la concessione della nuova coppia richiesta il treno 4853,già eccessivamente affollato verrebbe allegerito e di conseguenza la locomotiva di rinforzo,non più necessaria,potrebbe servire per effettuare la proposta nuova coppia.

IV- Anche il materiale necessario potrebbe essere ricavato quasi per intero dal dimezzamento dell'attuale treno T.V.4853.

IL DIRETTORE GENERALE
Ved. Ravenna

3851

100/94

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR ITALY

531/7 OP

A.P.O. 512
20 February 1945

SUBJECT: Operation by Italian State Railways.

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

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

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

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

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

(1)

2850

Declassified E.O. 12356 Section 3.3/NND No. 785018

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

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

For the Director:

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

cc-Commanding Officer, 701st Railway Grand Division.
Commanding Officer, 715th Railway Operating Battalion.
Commanding General, P.B.S.
G-4, AFHQ.
Chief of Transportation, MTOUSA.
Commanding Officer, PENSOUTH.
Rail Division, Tn Sub-Commission, Allied Commission.
Asst. to Deputy Director, MRS, AFHQ.
Supt. Transportation, 774th Railway Grand Division.
Commanding Officer, Military Railway Police.
Director, Naples Compartimento, Italian State Railways.
Director, Naples Compartimento, Italian State Railways.

Declassified E.O. 12356 Section 3.3/NND No. 785018

JWB/elc

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division - Rail)

Tel : 478704

8 March 1945

288/15/Tn 3

SUBJECT : Perishable Traffic for Rome

TO : Regional Commissioner, Southern Region
(Attn. Regional Transportation Officer)

Action copies to : Major V.E. Bowers, HQ Southern Region
Major C.W.G. Taylor, c/o HQ Movements, East Italy
Capt. B.W. Beddy, Transportation Officer, AC Reggio (Cal)

1. Reference is made to the special service for Rome Perishable traffic, operating w.e.f. 5 March '45 and advised in the Transportation Sub-Commission Train Service Circular No 5 dated 24 Feb '45.

2. It is essential that Consignors be instructed that loading must be completed in time to connect with this service and every effort must be made to ensure that all Rome Perishable traffic from Calabria and Naples Area does, in fact, travel on this train.

3. In instances where perishable traffic moving is less than the train capacity, train should be made up to full tonnage with other urgent traffic for Rome.

4. In the case of perishable traffic moving from East Italy, close liaison must be maintained with MRS - Movements Joint Operating Office.

By Command of Rear Admiral STONE 28 : 9

for Lt. Col.
MERRITT B. TAYLOR
Director, Transportation Sub-Commission

Declassified E.O. 12356 Section 3.3/NND No. 785018

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By Command of Rear Admiral STONE

2819

for J. H. Baker Lt. Col.
MERRITT H. TAYLOR
Director, Transportation Sub-Commission

Copy to : Transportation Sub-Commission
Rail Division (for information)

Declassified E.O. 12356 Section 3.3/NND No. 785018

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

SEL/cwd

531.7 T

A.P.O. 512
26 February 1945

SUBJECT: Daily Freight Train Service, Calabria to Rome

TO : AC Tn Sub/Comm, Rail Divn, Building
Director General, ISR, Rome
Capo Compartimento, ISR, Rome
Capo Compartimento, ISR, Naples
Capo Compartimento, ISR, Reggio

1. Effective Monday, 5 March 1945, a special freight train from Calabria Division to Rome Ostiense is authorized and will operate on the following daily schedule:

Train No. TM 7000		
Potenza		d 0505
Battipaglia	a 1730	
Train No. 8728		
Reggio (Calab.)		d 2032
Catanzaro	a 0316	
Train No. 8518		
Catanzaro		d 0850
San Eufemia	a 1117	
Train No. TV 9074		
Gioia Tauro		d 2020
Nicotera	a 2045	
Train No. 1962M		
Nicotera		d 0505
San Eufemia	a 0808	
Train No. 8816		
San Eufemia		d 1155
Paola	a 1354	d 1529
Sapri	a 1834	d 1938
Agropoli	a 2006	d 2308
Battipaglia	a 0008	
Train No. SS		
Battipaglia		d 0510

Train No. SS, Continued		
Salerno	a 0746	d 0830
Nocera Inf.	a 0946	d 1015
Pagani	a 1020	d 1043
Angri	a 1052	d 1115
Scafati	a 1126	d 1152
Torre Central	a 1219	d 1300
Torre Greco	a 1333	d 1400
S. Giovanni B.	a 1431	d 1520
Naples P. G.	a 1536	d 1550
Naples Campi F.	a 1614	d 1635
Giuliano	a 1725	d 1740
Villa Literno	a 1756	d 1830
Falciano	a 1902	d 1922
Formia	a 2035	d 2040
Fondi	a 2142	d 2156
Fossanova	a 2301	d 2315
Sezze R.	a 2344	d 2358
Campoleone	a 0200	d 0212
Rome Tuscolana	a 0415	d 0420
Rome Ostiense	a 0430	

2818

2. This train will handle civilian perishable traffic as first priority and then be filled to tonnage capacity with other available non-perishable civilian traffic. If sufficient civilian traffic not available, train may be filled to tonnage capacity with military traffic. This service is being inaugurated to insure prompt movement of perishable foodstuffs and to reduce to a minimum spoilage and wastage of such products. All concerned are urged to give special attention to the movement of this train in order to effect 0430 hours arrival each day at Rome.

For the Director:

R. D. Myers

Declassified E.O. 12356 Section 3.3/NND No. 785018

Train No. TM 7000	
Potenza	d 0505
Battipaglia	a 1730

Train No. 8728	
Reggio (Calab.)	d 2032
Catanzaro	a 0316

Train No. 8518	
Catanzaro	d 0850
San Eufemia	a 1117

Train No. TV 9074	
Gioia Tauro	d 2020
Nicotera	a 2045

Train No. 1962M	
Nicotera	d 0505
San Eufemia	a 0808

Train No. 8816		
San Eufemia		d 1155
Paola	a 1354	d 1529
Sapri	a 1834	d 1938
Agropoli	a 2006	d 2308
Battipaglia	a 0008	

Train No. SS	
Battipaglia	d 0510

Train No. SS, Continued		
Salerno	a 0746	d 0830
Nocera Inf.	a 0946	d 1015
Fagani	a 1020	d 1043
Angri	a 1052	d 1115
Scafati	a 1126	d 1152
Torre Central	a 1219	d 1300
Torre Greco	a 1333	d 1400
S. Giovanni B.	a 1431	d 1520
Naples P. G.	a 1536	d 1550
Naples Campi F.	a 1614	d 1635
Giuliano	a 1725	d 1740
Villa Literno	a 1756	d 1830
Falciano	a 1902	d 1922
Formia	a 2035	d 2040
Fondi	a 2142	d 2156
Fossanova	a 2301	d 2315
Sezze R.	a 2344	d 2358
Campoleone	a 0200	d 0212
Rome Tuscolana	a 0415	d 0420
Rome Ostiense	a 0430	

28 8

2. This train will handle civilian perishable traffic as first priority and then be filled to tonnage capacity with other available non-perishable civilian traffic. If sufficient civilian traffic not available, train may be filled to tonnage capacity with military traffic. This service is being inaugurated to insure prompt movement of perishable foodstuffs and to reduce to a minimum spoilage and wastage of such products. All concerned are urged to give special attention to the movement of this train in order to effect 0430 hours arrival each day at Rome.

For the Director:

R. P. Moss

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

cc:-CO, 701 RGD
CO, 715 ROB
G-4 (Mov & Tn), AFHQ
Movements Rome
AC Tn Sub/Comm, Mov. Divn.
Lt. Col. E. F. Barnes, ADDMRS

Declassified E.O. 12356 Section 3.3/NND No. 785018

Declassified E.O. 12356 Section 3.3/NND No. 785018

100/94

Perishable traffic

We have carefully investigated Allied Authorities' suggestions concerning the timings of the new perishable freight service to be operated daily between Battipaglia and Roma Ostiense, and we beg to submit a new schedule amended according to your instructions.

The depature from Battipaglia has been established at 0510 hrs in order to ensure the connection with the stock coming from Sicily and Calabria ~~wx~~ with train 8816, as latestretrain, scheduled at Battipaglia at 0008 hrs, ~~xxw~~ could be late. A longer deadtime at Battipaglia is also required to make-up the trainx with both stocks arriving from Potenza and Reggio.

An over-all schedule of about 24 hrs instead of 28 hrs as suggested by Allied Authorities has been chosen for following reasons:

1. The necessity to arrive at Roma in the early hours of the morning in order that the commodities, and especially the perishable ones, may be put on sale in the same morning. Could the train arrive later on, that is after 5 o'clock, the commodities could actually be sold to the public only in the following day.

2. In spite of the reduction of abt. 4 hrs on the over-all schedule suggested by Allied Authorities, the running of the trainx has been worked out in such a way as to ensure a regular operation along the section Battipaglia-Napoli, in spite of the overcrowding, as well a sufficient deadtime in all stations for attaching the cars destined to the north.

the Chief of the Movements Dept ISR
sgd/% Biondi

28/7

P R O M E M O R I A

Presa conoscenza di quanto viene osservato dalle Autorità Alleate circa l'orario già proposto per l'attivazione giornaliera di un treno derrate da Battipaglia a Roma Ostiense, l'orario stesso è stato modificato ed i relativi estremi vengono riassunti nell'unito schema.-

Si è ritenuto opportuno fissare la partenza da Battipaglia alle ore 5,10 per assicurare la coincidenza in quella stazione ai carri derrate provenienti dalla Sicilia e dalla Calabria col treno 8816 il quale pure arrivando d'orario a Battipaglia alle ore 0,08 è suscettibile di ritardi.

Il percorso del treno sull'intera tratta è stato contenuto in poco meno di 24 ore anzichè portato a 28 ore come suggerito dagli Alleati per le seguenti considerazioni:

1 - la necessità di arrivare a Roma nelle prime ore del mattino e per mettere l'immissione dei prodotti, specie di quelli deperibili, nei mercati di vendita al pubblico nella stessa giornata. Arrivando a Roma più tardi e cioè dopo le ore 5 i carri perderebbero i mercati della giornata e subirebbero nella distribuzione un ritardo di 24 ore;-

2 - nonostante la riduzione di quattro ore sul percorso totale rispetto alla percorrenza di 28 ore indicata dalle Autorità Alleate, la marcia del treno è stata studiata in modo che essa possa svolgersi senza difficoltà sulla tratta Battipaglia - Napoli rispetto alle condizioni di esercizio di quella linea, assicurando in ogni stazione della linea stessa la sosta necessaria per raggiungere i carri derrate in partenza per il Nord.-

28-6

Declassified E.O. 12356 Section 3.3/NND No. 785018

SCHEMA DI ORARIO PER L'ATTIVAZIONE DI UN TRENO GIORNALIERO PER TRASPORTI DERRATE DA BATTIPAGLIA A ROMA OSTIENSE IN COINCIDENZA COL TRENO 8816 DA BATTIPAGLIA -

STAZIONE	TRENO	ORE
Potenza	TM.7000	p. 5,05
Battipaglia		a.17,30
Reggio Calabria	8728	p.20,32
Catanzaro		a. 3,16
"	8518	p. 8,50
S.Eufemia L.		a.11,17
Gioia Tauro	TV.9074	p.20,20
Nicotera		a.20,45
"	1962M	p. 5,05
S.Eufemia L.		a. 8,08
S. Eufemia L.	8816	p.11,55
Paola		a.13,54
"		p.15,29
Sapri		a.18,34
"		p.19,38
Agropoli		a.20,06
"		p.23,08
Battipaglia		a. 0,08
Battipaglia		p. 5,10
Salerno		a. 7,46
"		p. 8,30
Nocera Inf.		a. 9,46
"		p.10,15
Pagani		a.10,20
"		p.10,43
Angri		a.10,52
"		p.11,15
Scafati		a.11,26
"		p.11,52
Torre C/le		a.12,19
"		p.13.—

ATTO IN GIA° TRENI

STAZIONE	TRENO	ORE
S.Giov.B.		a.14,31
"		p.15,20
P.Garibaldi		a.15,35
"		p.15,50
Campi Flegr.		a.16,14
"		p.16,35
Giuliano		a.17,25
"		p.17,40
Villa Literno		a.17,56
"		p.18,30
Falciano		a.19,02
"		p.19,22
Formia		a.20,35
"		p.20,40
Fondi		a.21,42
"		p.21,56
Fossanova		a.23,01
"		p.23,15
Sezza R.		a.23,44
"		p.23,58
Campoleone		a. 2.—
"		p. 2,12
Tuscolana		a. 4,15
"		p. 4,20
Ostiense		a. 4,30

/ Da utilizzare per l'inoltro di 35-40 carri derrate pel peso massimo di tonnellate 700 al giorno.-/

2815

Declassified E.O. 12356 Section 3.3/NND No. 785018

TRENI GIA

S.Eufemia L.		a. 8,08
S. Eufemia L.	8816	p.11,55
Paola		a.13,54
"		p.15,29
Sapri		a.18,34
"		p.19,38
Agropoli		a.20,06
"		p.23,08
Battipaglia		a. 0,08
Battipaglia		p. 5,10
Salerno		a. 7,46
"		p. 8,30
Nocera Inf.		a. 9,46
"		p.10,15
Pagani		a.10,20
"		p.10,43
Angri		a.10,52
"		p.11,15
Scafati		a.11,26
"		p.11,52
Torre C/le		a.12,19
"		p.13.—
Torre Greco		a.13,33
"		p.14.—
Villa Literno		a.17,56
"		p.18,30
Falciano		a.19,02
"		p.19,22
Formia		a.20,35
"		p.20,40
Fondi		a.21,42
"		p.21,56
Fossanova		a.23,01
"		p.23,15
Sezze R.		a.23,44
"		p.23,58
Campoleone		a. 2.—
"		p. 2,12
Tuscolana		a. 4,15
"		p. 4,20
Ostiense		a. 4,30

/ Da utilizzare per l'inoltro di 35-40 carri derrate pel peso massimo di tonnellate 700 al giorno./

2855

Declassified E.O. 12356 Section 3.3/NND No. 785018

Declassified E.O. 12356 Section 3.3/NND No. 785018

20 February 1945

Col. Moss:

Reference attached file.

I am not familiar with operating conditions in the Naples Area, but after reviewing the proposed schedule and considering what difficulties we have had in getting traffic through the Naples Area, I feel the overall schedule of 19 hrs and 57 mins from Battipaglia to Rome is a little too fast.

I suggest:

1. Cut the connection time in half at Battipaglia and leave there at 0300 hours instead of 0600 hours.

2. Run the train via the Nocera-Cancello cut-off to Caserta thence over Line 90 and by-pass the congested area around Naples. Headlee agrees with this

3. Adjust the arrivals at Caserta (and this appears to offer no difficulty) so that the 30 car train from Bari and the 35 car train from Battipaglia may be consolidated at Caserta three days per week and run one 65 car train over Line 90, Caserta to Rome. On other days of the week the Battipaglia train could be filled out with whatever tonnage is available.

SEL

28-4

Declassified E.O. 12356 Section 3.3/NND No. 785018

Ministry of Transports
ISR General Direetior

Roma, 14 February 1945

177.A

Memorandum for Major Ping
Tn. S/C AC

see 178.A.

With reference to para ~~X~~ L of the minute of the Traffic S/Committee Meeting held on Feb. 1st ult. and to the verbal agreements, we beg to submit the schematic schedules for movement of perishable traffic from Reggio C. to Roma (via Napoli Subway-Villa Literno) daily and from Bari to Roma (via Foggia-Caserta-Cassino) tri-weekly.

The full utilization of above trains is ensured by eventual inclusion of non-perishable ~~kwawk~~ commodities, provided that necessary authoriz= ations of movement be granted.

sgd. G. di Raimondo
Director General

2843

Declassified E.O. 12356 Section 3.3/NND No. 785018

177.B

APPROXIMATE SCHEDULE FOR TRI-WEEKLY MOVEMENT OF PERISHABLE TRAFFIC
FROM BARI TO ROMA OSTIENSE (via Foggia-Caserta-Cassino)

Station	Train		Time	Day
Bari	TM	dep	~~1715~~ 1720	A
Foggia		arr	~~0135~~ 0256	B
"	8208	dep	0327	B
Benevento		arr	0743	
"		dep	0818	
Caserta		arr	1055	
"	TM	dep	1500	
Cassino		arr	1849	
"		dep	1904	
Roma Tuscolana		arr	0154	C
" "		dep	0210	
Roma Ostiense		arr	0220	

To be utilized for conveying 30 cars, max. weight 600 tons.

Fruit from West Coast
Recommend move via
Roca-Cutoff + 90

2812

APPROXIMATE SCHEDULE FOR DAILY MOVEMENT OF PERISHABLE TRAFFIC FROM BATTIPAGLIA TO ROMA OSTIENSE (via Napoli Subway-Villa Literno), IN CONNECTION AT BATTIPAGLIA WITH BOTH TRAIN 8816 FROM S.EUFEMIA(Reggio) AND TRAIN 7000 FROM POTENZA.

1776

Station	train		time	day
Potenza	**TM 7000**	**dep**	**0505**	**B**
Battipaglia		**arr**	**1730**	**B**
Reggio Cal. C.le	8728	dep	2032	A
Catanzaro		arr	0316	B
"	8518	dep	0850	B
S.Eufemia Lamezia		arr	1117	B
Gioia Tauro	TV 9074	dep	2020	A
Nicotera		arr	2045	A
"	1962 M	dep	0505	B
S.Eufemia Lamezia		arr	0808	B
S.Eufemia Lamezia	8816	dep	1155	B
Paola		arr	1354	
"		dep	1529	
Sapri		arr	1834	
"		dep	1938	
Agropoli		arr	2006	
"		dep	2308	
Battipaglia		arr	0008	C

above this line, trains already in operation; under this line, new trains

Battipaglia	8000	dep	0600	C
Salerno		arr	0650	
"		dep	0705	
Napoli P. Garibaldi		arr	1141	
" "	TM-5068	dep	1153	
Napoli Campi Flegrei		arr	1211	
" " "		dep	1230	
Villa Literno		arr	1318	
" "	9462	dep	1405	
Formia		arr	1603	
"	8054	dep	1650	
Roma Tuscolana		arr	0032	D
" "	8210	dep	0150	
Roma Ostiense		arr	0157	

2811

To be utilized for conveying 35/40 cars daily, max. weight 700 tons

Declassified E.O. 12356 Section 3.3/NND No. 785018

Agropoli		arr	2006	
"		dep	2308	
Battipaglia		arr	0008	C

above this line, trains already in operation; under this line, new trains

Battipaglia	8000	dep	0600	C
Salerno		arr	0650	
"		dep	0705	
Napoli P. Garibaldi		arr	1141	
" "	TM-5068	dep	1153	
Napoli Campi Flegrei		arr	1211	
" " "		dep	1230	
Villa Literno		arr	1318	
" "	9462	dep	1405	
Formia		arr	1603	
"	8054	dep	1650	
Roma Tuscolana		arr	0032	D
" "	8210	dep	0150	
Roma Ostiense		arr	0157	

To be utilized for conveying 35/40 cars daily, max. weight 700 tons

2811

Declassified E.O. 12356 Section 3.3/NND No. 785018

MINISTERO DEI TRASPORTI
SERVIZIO MOVIMENTO
DIR. GEN. FERROVIE STATO

177 D

PROMEMORIA PER IL SIG. MAGGIORE PING
Della Sotto Commissione Alleata Trasporti

In relazione al punto 'L' del verbale della prima riunione del traffico tenuta il primo corrente ed alle preliminari intese intercorse si trasmette il progetto di orari per l'effettuazione di treni derrate alimentari da Reggio Calabria a Roma (via Napoli Piazza Garibaldi - Villa Literno) e da Bari a Roma (via Caserta-Cassino)da effettuarsi il primo tutti i giorni ed il secondo tri-settimanalmente.-

L'utilizzazione dei treni proposti viene assicurata nella misura prevista anche con completamento di merci non deperibili sempre quando non manchino le autorizzazioni necessarie per eseguire i trasporti.-

IL DIRETTORE GENERALE
Ubaldi Raimondo

Roma, 14 febbraio 1945 -

2850

Declassified E.O. 12356 Section 3.3/NND No. 785018

SCHEMA DI ORARIO PER L'ATTIVAZIONE DI UN TRENO GIORNALIERO PER TRASPORTI DERRATE DA BATTIPAGLIA A ROMA OSTIENSE IN COINCIDENZA COL TRENO 8816 A BATTIPAGLIA-

177E

STAZIONE	TRENO	ORE	GIORNO
Potenza	TM.7000	d p. 5,05	B
Battipaglia		a. 17,30	B
Reggio Cal.C/le	8728	d p. 20,32	A
Catanzaro		a. 3,16	B
"	8518	d p. 3,50	
S.Eufemia Lamezia		a. 11,17	
Gioia Tauro	TV.9074	d p. 20,20	A.
Nicotera		a. 20,45	
"	1962M	d p. 5,05	B
S.Eufemia Lamezia		a. 8,08	
S.Eufemia Lamezia	8816	d p. 11,55	B
Paola		a. 13,54	
"		d p. 15,29	
Sapri		a. 18,34	
"		d p. 19,30	
Agropoli		a. 20,06	
"		d p. 23,08	
Battipaglia		a. 0,08	C
Battipaglia	8000	d p. 6,00	C
Salerno		a. 6,50	
"		d p. 7,05	
Napoli P.Garibaldi		a. 11,41	
"	TM.5068	d p. 11,53	
Napoli Campi Flegr.		a. 12,11	
"		d p. 12,30	
Villa Literno		a. 13,18	
"	9452	d p. 14,05	
Formia		a. 16,03	
"	8054	d p. 16,50	
Roma Tuscolana		a. 0,32	D
"	8210	d p. 1,50	

TRENI GIA' IN ATTO
Trains already in operation

2809

Declassified E.O. 12356 Section 3.3/NND No. 785018

Paola	8016	d P. 11,55	B	
"		a. 13,54		
Sapri		d P. 15,29		
"		a. 18,34		
Agropoli		d P. 19,38		
"		a. 20,06		
Battipaglia		d P. 23,08		
		a. 0,08	C	
Battipaglia	8000	d P. 6,00	C	
Salerno		a. 6,50		
"		d P. 7,05		
Napoli P.Garibaldi		a. 11,41		
"	TM.5068	d P. 11,53		
Napoli Campi Flegr.		a. 12,11		
"		d P. 12,30		
Villa Literno		a. 13,18		
"	9462	d P. 14,05		
Formia		a. 16,03		
"	8054	d P. 16,50		
Roma Tuscolana		a. 0,32	D	
"	8210	d P. 1,50		
Roma Ostiense		a. 1,57		

TRENI GIA' [illegible]
Trains already

-Da utilizzare per l'inoltro di 35/40 carri derrate pel peso massimo di tonnellate 700 al giorno.-

2809

Declassified E.O. 12356 Section 3.3/NND No. 785018

SCHEMA DI ORARIO PER L'ATTIVAZIONE DI UN TRENO TRISETTIMANALE PER TRASPORTI DERRATE DA BARI A ROMA OSTIENSE (via Foggia-Caserta-Cassino)

STAZIONE	TRENO	ORE	GIORNO
Bari	TM....	p. 17,20	A
Foggia		a. 2,36	B
"	8208	p. 3,27	
Benevento		a. 7,43	
"		p. 8,18	
Caserta		a. 10,55	
"	TM....	p. 15,—	
Cassino		a. 18,49	
"		p. 19,04	
Roma Tuscolana		a. 1,54	C
"		p. 2,10	
Roma Ostiense		a. 2,20	

Da utilizzare per l'inoltro di 30 carri derrate pel peso massimo di tonn. 600

Declassified E.O. 12356 Section 3.3/NND No. 785018

100/94

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

SEL/cwd

531.7 T

A.P.O. 512
26 February 1945

SUBJECT: Daily Freight Train Service, Calabria to Rome

TO : AC Tn Sub/Comm, Rail Divn, Building
Director General, ISR, Rome
Capo Compartimento, ISR, Rome
Capo Compartimento, ISR, Naples
Capo Compartimento, ISR, Reggio

1. Effective Monday, 5 March 1945, a special freight train from Calabria Division to Rome Ostiense is authorized and will operate on the following daily schedule:

Train No. TM 7000		
Potenza		d 0505
Battipaglia	a 1730	
Train No. 8728		
Reggio (Calab.)		d 2032
Catanzaro	a 0316	
Train No. 8518		
Catanzaro		d 0850
San Eufemia	a 1117	
Train No. TV 9074		
Gioia Tauro		d 2020
Nicotera	a 2045	
Train No. 1962M		
Nicotera		d 0505
San Eufemia	a 0808	
Train No. 8816		
San Eufemia		d 1155
Paola	a 1354	d 1529
Sapri	a 1834	d 1938
Agropoli	a 2006	d 2308
Battipaglia	a 0008	
Train No. SS		
Battipaglia		d 0510
Salerno	a 0746	d 0830
Nocera Inf.	a 0946	d 1015
Pagani	a 1020	d 1043
Angri	a 1052	d 1115
Scafati	a 1126	d 1152
Torre Central	a 1219	d 1300
Torre Greco	a 1333	d 1400
S. Giovanni B.	a 1431	d 1520
Naples P. G.	a 1536	d 1550
Naples Campi F.	a 1614	d 1635
Giuliano	a 1725	d 1740
Villa Literno	a 1756	d 1830
Falciano	a 1902	d 1922
Formia	a 2035	d 2040
Fondi	a 2142	d 2156
Fossanova	a 2301	d 2315
Sezze R.	a 2344	d 2358
Campoleone	a 0200	d 0212
Rome Tuscolana	a 0415	d 0420
Rome Ostiense	a 0430	

2. This train will handle civilian perishable traffic as first priority and then be filled to tonnage capacity with other available non-perishable civilian traffic. If sufficient civilian traffic not available, train may be filled to tonnage capacity with military traffic. This service is being inaugurated to insure prompt movement of perishable foodstuffs and to reduce to a minimum spoilage and wastage of such products. All concerned are urged to give special attention to the movement of this train in order to effect 0430 hours arrival each day at Rome.

For the Director:

2837

R. P. Moss

Declassified E.O. 12356 Section 3.3/NND No. 785018

Battipaglia	a 1730	
Train No. 8728		
Reggio (Calab.)		d 2032
Catanzaro	a 0316	
Train No. 8518		
Catanzaro		d 0850
San Eufemia	a 1117	
Train No. TV 9074		
Gioia Tauro		d 2020
Nicotera	a 2045	
Train No. 1962M		
Nicotera		d 0505
San Eufemia	a 0808	
Train No. 8816		
San Eufemia		d 1155
Paola	a 1354	d 1529
Sapri	a 1834	d 1938
Agropoli	a 2006	d 2308
Battipaglia	a 0008	
Train No. SS		
Battipaglia		d 0510

Nocera Inf.	a 0946	d 1015
Pagani	a 1020	d 1043
Angri	a 1052	d 1115
Scafati	a 1126	d 1152
Torre Central	a 1219	d 1300
Torre Greco	a 1333	d 1400
S. Giovanni B.	a 1431	d 1520
Naples P. G.	a 1536	d 1550
Naples Campi F.	a 1614	d 1635
Giuliano	a 1725	d 1740
Villa Literno	a 1756	d 1830
Falciano	a 1902	d 1922
Formia	a 2035	d 2040
Fondi	a 2142	d 2156
Fossanova	a 2301	d 2315
Sezze R.	a 2344	d 2358
Campoleone	a 0200	d 0212
Rome Tuscolana	a 0415	d 0420
Rome Ostiense	a 0430	

2. This train will handle civilian perishable traffic as first priority and then be filled to tonnage capacity with other available non-perishable civilian traffic. If sufficient civilian traffic not available, train may be filled to tonnage capacity with military traffic. This service is being inaugurated to insure prompt movement of perishable foodstuffs and to reduce to a minimum spoilage and wastage of such products. All concerned are urged to give special attention to the movement of this train in order to effect 0430 hours arrival each day at Rome.

2837

For the Director:

R. P. Moss

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

cc:-CO, 701 RGD
CO, 715 ROB -"
G-4 (Mov & Tn), AFHQ
Movements Rome
AC Tn Sub/Comm, Mov. Divn.
Lt. Col. E. F. Barnes, ADDMRS

Declassified E.O. 12356 Section 3.3/NND No. 785018

Declassified E.O. 12356 Section 3.3/NND No. 785018

COPY

100/90/91

HEADQUARTERS
SOUTHER REGION, ALLIED COMMISSION
Transportation Division
(Railways)
C.M.F.

322/32

New pagr train Bari-Naples

Phone: Naples 50050 Ex.12
Clerks " Ex. 4
Movements " Ex.11

SUBJECT: Capo Compartimento - Naples Division - I.S.R.

Our Ref: 6/191
Date: 9 Febr.45

TO : Movement Section - Naples
Division - I.S.R.(Att.Ing.Martinelli)

Copy to: Headquarters - Southern Region - A.C.
Transportation Division.

" Transportation Sub-Comm.Rail A.C.
care Transportation increment C.M.F.

" G-4 (Movement and Transportation)AFHQ

" Headquarters Movements West Italy

" Headquarters 701st Railway Grand Division
Military Railway Service.

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

2. Please arrange for this to be done commencing Monday 12 February.

For the Regional Commissioner:

Major
(V.R.Bowers)

VB/td.

2826

Ministry of Transports
ISR General Direction

Roma - 5 Feb.1945
N° M.211/2447/224

Subject: Civilian tri-weekly train service Napoli-Bari via Foggia.

Allied Authorities have approved of the operation of a couple of tri-weekly passenger trains Napoli-Foggia-Bari, with following schedule :

TV 815				TV 816	
d.	21.05	Napoli Centrale	A.	9.40	
a.21.47	" 21.58	Aversa	"	8.41	d. 8.52
" 22.36	" 23.00	Caserta	"	7.46	" 8.08
" 1.16	" 1.46	Benevento	"	4.43	" 5.16
" 3.18	" 3.29	Araine I.	"	3.25	" 3.27
" 5.45	" 6.05	Foggia	"	0.30	" 0.45
" 6.55	" 7.00	Cerignola	"	23.34	" 23.39
" 7.47	" 7.57	Barcletta	"	22.23	" 22.33
" 8.15	" 8.18	Trani	"	22.03	" 22.05
" 8.30	" 8.33	Bisceglie	"	21.46	" 21.51
" 8.45	" 8.48	Molfetta	"	21.32	" 21.35
" 8.57	" 9.00	Giovinazzo	"	21.20	" 21.23
" 9.10	" 9.12	Bari S.Spirito	"	21.08	" 21.10
" 9.30		Bari Centrale	"		" 20.50

Above trains to operate from Naples on Monday, Wednesday and Friday, beginning 12 Feb. next. and from Bari on Tuesday, Thursday and Saturday beginning 13 Feb. next.

Stock : 1 luggage, 1 mail, 6 3-class coaches.

The train will accommodate 480 passengers: the allocation of seats is regulated according to enclosed prospect; also the allocation of seats on both trains 781 and 782 between Napoli and Roma is altered as follows:

Treno 781

From	Roma	to Roccasecca	Seats	4/11	Instead of 8/22
	"	" Vairano	"	3/9	" 5/15
	"	" Sparanise	"	4/11	" 8/22
	"	" Capua	"	8/20	" 8/22
	"	" Caserta	"	2/8	" 18/37
	"	" Benevento	"	1/4	new allocation
	"	" Foggia	"	2/8	"
	"	" Barletta	"	3/12	"
	"	" Molfetta	"	1/4	"
	"	" Bari	"	10/35	"

From	Roccasecca	to Caserta	Seats	1/4	Instead of 2/8
	"	" Napoli	"	3/7	" 5/15
"	Vairano	" "	"	3/9	" 5/15
	Sparanise	" "	"	4/11	" 8/22
	Capua	" "	"	8/20	" 8/22
	Caserta	" "	"	20/85	" 18/52

Treno 782

2835

Declassified E.O. 12356 Section 3.3/NND No. 785018

				Gravinaise	"	21.20	" 21.23
"	9.10	"	9.12	Bari S.Spirito	"	21.08	" 21.10
"	9.30			Bari Centrale	"		" 20.50

Above trains to operate from Naples on Monday, Wednesday and Friday, beginning 12 Feb. next. and from Bari on Tuesday, Thursday and Saturday beginning 13 Feb. next.

Stock : 1 luggage, 1 mail, 6 3-class coaches.

The train will accommodate 480 passengers: the allocation of seats is regulated according to enclosed prospect; also the allocation of seats on both trains 781 and 782 between Napoli and Roma is altered as follows:

Treno 781

From	Roma	to	Roccasecca	Seats	4/11	Instead of	8/22
	"	"	Vairano	"	3/9	"	5/15
	"	"	Sparanise	"	4/11	"	8/22
	"	"	Capua	"	8/20	"	8/22
	"	"	Caserta	"	2/8	"	18/37
	"	"	Benevento	"	1/4	new allocation	
	"	"	Foggia	"	2/8	"	
	"	"	Barletta	"	3/12	"	
	"	"	Molfetta	"	1/4	"	
	"	"	Bari	"	10/35	"	
From	Roccasecca	to	Caserta	Seats	1/4	Instead of	2/8
	"	"	Napoli	"	3/7	"	5/15
"	Vairano	"	"	"	3/9	"	5/15
	Sparanise	"	"	"	4/11	"	8/22
	Capua	"	"	"	8/20	"	8/22
	Caserta	"	"	"	20/85	"	18/52

Treno 782

From	Napoli	to	Caserta	Posti	20/85	anzichè	18/52
	"	"	Capua	"	8/20	"	8/22
	"	"	Sparanise	"	4/11	"	8/22
	"	"	Vairano	"	3/9	"	5/15
	"	"	Roccasecca	"	3/7	"	5/15
"	Caserta	From train 816		Seats	17/68	New allocation	
	"	to	Roccasecca	"	1/4	Instead of	2/8
	"	"	Roma	"	2/8	"	13/37
	Capua	"	"	"	8/20	"	8/22
	Sparanise	"	"	"	4/11	"	8/22
	Vairano	"	"	"	3/9	"	5/15
	Roccasecca	"	"	"	4/11	"	8/22

./.

2835

Declassified E.O. 12356 Section 3.3/NND No. 785018

The passenger will be accepted according to following order of precedence.

a) AC Officers and Officials on duty

b) AC OR/EM on duty

c) Ministerial Officials duly authorized by their respective Cabinets.

d) Officials of Public Administrations duly authorized by their respective Office Chiefs.

e) Employees of Firms working for Public Administration and civilians travelling on business of use to the Community, duly authorized by the Chiefs of concerned Administrations or by other competent Authority.

f) General passengers.

For the passenger whereof sub-para a) and b), 2 compartiments totalling 16 seats, will be reserved in each direction. Above compartiments to be clearly labelled and to be kept scrupolously clean; no other passengers will be allowed to use said compartiments.

No passengers having contracts or seasonal tickets will be admitted on above em trains.

To may ride on said trains, all passenger must be provided of the regular ticket (or of a corresponding document granting free fare) as well as of a special personal pass issued by the booking Office - When booking the thicket and when requested to produce their ticket, all passengers must be able to produce also a suitable document of identification.-

The authorizations and justifications whereof sub-para c)-d)-e) to remain at the booking Office.

The passengers whereof sub-para a) and b) will be provided with a special authorization (General Rly Warrant 494 A).

Above Warrants will be issued in duplicate, one copy to be surrendered at the departure to the railway employees controlling the entraining of the passengers, and the other copy at the arrival when leaving the station.

The seats reserved for the passengers whereof sub-para c)-d)-e)- to be booked one day ahead of the departure.

For the other passengers the sale of the tickets and the issue of the special passes will begin 24 hours before the departure, in rotation order.

In order to discipline the detraining and re-entraining at Caserta of the passengers from and to Rome, the first coach of train 815 to be employed exclusively for passengers bound for Caserta, as said coach is destined to accommodate 80 passengers bound for Foggia arriving from Roma with train 781, Likewise in train 782 the first coach to be employed exclusively for passengers bound for Caserta as said coach is destined to accommodate 80 passengers bound for Roma, arriving from Foggia with train 816.

Beginning 12 Feb. next the civilian passenger coaches on both trains 8235/TV3541 and TV3540/8242 will be cancelled.

The shuttle service between Foggia and Cervaro will be likewise cancelled beginning 12 Feb. next for trains TV 3566 and TV 3567 and beginning 13 Feb. next for trains TV 3564 and TV 3565.

As you are aware, passengers' discipline is being given the highest importance by Allied Authorities and the operation of new services, so essential for the economical revival of our Country, is subordinated to the

Declassified E.O. 12356 Section 3.3/NND No. 785018

ticket (or of a corresponding document granting free fare) as well as of a special personal pass issued by the booking Office - When booking the ticket and when requested to produce their ticket, all passengers must be able to produce also a suitable document of identification.-

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As you are aware, passengers' discipline is being given the highest importance by Allied Authorities and the operation of new services, so essential for the economical revival of our Country, is subordinated to the fact that the passengers prove to be disciplined; in order to govern the entraining of the passengers, the dep. platform will be fenced at both Napoli and Bari Central Station and a watching service will be accessible or a barrier established where a severe control will be effected by both ISR employees and police.

In the intermediate stations all passages to be watched by an ISR employee and two police and in the stations where no passenger service is scheduled, said passages must be temporarily closed when the trains run by.

Declassified E.O. 12356 Section 3.3/NND No. 785018

Declassified E.O. 12356 Section 3.3/NND No. 785018

In order to prevent that abusive passengers may board the trains, a special watching service will be established so that every train be permanently escorted by an ISR employee, having the functions of tickets examiner, and two police.

Both trains 815 and 816 will carry forms M.88.

Please arrange for issue of detailed instructions and give the largest publicity to the rules governing the admission of Passengers on s/m trains so that the instructions herein contained as weel as those whereof circular C.311/8174/23 of 13 Jan. ult. be carefully carried out".

Movement Sections at both Napoli and Bari to forward to Movement Dept. the detailed schedules of the trains.

sgd. G. di Raimondo
Director General

DISTRIBUTION
Capo Compartimento Napoli and for info. Movement Section Napoli
Capo Compartimento Bari " " " " " Bari
Commercial & Traffic Dept. Bldg.
Material & Traction Dept. Firenze
Material & Traction Liaison Office Bldg.
Compartmental Police HQ Napoli
Compartmental Police HQ Bari
Ministry of Communications, General Inspectorate for Mail Services Roma

2823

Declassified E.O. 12356 Section 3.3/NND No. 785018

CONTINGENTAMENTO POSTI T[illegible] 316 DI MARZO [illegible]

(Si effettua il martedì - [illegible]ovedì - sabato da Bari

	BARI S.SPI. (1)	BARI S.SPI. (2)	GIOVINAZZO (1)	GIOVINAZZO (2)	MOLFETTA (1)	MOLFETTA (2)	BISCEGLIE (1)	BISCEGLIE (2)	TRANI (1)	TRANI (2)	BARLETTA (1)	BARLETTA (2)	CERIGNOLA (1)	CERIGNOLA (2)	FOGGIA (1)	FOGGIA (2)	ARIANO (1)	ARIANO (2)
BARI	1	5	2	10	8	35	3	13	3	13	12	50	2	8	5	25	1	3
BARI S.SPIR.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
GIOVINAZZO	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
MOLFETTA	—	—	—	—	—	—	—	—	—	—	—	—	1	3	1	8	—	—
BISCEGLIE	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	3	—	—
TRANI	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	2	—	—
BARLETTA	—	—	—	—	—	—	—	—	—	—	—	—	1	5	2	6	1	2
CERIGNOLA	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	8	—	—
FOGGIA	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	2
ARIANO	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
BENEVENTO	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
CASERTA	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
AVERSA	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Due compartimenti (16 posti) a disposizione da Bari a Napoli dei Funzionari e militari d

(1) - Viaggiatori di cui ai punti c), d), e), della graduatoria di [illegible] missione.

(2) - " " " al punto f), " " " "

Declassified E.O. 12356 Section 3.3/NND No. 785018

...ia L. [illegible]

...iovedì - sabato da Fori)

...OLA		FOGGIA		ARIANO		BENEVENTO		CASERTA		AVERSA		NAPOLI		ROMA	
(2)		(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)
8		5	25	1	9	3	10	2	9	1	4	30	150	10	35
-		-	-	-	-	-	-	-	-	-	-	1	5	-	-
-		-	-	-	-	-	-	-	-	-	-	2	10	-	-
3		1	3	-	-	-	-	-	-	-	-	3	25	1	4
-		1	3	-	2	-	-	-	-	-	-	2	10	-	-
-		1	2	-	-	-	-	-	-	-	-	2	10	-	-
5		2	6	1	2	-	-	-	-	-	-	2	10	-	-
-		2	8	-	-	-	-	-	-	-	-	6	25	3	12
-		-	-	1	2	2	8	-	-	-	-	2	8	-	-
-		-	-	-	-	-	-	-	-	-	-	7	30	2	8
-		-	-	1	5	-	-	-	-	-	-	2	8	-	-
-		-	-	-	-	1	3	-	-	-	-	4	16	1	4
-		-	-	-	-	-	-	-	-	-	-	2	10	-	-

...ionari e militari dell'A.C. in servizio.

...one.

Declassified E.O. 12356 Section 3.3/NND No. 785018

COMPARTIMENTO POSTI [illegible] DA NAPOLI A BARI

(si effettua il lunedì - mercoledì - venerdì da Nap

	AVERSA (1)	AVERSA (2)	CASERTA (1)	CASERTA (2)	BENEVENTO (1)	BENEVENTO (2)	ARIANO (1)	ARIANO (2)	FOGGIA (1)	FOGGIA (2)	CERIGNOLA (1)	CERIGNOLA ( )	BARLETTA (1)	BARLETTA (2)	TRANI (1)	TRANI (2)
ROMA	—	—	—	—	1	4	—	—	2	8	—	—	3	12	—	—
NAPOLI	—	—	22	68	4	16	2	8	7	30	2	8	5	25	2	10
AVERSA	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
CASERTA	—	—	—	—	1	3	—	—	—	—	—	—	—	—	—	—
BENEVENTO	—	—	—	—	—	—	1	5	2	6	—	—	—	—	—	—
ARIANO	—	—	—	—	—	—	—	—	1	2	—	—	1	2	—	—
FOGGIA	—	—	—	—	—	—	—	—	—	—	2	8	2	6	1	3
CERIGNOLA	—	—	—	—	—	—	—	—	—	—	—	—	1	5	—	—
BARLETTA	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TRANI	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
BISCEGLIE	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
MOLFETTA	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
GIOVINAZZO	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
BARI C.S.Th.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Due compartimenti (16 posti) a disposizione de Napoli e Bari coi Funzionari e militari

(2)- Viaggiatori di cui ai punti c), d), e) della graduatoria di assegnazione.

(2)- " " " al punto f). " " " "

Declassified E.O. 12356 Section 3.3/NND No. 785018

TO POSTI FILO 315 DA NAPOLI A BARI

Lunedì - Mercoledì - Venerdì da Napoli)

(2)	CERIGNOLA (1)	(2)	BARLETTA (1)	(2)	TRANI (1)	(2)	BISCEGLIE (1)	(2)	MOLFETTA (1)	(2)	GIOVINAZZO (1)	(2)	BARI S.SPIR. (1)	(2)	BARI (1)	(2)
8	—	—	3	12	—	—	—	—	1	4	—	—	—	—	10	35
30	2	8	5	25	2	10	2	20	5	25	2	10	1	5	30	100
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	4
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	9
8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	10
—	—	—	1	2	—	—	—	—	—	—	—	—	—	—	1	9
—	2	8	2	6	1	3	1	3	1	3	—	—	—	—	5	25
—	—	—	1	3	—	—	—	—	1	3	—	—	—	—	2	8
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12	50
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	13
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	13
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	35
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	10
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	5

a Bari dei Funzionari e militari dell'A.C. in servizio
torie di smobilitazione.

Declassified E.O. 12356 Section 3.3/NND No. 785018

100/94

TRANSLATION

Ministry of Transp(ts
I&I General Direction attach
Movement Dept.

Roma, 27 Jan. 1945

TO
Tn. S/Commission AC

ref; M.210/2399/224-R 211 C

Subject: Tri-weekly train service Naoli-Foggia-Bari

1. Reference is made to your letter AC/100/94/Tn.4 of 23 Jan. ult.

2. The new tri-weekly civilian passenger service Naoli-Foggia-Bari, in replacement of present civilian passenger service Napoli-Foggia-Brindisi carried out by military trains, should be operated according to following schedule:

TV 815			TV 816	
dep 2105		Napoli		arr 0940
arr 2147	dep 2158	Aversa	arr 0841	dep 0852
" 2236	" 2300	Caserta	" 0746	" 0808
" 0116	" 0146	Benevento	" 0443	" 0516
" 0318	" 0329	Ariano Irpino	" 0325	" 0327
" 0545	" 0600	Foggia	" 0030	" 0045
" 0650	" 0655	Cerignola	" 2334	" 2339
" 0742	" 0750	Barletta	" 2220	" 2233
" 0808	" 0810	Trani	" 2201	" 2203
" 0833	" 0835	Molfetta	" 2136	" 2138
arr 0910		Bari	dep 2100	

3. In order to may ensure the connection from and to Rome with trains 791 and 792 which are operated respectively on Mondays, Wednesdays Fridays and on Tuesdays, Thursdays Saturdays, the new trains should be operated on both directions on Mondays, Wednesdays and Fridays from both Naoli and Bari, thus requiring two coplete stocks.

4. Should it not be possible to dispose of another stock, we are of the opinion to ensure the connection on the north+south direction and therefore the Napoli-Bari train should leave Napoli on Mondays, Wednesdays and Fridays, while the Bari-Napoli train should leave Bari on Tuesdays, Thursdays and Saturdays.

5. The seats on the new trainsxshould be allocated and booked according to the rulee established for the Roma-Napoli trains. 2830

6. Your early reply will be very much appreciated, enabling us to timely issue detailed instructions to all concerned offices so that the new service may start operating at the beginning of February next.

The General Director
sgd. G. di Raimondo

Declassified E.O. 12356 Section 3.3/NND No. 785018

100/94

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR ITALY

A.P.O. 512
7 February 1945

531.7 OP

SUBJECT: Halt of Trains at Ferrandina.

TO: Rail Division, Tn Sub-Commission, Allied Commission.

1. With reference letter 5 February, file AC/100/94/Tn 4, regarding halting of trains at Ferrandina.

2. There are no objections to the stopping of the civil passenger trains operating on the Naples-Potenza-Brindisi Line at Ferrandina for passengers' service. It must be thoroughly understood, however, that this involves only the civil passenger train which operates three days per week, and under no circumstances is the military passenger train to be halted at this station for passengers. The service now is three days per week military and three days per week civilian.

For the Director:

R. P. Moss

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

cc-AD Tn 3 (O)
Director General-I.S.R. (ISR file M 111.2378.194.16/ICCA/2498/28)

2823

Declassified E.O. 12356 Section 3.3/NND No. 785018

AGF/ag

TRANSPORTATION SUB-COMMISSION, A.C.;
(RAIL DIVISION)
C/o Transportation Increment,
G.H.Q.

Tel: 84323
Our Ref: A3/100/94/In 4

5 February 1945

TO : Regional Commissioner
Southern Region
for Major Powers.

SUBJECT: Passenger Coaches 32623, 10078, 37262, 41751, 37058, 50146 or 50366 Loaded from Reggio to Naples 31 January 45.

1. These coaches are specially required for new Naples-Bari passenger service starting 12 February 45, by arrangement with AMG.

2. Please ensure they are used for no other purpose.

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

Copy to: AFHQ. G-4
Nav & Tn.
Nav. Tn. S/C.
MMS Building
LOC Building.

2828

Declassified E.O. 12356 Section 3.3/NND No. 785018

WIRE

31 January 1945

FROM: DARI

TO : CO, 701 RGD, NAPLES

Following five (5) coaches:- 32629, 10078, 37262, 41751 and 37068 will arrive Naples from Reggio Wednesday night 31 Jan. and coach 50566 will arrive Naples Sunday evening 4 Feb. from Reggio. Notify IGR to have cars inspected and repaired if necessary and advise this headquarters when equipment is ready to enter passenger service between Naples and Bari via Foggia. CS 279
Signed London

cc - Major Pinc. Bldg.
DAD Tn 3 (O) Bldg.
D.D.-Operation

H. H. HEADLEE
LT ., TC
774 RGD
1640

Phone 701 Naples 17 John "Capt Sturgeon

2827

Declassified E.O. 12356 Section 3.3/NND No. 785018

31 January 1945

FROM : DMRI

TO : CO, 701 RGD, NAPLES

Following five (5) coaches:- 32629, 10078, 37262, 41751 and 37068 will arrive Naples from Reggio Wednesday night 31 Jan. and coach 50566 will arrive Naples Sunday evening 4 Feb. from Reggio. Notify ISR to have cars inspected and repaired if necessary and advise this headquarters when equipment is ready to enter passenger service between Naples and Bari via Foggia. CS 279 Signed London.

cc - Major Ping, Bldg.
DAD Tn 3 (O) Bldg.
D.D.-Operation

H.H. HEADLEE
LT., TC
774 RGD
1640

Declassified E.O. 12356 Section 3.3/NND No. 785018

ACF/ag

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

Tel: 843238
Our ref: AC/100/30/94

5 February 1945

TO : ISR.- Building.

SUBJECT: Train Schedules - Freight.

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

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

Copy to: Movements
Tn. Sub-Commission.

2825

Declassified E.O. 12356 Section 3.3/NND No. 785018

ACP/Ic

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

Tel. 843238
Our Ref. AC/100/94/Tn 4

5 February 1945

TO : MRS
(Lt Col Moss)

SUBJECT : Halt of trains at Ferrendina.

Will you kindly let me have your comments in respect of the attached, which involves stops of the existing military train Naples-Brindisi via Potenza.

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

Declassified E.O. 12356 Section 3.3/NND No. 785018

Ministry of Transports
I S R General Direction

Rome - 3 FEB 1945
M 111.2378.194.16/Acca/2498/28

Allied Commission
Transportation Sub Commission
Building

Subject: Halt of trains at Ferrandina -

c.c. Cabinet of H.E. the Minister
Building

1) It is urged by some Authorities that the trains 3537 and 3538, running on the Naples-Potenza-Brindisi line, be halted at Ferrandina for passengers service.

2) We point out that Ferrandina is the most accessible railway yard to reach Matera, chief-town of Province.

3) Please kindly examine the above request and let us know which handling will be taken on this regard.

Director General
signed Ri Raimondo

Ca ng 3/2

2823

Declassified E.O. 12356 Section 3.3/NND No. 785018

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE

(1) _____

Roma li - 3 FEB 1945 104 - A

N. M. 211.2378.194.16/

Al N. _____ del Decca/2498/28

OGGETTO: Fermata treni a Ferrandina

ALLA COMMISSIONE ALLEATA
- Sottocommissione Trasporti -
S E D E

p.n. Gabinetto di S.E. il Ministro
S E D E

I) - Viene insistentemente ed autorevolmente richiesto che i treni 3537 e 3538 della Comunicazione Napoli - Potenza - Brindisi, fermino nella stazione di Ferrandina per disimpegnarvi servizio viaggiatori.

II) - Si fa rilevare che Ferrandina è praticamente lo scalo di più facile accesso per Matera, capoluogo di Provincia.

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

IL DIRETTORE GENERALE

2822

Stab. Tip. Banni - Amm. - Cod. F. 2545 (XX)

Servizio.

Declassified E.O. 12356 Section 3.3/NND No. 785018

ACF/ic

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel. 843238
Our Ref. AC/100/94/Tn 4

4 February 1945

TO : Regional Commissioner
Southern Region

SUBJECT : Reserved compartments for AC Personnel.

1. It is proposed to arrange for two compartment to be reserved on the Naples-Bari-Naples trains starting 12 February 45 for the use of AC personnel, in the same way that accommodation is reserved on the Rome-Naples train.

2. If this is not sufficient, please advise me, in order that suitable amendment may be made.

3. Please also let me know in due course the arrangements made at Bari for the issue of passenger warrant 494 A and ensure that a monthly abstract of warrants issued is sent this HQ as required by Train Service Circular N° 2 dated 11 January 1945.

By Command of Rear Admiral Stone.

for, MERRITT H. TAYLOR
Director,

Copy to: Movements Tn Sub-Comm.
Statistical Section Tn Sub-Comm.

2821

Ministry of Transports
I.S.R. Movement Service

Subject:
Threeweekly train between
Naple - Foggia - Bari.

Rome 30 GEN 1945
.210/2399/224-R 211 C. Segr. 9°/2381/44
AC./100/94/Tn.4/ dated
23 January 1945

TO: Allied Commission
Transportation Sub Commission
B u i l d i n g

1. The new three weekly service Naples Foggia Bari, in substitution of the present service for civilians, operating between Naples Foggia Brindisi utilizing troops, should have the following schedule with the stop as shown below:

T.V. 815			T.V. 816	
21.05		Napoli		9.40
21.47	21.58	Aversa	8.41	9.52
22.36	23.00	Caserta	7.46	8.08
1.16	1.46	Benevento	4.43	5.16
3.18	3.29	Ariano	3.25	3.27
5.45	6.00	Foggia	0.30	0.45
6.50	6.55	Cerignola	23.34	23.39
7.42	7.50	Barletta	22.20	22.33
8.08	8.10	Trani	22.01	22.03
8.33	8.35	Molfetta	21.36	21.38
9.10		Bari	21.00	

2. In order to ensure to these train the very important connection from and for Rome with the trains 791 and 792, operating on Mondays, Wednesdays and Fridays and Tuesdays, Thursdays and Saturdays, the new trains should operate on Mondays, Wednesdays and Fridays leaving from Naples and from Bari. For this purpose, more rolling stock is required.

3. When is not possible to get more material available, should be convenient to ensure the connection of the north-south train and therefore the Naples - Bari train should operate on Mondays, Wednesdays and Fridays leaving Naples and therefore the Bari-Naples train should be operated leaving Bari on Tuesdays, Thursdays and Saturdays.

2829

Declassified E.O. 12356 Section 3.3/NND No. 785018

1. The new three weekly service Naples Foggia Bari, in substitution of the present service for civilians, operating between Naples Foggia Brindisi utilizing troops, should have the following schedule with the stop as shown below:

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3.18	3.29	Ariano	3.25	3.27
5.45	6.00	Foggia	0.30	0.45
6.50	6.55	Cerignola	23.34	23.39
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8.08	8.10	Trani	22.01	22.03
8.33	8.35	Molfetta	21.36	21.38
9.10		Bari	21.00	

2. In order to ensure to these train the very important connection from and for Rome with the trains 791 and 792, operating on Mondays, Wednesdays and Fridays and Tuesdays, Thursdays and Saturdays, the new trains should operate on Mondays, Wednesdays and Fridays leaving from Naples and from Bari. For this purpose, more rolling stock is required.

3. When is not possible to get more material available, should be convenient to ensure the connection of the north-south train and therefore the Naples - Bari train should operate on Mondays, Wednesdays and Fridays leaving Naples and therefore the Bari-Naples train should be operated leaving Bari on Tuesdays, Thursdays and Saturdays. 2820

4. The new trains ought to be subject to an apportionment with the same rules in force for the trains between Rome and Naples.

./.

Go.30.cb

Declassified E.O. 12356 Section 3.3/NND No. 785018

5. It will highly appreciated if you would grant us as soon as possible your approval, in order to be able timely to issue new detailed dispositions to the depending services to start the new service at the beginning of February.

The General Director
Signed: Di Raimondo

Declassified E.O. 12356 Section 3.3/NND No. 785018

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MINISTERO DEI TRASPORTI
~~MINISTERO DELLE COMUNICAZIONI~~

FERROVIE DELLO STATO
DIREZIONE GENERALE

(1) Servizio Movimento

Roma, 30 OTT. 1945 193 -Anno

N. M.210/2399/224-R 211 C
Segr. 2°/2385/28

Al N. A.C/100/94/Tn.4 del 23 corr.

ALLA COMMISSIONE ALLEATA
Sottocommissione Trasporti
S E D E

OGGETTO
Treno trisettimanale
Napoli-Foggia-Bari.

ALLEGATI N.

I = La nuova comunicazione trisettimanale Napoli-Foggia-Bari, in sostituzione dell'attuale servizio per civili disimpegnato fra Napoli-Foggia-Brindisi con le tradotte militari, dovrebbe avere il seguente orario con le fermate in esso indicate:

T.V.815			T.V.816	
21.05		Napoli		9.40
21.47	21.58	Aversa	8.41	8.52
22.36	23.00	Caserta	7.46	8.08
1.16	1.46	Benevento	4.43	5.16
3.18	3.29	Ariano	3.25	3.27
5.45	6.00	Foggia	0.30	0.45
6.50	6.55	Cerignola	23.34	23.39
7.42	7.50	Barletta	22.20	22.33
8.08	8.10	Trani	22.01	22.03
8.33	8.35	Molfetta	21.36	21.38
9.10		Bari	21.00	2819

II = Per poter assicurare a questi treni la coincidenza, molto importante, da e per Roma con i treni 791 e 792, che si effettuano rispettivamente nei giorni di lunedì, mercoledì, venerdì e martedì, giovedì, sabato, i nuovi treni dovrebbero aver luogo nei giorni

./.

1859 Tip-Litografia FF. SS. - Roma 6-1954-XII

(1) Servizio.

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di lunedì, mercoledì e venerdì sia in partenza da Napoli che da Bari. Per poter fare ciò è necessario l'impiego di altro materiale.

III = Qualora non si potesse disporre di altro materiale sembrerebbe opportuno assicurare la coincidenza del treno nord-sud e pertanto il Napoli-Bari dovrebbe effettuarsi nei giorni di lunedì, mercoledì e venerdì in partenza da Napoli,ed il Bari-Napoli nei giorni di martedì, giovedì e sabato in partenza da Bari.

IV = I nuovi treni dovranno essere soggetti a contingentamento con le stesse norme adottate per i treni fra Roma e Napoli.

V = Vi saremmo oltremodo grati se vorreste darci al più presto possibile il vostro benestare per poter diramare tempestivamente le disposizioni di dettaglio agli organi dipendenti per l'inizio del nuovo servizio ai primi di febbraio p.v.

IL DIRETTORE GENERALE

Declassified E.O. 12356 Section 3.3/NND No. 785018

100/945

MESSAGE OFF.

FROM : TN INC 01 [illegible]

TO : BARI OPS OFFICE RPT. A.C. RAIL SECTION (BUILDING) ✓

979 TN.A.3(O) (.) RESTRICTED (.) CIVILIAN PASSENGER TRAIN NAPLES - BARI - NAPLES FOLLOWING SCHEDULES AGREED (.) DATE OF COMMENCEMENT AND COMPOSITION OF TRAIN WILL BE ADVISED LATER (.) A.C. TO ADVISE D.M.R.S. AS SOON AS POSSIBLE (.) NAPLES - BARI DEP MON WED FRI TV815 NAPLES 2105 FOGGIA STN 0545/0600 CERIGNOLA 0650/0655 BARLETTA 0742/0750 TRANI 0808/0810 BISCEGLIE 0830/0833 MOLFETTA 0845/0848 GIOVINAZZO 0857/0900 S.SPIRITO 0910/12 BARI C. 0930 (.) BARI C. - NAPLES TUES THURS SAT TV816 BARI C. DEP 2050 S.SPIRITO 2108/10 GIOVINAZZO 2120/2123 MOLFETTA 2132/ 2135 BISCEGLIE 2148/2151 TRANI 2203/2205 BARLETTA 2223/2228 CERIGNOLA 2334/2339 FOGGIA STN. 0030/0045 NAPLES 0920 (.) STOPS AT PLESS IN BOTH DIRECTIONS NOT NECESSARY AND WILL NOT BE GIVEN (.) SHUTTLE SERVICE BETWEEN FOGGIA AND CERVARO WILL BE DISCONTINUED UPON INTRODUCTION OF THIS SERVICE (.) ACK

As Written..... Degree of Priority.
IMPORTANT.

Copy to:- ~~Capt. Tn.~~ (~~Building~~)
~~Lieut. Wyatt.~~

2818

100/94.

MINISTRY OF COMMUNICATIONS
STATE RAILWAYS
The Director General

30th Dec. 1944

REF. : L.C.6/16/23621

TO : Allied C ommission,
Tn. Sub-Comm.

SUBJECT : Battipaglia-Reggio Cal. Line -
Reconstruction of the bridge
over the Petrace river at 350+113,50 Km.

1. According to verbal authorization to use, for the reconstruction of the bridge over the Petrace river at 350 + 113,5 Km. of the Battipaglia-Reggio Cal. line, a girder of 64 mt. and one of 54 mt. approx. which are available at the workshops of the firm S.A.C.F.E.M. Arezzo, I give you the following information:

2. .It is necessary that instructions be given by Allied Command so that ~~wrought~~ frames and ~~rails~~ required for said girders be not used on other works.

3. Same instructions should be given for the 64 mts. girder, to be used on the Pescara river bridge.

4 To load the materials on wagons it is requested that this Sub Commission provides to assign to S.A.C.F.E.M. Shopworks a crane with arm 8 to 10 mts. and of 6 tons capacity, same as the one used by Allied Command in said workshops. The time required for loading is about 50 days (for the girders of the Petrace bridge as well as for the Pescara one).

5. The wagons will be requested according to the dispatch programme, which will be agreed with the firm and according to some alterations to be acarried out on the 54 mts. girder.

6. For said works N° 12 oxygen tubes and N° 12 Acetylene tubes are required.

2817

7. In order to fix agreements with State Railway Work Service and to find out required special staff and tools, special permits to go by train and to circulate through southwards controlled line territory are required fo following officials of S.A.C.F.E.M. firm:

a) Dr.Eng. Leopoldo ROGAI fu Giovanni - identity card N°2290- Arezzo.

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reconstruction of the bridge over the Petrace river at 350 + 113,5 Km. of the Battipaglia-Reggio Cal. line, a girder of 64 mt. and one of 54 mt. approx. which are available at the workshops of the firm S.A.C.F.E.M. Arezzo, I give you the following information:

2. It is necessary that instructions be given by Allied Command so that wrought frames and nails required for said girders be not used on other works.

3. Same instructions should be given for the 64 mts. girder, to be used on the Pescara river bridge.

4 To load the materials on wagons it is requested that this Sub Commission provides to assign to S.A.C.F.E.M. Shopworks a crane with arm 8 to 10 mts. and of 6 tons capacity, same as the one used by Allied Command in said workshops. The time required for loading is about 50 days (for the girders of the Petrace bridge as well as for the Pescara one).

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a) Dr.Eng. Leopoldo ROGAI fu Giovanni - identity card N°2290- Arezzo.
b) Dr.Eng. Corrado RICCI fu Achille - identity card N° 2.210693- Cascina.

The Director General
Sd.: DI RAIMONDO.

Declassified E.O. 12356 Section 3.3/NND No. 785018

Declassified E.O. 12356 Section 3.3/NND No. 785018

100/94

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

F/1531

27 January 1945.

SUBJECT: Train Service Naples-Bari.

TO : Headquarters Allied Commission,
Transportation Sub-Commission (Rail Section)

1. I wish to thank you for your letter AC/100/94/Tn 4 dated 23 January 1945, of which I have received a copy, and to remind you of my preoccupation with regards to the reopening and general maintenance of civilian rail communications in Southern Region.

J. K. DUNLOP
Brigadier,
Regional Commissioner.

Copy to: Major Bowers
Naples Division I.S.R. (rail)

2816

Declassified E.O. 12356 Section 3.3/NND No. 785018

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

PGM/ab.

Tel.: 843202
Our ref.: AC/100/94/Tn.4

29 January 1945

TO : Regional Commissioner Southern Region
Attn.Major C.W.G.Taylor.

SUBJECT : Passenger service Bari-Naples.

1.) Reference your file AC/Tn/BIM.16 18 dated Jan.15th.

2.) Director M.R.S. regrets it is not possible to concede your request to stop trains 3536-3535 at local stations vicinity of Bari.

3.) It is contended that the existing service between Bari and Brindisi is quite ample for present needs.

O.H. LINDBERG,
Lieut.Colonel,
Rail Division.

2815

Declassified E.O. 12356 Section 3.3/NND No. 785018

Subject:- Passenger Service - Bari - Naples.

Military Railway Service,
CMF.
Refe: Firebox 1.5,
Tn.A.3(0)/24/5.
26 Jan. '45.

To:- Tn. Sub. Commission,
(Rail Section) A.C.(Building).

Your reference AC/100/94/Tn.4 dated 23 Jan.

It is regretted that your request for stopping trains 3033 - 3034 at Ostuni - Fasano - Monopoli - Polignano and Mola cannot be granted. These trains are through services and it is not intended to advertise stops at intermediate stations. An adequate passenger service already serves stations between Bari and Brindisi.

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

JK.

2814

C/O MOV. C.1

ACP/ic

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

Tel. 643238
Our References AC/100/24/Tn 4

23 January 1945

TO : IGR - General Direction

SUBJECT : Train Service Naples-Bari.

1. Owing to the need for fully utilising the existing coaches in the Naples-Bari service for military purposes, it is intended to withdraw civilian passenger facilities at the beginning of February.

2. To provide an alternative, AC suggests the introduction of a tri-weekly service Naples-Bari-Benevento, and you are reminded of the following train paths available :

NAPLES-BARI (Via Benevento)

2105	d	NAPLES	a 0945
0115	a	BENEVENTO	d 0518
0150	d		a 0455
0546	a	FOGGIA	d 0050
0605	d		a 0030
1040	a	BARI	d 2330

STOPS also to be arranged at AVERSA, CASERTA, ARIANO, FOGGIA CERIGNOLA, BARLETTA, TRANI and MOLFETTA.

2813

3. Perhaps you will say if you still consider these timings desirable, in the light of the operation of the service Rome-Naples.

4. For coaching stock, it is proposed to draw on three coaches from Rapallo shops, and to transfer three coaches from Sicily. Enquiries are being made as to the Postal requirements.

5. Please let me have your early reply.

Declassified E.O. 12356 Section 3.3/NND No. 785018

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0150	d		a 0455
0546	a	FOGGIA	d 0050
0605	d		a 0030
1040	a	BARI	d 2030

STOPS also to be arranged at AVERSA, CASERTA, ARIANO, FOGGIA CERIGNOLA, BARLETTA, TRANI and MOLFETTA.

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4. For coaching stock, it is proposed to draw on three coaches from Reggio shops, and to transfer three coaches from Sicily. Enquiries are being made as to the Postal requirements.

5. Please let me have your early reply.

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

Copy to: MRS (Lt.Col. Moss)
Movements Tn Sub-Commission
Regional Commissioner, Southern Region
Major V.R. Bowers, C/O HQ Southern Region AC.
Major C.E.G.Taylor, C/o Mov Rest Italy.

Declassified E.O. 12356 Section 3.3/NND No. 785018

Declassified E.O. 12356 Section 3.3/NND No. 785018

PGM/ic

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

Tel: 843191/11
Our Reference: AC/100/94/In 4 — 23 January 1945

TO : Supt. of Transportation
Military Railway Service, Building

SUBJECT : Passenger Service Bari-Naples.

1. The Capo Compartimento of Bari has asked through our Representative if trains 3536-3535 may make stations stops at OSTUNI-FASANO-MONOPOLI POLIGNANO and MOLA to receive and discharge Passengers.

2. The DMRS representative at Bari has stated there is no operational objection to these stops as the trains now usually stop for other reasons than to receive and discharge passengers.

3. Your consideration of this request will be appreciated.

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

Declassified E.O. 12356 Section 3.3/NND No. 785018

Transportation Sub-Comm. (Rails)
Allied Commission
c/o Movements East Italy
Ref.: AC.Tn/BD/M/I6/18
Date: I5 Jan. 45

Subject: Passenger Service: BARI - NAPLES (via POTENZA)

To: Transportation Sub Commission AC (Rail Section)
c/o Transportation Increment C.M.F.

I. The Capo Compartimento this Division requests that the Civilian Passenger train BARI-NAPLES and return be permitted to take up and set down passengers between BRINDISI and BARI at OSTUNI, FASANO, MONOPOLI, POLIGNANO and MOLA.

2. It is understood from the DMRS rep. here that there is no operational objection to the above, as the train already has to stop at these points for crossing.

3. May this request be considered please.

MAJOR C.W.G. TAYLOR RA.
A.C. Tn. Sub-Commission

2811

100/94

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 Salerno and Naples by 1940 and 1943 trains, operated at present between Nocera and Naples for the communications with the Province of Avellino -

2310

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 N. 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 1614 instead of 1722, arriving at Francavilla

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Sapri " 0350 Sapri a. 2105
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 Salerno and Naples by 1940 and 1943 trains, operated at present between Nocera and Naples for the communications with the Province of Avellino -

2810

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 N. 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

./.

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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

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. 0730

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(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 5037 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

Rocchetta	d.	0525	Potenza	a.	0835
Potenza	"	0940	Rocchetta	"	0830

2929

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.	0730
(Foggia	"	1730	Termoli	"	2015
(Manfredonia	"	0500	Foggia	"	0704
(Foggia	"	1300	Manfredonia	"	2306
(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

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Declassified E.O. 12356 Section 3.3/NND No. 785018

100/94

C O P Y

SUBJECT : Communication between FRANCAVILLA & TARANTO

TO : The Director
c/c Tn Inc.

Transportation Sub-Commission
(Rail)
Allied Commission
C/o Movements E.Italy
Ref : AC/Tn/BD/M/16/208
Date: 29 Dec.44

Reference AC 100/94/Tn dated 14 Dec.44

It is not agreed that double traction on train TV 4853 could be dispensed with, and as the provision of additional Power & Stock at the present time is not possible, under the circumstances the additional service is not recommended or considered necessary in the Allied Cause.

sgd: ENB Jeffrey
Major R.E.
AC Tn Sub-Comm.Repr

see pending file

28.8

Declassified E.O. 12356 Section 3.3/NND No. 785018

100/94

Subject:- Utilization of Allied Forces trains Naples - Bari via Taranto - Brindisi.

Military Railway Service,
CMF.
Tele: Firebox 13,
Tn.A.3(O)/24/5-173A.
31 Dec.'44.

To:- D.Q.M.G.(M),
A.F.H.Q.

Copy to:- Transportation Sub. Comm.,
Rail Section (Building) Your
AC/100/94/Tn. refers.

The attached letter should have been sent to you and not to this Headquarters.

R.A.P.

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

JK.

2807

100/94

Rome 2 9 DIC. 1944

Ministry of Communications
I.S.R. General Direction

N. 221/1023/60 - 2/1CCA/177/28

Subject:
Utilization of Allied Forces
trains Naples-Bari Via Taranto-Brindisi.

Allied Commission
Transport Sub Commission
R o m e

1. Some I.S.R. Travelling inspectors report that several seats are available on the trains 8021/3537/3536 and 3535/3538/8000 between Naples and Bari via Taranto Brindisi, on the days when they are used by Allied Forces, on regard of the number of coaches included in the train consist.

2. In order to improve the passenger service on the said trains, on the days when they are used by civilians, it is believed that proper coaches might be assigned to italian troops, on the days when the trains are used by allied forces.

3. The whole train consist could be thus available for civil travellers, whoese number, as you know, is large, on the prescribed days.

For Director General
Signed: Lo Cigno

Ca.20.cb.

2

Copies please ✓

2816

Declassified E.O. 12356 Section 3.3/NND No. 785018

Declassified E.O. 12356 Section 3.3/NND No. 785018

MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 20 DIC 1944 194 A.

N. M.221/1023/60-2/ICCA/1779/28

Al N. ..... del .....

COMMISSIONE ALLEATA
Sottocommissione Trasporti

R O M A

OGGETTO

Frequentazione treni per le forze alleate fra Napoli e Bari via Taranto-Brindisi.

ALLEGATI N. .....

I - Nostri Controllori Viaggianti riferiscono che i treni 8021/3537/3536 e 3535/3538/8000 fra Napoli e Bari via Taranto-Brindisi, nei giorni in cui vengono utilizzati dalle forze alleate, offrono largo margine di posti disponibili rispetto alla quantità delle carrozze in composizione.

II - Per migliorare il servizio viaggiatori dei treni stessi, nei giorni in cui essi vengono utilizzati per civili, si ritiene opportuno che sia esaminata la possibilità di far viaggiare i militari italiani in apposite carrozze nei giorni in cui i treni sono utilizzati dalle forze alleate.

III - Si lascerebbe così a completa disposizione dei civili tutta la composizione, nei giorni in cui i treni si effettuano per i viaggiatori ordinari che, come è noto, sono numerosi.

IL DIRETTORE GENERALE

285

Declassified E.O. 12356 Section 3.3/NND No. 785018

100/94

Allied Force
MILITARY RAILWAY SERVICE-ITALY
Headquarters 774th Railway Grand Division
Office of Director

A.P.O. 512
16 December 1944

Subject: Naples-Bari Passenger Service (Via Benevento.)

To : A.C. Transportation Sub-Commission
Attention: Chief Rail Section.

1. Reference your letter 9 December, file 100/94/Tn., above subject.

2. Equipment is not yet available to establish the proposed service. M.R.S. does not favor any action in the matter until civilian service of some character has been inaugurated between Rome and Naples.

For the Director:

S. E. LONDON
Captain, T.C.
Superintendent Transportation

28 1/2

100/94

ACP/ic

TRANSPORTATION SUB-COMMISSION(AC)
(Rail Section)
C/o Transportation Increment
C. M. F.

Tel: 843207
Our Reference: AC 100/94/Tn

14 December 44.

TO : Major ANB JEFFREY
C/o Mov.East Italy C.M.F.
~~BARI~~

SUBJECT : Communications between Francaville and Taranto.

1. Please see the enclosed submission by ISR and let me know if you consider the additional services are needed.

2. It might be pointed out that MRS at the moment is not anxious to extend services in the Bari Compartimento, and any recommendation you make should be made on the desirability of additional services for workers primarily engaged on work for the Allied Forces.

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

283

Declassified E.O. 12356 Section 3.3/NND No. 785018

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

Rome - 9 DIC. 1944

100/94

M. 211-9116.194/1CCA/1629/28

Subject:
Communications between
Francavilla and Taranto.

To Allied Commission
Transportation Sub-Commission
R o m e

1. The Chief Compartimento of Bari informs us that several requests have been made by Grottaglie "Camera del Lavoro" by the workers of dock-yard of Nasisi asking the operation of a new couple of local trains between Taranto and Francavilla; one to arrive in the morning at Taranto (a 0700 hrs) and the other to leave Taranto in the afternoon at 1650 hrs.

2. Those trains would suit with the working hours of the several workers of the area.

3. We submit such request to the examination and approval of your Commission, making reference to what has been proposed with the general scheme, that approximately foresaw the requested couple of trains.

4. We inform that the present train TV4853 requires a double traction from Taranto to Km.23 and if the requested addition could be granted with a consequently relief of the same train TV4853 that is toocrowded, said double traction locomotive could be utilized to operate the new requested couple between Taranto and Francavilla.

The General Director

F.to DI RAIMONDO

Go.7.cb.

Declassified E.O. 12356 Section 3.3/NND No. 785018

Declassified E.O. 12356 Section 3.3/NND No. 785018

MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

ROMA, 30 DIC. 1944 194 A.

N. M.211-9116-194/ICCA/1629/28

Al N. del

OGGETTO

Comunicazioni tra
Francavilla e Taranto

Alla Commissione Alleata
Sottocommissione Trasporti

R O M A

ALLEGATI N.

I) Il Capo Compartimento di Bari segnala insistenti richieste della Camera del Lavoro di Grottaglie e degli operai dei Cantieri Navali di Nasisi per ottenere l'istituzione di una nuova coppia di treni locali fra Taranto e Francavilla: uno al mattino in arrivo a Taranto alle ore 7.00, e l'altro in partenza da Taranto al pomeriggio alle ore 16.15.

II) Tali treni coinciderebbero con gli orari di lavoro dei numerosissimi operai di quella zona.

III) Si sottopone la suddetta richiesta all' esame ed approvazione di codesta Commissione, richiamando al riguardo quanto venne proposto col progetto generale che già prevede, in via approssimativa, la desiderata coppia di treni.

IV) Si fa presente che l'attuale treno TV4853 ha bisogno della doppia trazione da Taranto fino al Km.23 e pertanto, qualora fosse concesso l'aumento richiesto che porterebbe di conseguenza l'alleggerimento dello stesso treno TV4853 già eccessivamente affollato, la suddetta locomotiva di doppia trazione potrebbe essere utilizzata per effettuare la nuova coppia richiesta fra Taranto e Francavilla.

28 1

IL DIRETTORE GENERALE
Ludi Ravenna

ACP/ie

TRANSPORTATION SUB-COMMISSION(AC)
(Rail Section)
C/o Transportation Increment

Tel: 840207
Our Reference : 100/94/Tn. 9 December 44.

TO: MRS - Rome

SUBJECT : Naples-Bari Passenger Service (via Benevento).

1. Request is made for information as to whether rolling stock is available for the operation of this train, which it was agreed would be brought into operation "as soon after 1 December 44 as stock is available".

2. Proposed timings in detail are given in the attached document.

C.H. LINDBERG,
Lt.Col. A.C.
Chief, Rail Section.

Copy :
ISM
AFHQ (C-4)
Mv. & Tn.

2970

Declassified E.O. 12356 Section 3.3/NND No. 785018

100/94

Translation

Ministry of Communications
I.S.R. Direction General
Movement Service -

Rome - 4 DIC 1944

M 211/9097/244 (R 211 C)/100A/1577/28
Re: AC/100/94/Tn of 19 Nov.1944

Subject:
New service between Naples and Bari via Foggia

To Allied Commission
Transport Subcommission
Rome

We forward the time table concerning the new couple of trains to be operated on the Naples-Bari via Foggia line, with timings of the halts for passengers service only at the stations outlined in the above referred note.

2105	dep.	Naples		arr.	0940
2147	arr.	Aversa		dep.	0852
2158	dep.			arr.	0841
2236	arr.	Caserta		dep.	0808
2300	dep.			arr.	0746
0116	arr.	Benevento		dep.	0518
0146	dep.			arr.	0448
0318	arr.	Ariano		dep.	0827
0329	dep.			arr.	0825
0545	arr.	Foggia		dep.	0045
0605	dep.			arr.	0030
0655	arr.	Cerignola		dep.	2339
0700	dep.			arr.	2334
0747	arr.	Barletta		dep.	2233
0758	dep.			arr.	2220
0910	arr.	Bari		dep.	2105

2109

Director General

F.to DI RAIMONDO

Ca/ng 3

Unclassified E.O. 12356 Section 3.3/NND No. 785018

Declassified E.O. 12356 Section 3.3/NND No. 785018

MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

Roma, - 4 DIC 1944 194 A.

N. M.211/9057/244(R.211 C)ICCA 1577/28
Al N.AC/100/94/Tn del 19 and.

Alla Commissione Alleata
Sottocommissione Trasporti

R O M A

OGGETTO

Nuovo servizio tra Napoli e Bari via Foggia.

ALLEGATI N. Si comunica l'orario dei nuovi treni previsti sulla Napoli - Bari, via Foggia con gli estremi di arrivo e partenza nelle fermate per servizio viaggiatori nelle sole stazioni indicate con la nota cui si risponde:

21.05	p.	Napoli	a.	9.40
21.47	a.	Aversa	p.	8.52
21.58	p.		a.	8.41
22.36	a.	Caserta	p.	8.08
23.00	p.		a.	7.46
1.16	a.	Benevento	p.	5.18
1.46	p.		a.	4.43
3.18	a.	Ariano	p.	3.27
3.29	p.		a.	3.25
5.45	a.	Foggia	p.	0.45
6.05	p.		a.	0.30
6.55	a.	Cerignola	p.	23.39
7.00	p.		a.	23.34
7.47	a.	Barletta	p.	22.33
7.58	p.		a.	22.20
9.10	a.	Bari	p.	21.05

2798

IL DIRETTORE GENERALE
G. di Raimondo

Declassified E.O. 12356 Section 3.3/NND No. 785018

100/94
/Ed

T R A N S L A T I O N

MINISTRY OF COMMUNICATIONS
CABINET

Rome, 17 November 1944

Ref.: F/II/2.11424

Subject : AUTOMOTRICE SERVICE ROMA-NAPLES-BARI

Dear Col. Adams

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

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

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

Awayting for your advice and intentions.

Sincerely yours
Gerabona
the Minister

2797

Declassified E.O. 12356 Section 3.3/NND No. 785018

ACP/hl

160/94/1

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel: 478701
Our Ref: AC/100/94/Tn

19 November 1944

TO : Ministry of Communications
(Att: General Di Raimondo)-Your C/100A/988/28 refers.

SUBJECT: Proposed new train Naples-Bari via Foggia.

1. In continuation with the proposed new train, scheduled to operate as soon after 1st December '44, as rolling stock is available, our Bari representatives point out that stops at Molfetta and Trani are unnecessary. It is therefore suggested that steps would be at Aversa, Caserta, Benevento, Anano, Foggia, Cerignola, Barletta, Bari.

2. Please let me have timings for the intermediate stops.

By Command of Commodore Stone

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

Copy to: D.M.R.S.

2796

Translation

Ministry of Communications
I R Direction General

Rome 2 Nov. 1944
M.211/8207/41-B/Dcca/1247/28

100/94/

To Capi Compartimento Napoli and Reggio Cal.

omissis .....

To Direction General M.R.S. Rome

According to the agreements with Allied Authorities, following timings measures are to be put in force:

a) Effective 13 Nov.1944, operation of a couple of through trains for passegners, leaving respectively, Naples and Reggio Cal. according to the following timings which are approximative for the intermediate stations:

2030	lv. Naples	ar. 0710		
2255	ar. Salerno	lv. 0400	94	
2325	lv. Salerno	ar. 0315		
0020	ar. Battipaglia	lv. 0220	94	
0030	lv. Battipaglia	ar. 0210		
0125	ar. Agropoli	lv. 0130	92	
0135	lv. Agropoli	ar. 0120		
0350	ar. Sapri	lv. 2300		
0400	lv. Sapri	ar. 2245		
0630	ar. Paola	lv. 2020		
0700	lv. Paola	ar. 1950		
0830	ar. S.Eufemia	lv.1815		
0900	lv. S.Eufemia	ar.1750		
1140	ar. Gioia Tauro (transhipment)	lv.1520	92	
1300	lv. (Km.350+644)	ar.1400		
1500	ar. Reggio C.	lv.1200		

2795

The numbers of the above mentioned trains will be assigned by Naples Compartimento.

b) Suppressione, between Nocera and Salerno, of 1943 train, effective 13 November 1944, and of 1940 train, effective 14 Nov.1944. Such trains, limited therefore to Naples-Nocera Inf.Section, will be respectively connected at Nocera Inf. with 2654 and 2653 trains of the Nocera Inf. Avellino line, with which they will form a sole communication (1943/2654 and 2653.1940 trains) between Naples and Avellino.

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2030	lv. Naples	ar. 0710		
2255 2325	ar. lv.	Salerno	lv. 0400 ar. 0315	94
0020 0030	ar. lv.	Battipaglia	lv. 0220 ar. 0210	94
0125 0135	ar. lv.	Agropoli	lv. 0130 ar. 0120	
0350 0400	ar. lv.	Sapri	lv. 2300 ar. 2245	
0630 0700	ar. lv.	Paola	lv. 2020 ar. 1950	92
0830 0900	ar. lv.	S.Eufemia	lv.1815 ar.1750	
1140	ar.	Gioia Tauro (transhipment)	lv.1520	
1300	lv.	(Km.350+644)	ar.1400	92
1500	ar.	Reggio C.	lv.1200	

2795

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Cu/ng6 ./.

Declassified E.O. 12356 Section 3.3/NND No. 785018

Consist - The new trains between Naples and Reggio C. will have a consist of 6 C- 1 D - 1 U cars.
Consequently has to be reduced the consist of 1933/9073 and 9072/1934 trains, between Salerno and Reggio C. limiting it to 4 C - 1 D U cars.
1943/2654 and 2653/1940 trains, between Naples and Avellino will have a consist of 3 C - 1 D U cars.

Passenger Service - Admissions and limitations
The passenger service on the new trains, between Naples and Reggio C. will be permitted only from Naples and Salerno stations for the stations of Agropoli, Sapri, Paola (for Cosenza line), S.Eufemia (for Catanzaro line) and Reggio Cal. and farther, towards Sicily and viceversa.
It is permitted also, the service between Naples (town) and Salerno (town).
The quantity of passengers admitted to ride will be limited, according to the herewith attached schedule,- Therefore, the sale of tickets will be made according to the quantity of the seats available.
Holders of seasontickets of any kind are not to be admitted on these trains. The tickets issued for these trains will be nominal, and the passengers must present documents fit to prove their identity to the booking office as well as to the ticket- inspector. For passenger admission must be followed the priority sequence hereafter:

a) Officials charged by A.C.
b) Officials of Ministries, authorized by the respective Cabinet or Secretary's offices-
c) Officials of Public Administrations riding for duty, as for declarations issued, each time, by their office Chiefs
d) Agents of Firms or contractors working for Public Administrations holding an authority issued each time by the managers of said Administrations.
e) Professional people, who generally are riding for charges of Public Administrations, as for declarations issued each time by said Administrations.
f) Passengers no foreseen by the above mentioned categories -

The authorities or declarations whereof the above items, will be submitted in duplicate: one copy will be kept by the booking office, as a justification of the issue; one will be given back to the passenger, provided with the station stamp and the data of the issued ticket.

The passengers whereof para a) b) c) d) e) shall order in advance the ticket, namely on the day before the departure.

Concerning the other passengers no order in advance will be permitted and the tickets will be issued on departure day, according to the sequence of presentation at the booking office.

Passenger cautch as riding abusively on trains, must be get out at the first stop station after having been subjected to the payment of the foreseen additional taxes and penalities, and after the compilation of the infraction-minutes.

To avoid that trespassers ride secretly on trains, the Compartimenti Chiefs will make agreements with the Compartimentali Police Commissaries,

Declassified E.O. 12356 Section 3.3/NND No. 785018

trains. The tickets issued for these trains will be nominal, and the passengers must present documents fit to prove their identity to the booking office as well as to the ticket- inspector. For passenger admission must be followed the priority sequence hereafter:

a) Officials charged by A.C.
b) Officials of Ministries, authorized by the respective Cabinet or Secretary's offices-
c) Officials of Public Administrations riding for duty, as for declarations issued, each time, by their office Chiefs
d) Agents of Firms or contractors working for Public Administrations holding an authority issued each time by the managers of said Administrations.
e) Professional people, who generally are riding for charges of Public Administrations, as for declarations issued each time by said Administrations.
f) Passengers no fereseen by the above mentioned categories -

The authorities or declarations whereof the above items, will be submitted in duplicate: one copy will be kept by the booking office, as a justification of the issue; one will be given back to the passenger, provided with the station stamp and the data of the issued ticket.

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Passenger cautch as riding abusively on trains, must be get out at the first stop station after having been subjected to the payment of the foreseen additional taxes and penalities, and after the compilation of the infraction-minutes.

To avoid that trespassers ride secretly on trains, the Compartimenti Chiefs will make agreements with the Compartimentali Police Commissaries, in order to intensify the Policy Service, ordering that each passenger coach be permanently watched by a railway ticket inspector and at least 2 Policemen.

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At all the stop-stations of said trains are to be watched the entrance and exit each by a railway agent and 2 policemen. At the station, where the passegner service is not admitted, said entrance and exit are to be closed, timely, when trains are in transit.

We beg you to issue the relative orders, and to acknowledge receipt to the writer by wire, and to arrange so that the Movement Sections communicate at once to their Service the timing schedules.

The Director General
signed Di Raimondo

Declassified E.O. 12356 Section 3.3/NND No. 785018

Declassified E.O. 12356 Section 3.3/NND No. 785018

SEATS AVAILABLE ON THROUGH TRAINS BETWEEN NAPLES AND REGGIO CALABRIA

From the stations of	FOR					
	SALERNO	AGROPOLI	SAPRI	Paola for Cosenza	S.Eufemia for Catanzaro	REGGIO C.
NAPOLI	50	5	10	40	75	300
SALERNO	====	5	5	10	10	20
AGROPOLI	====	=	==	==	==	10
SAPRI	====	=	==	==	==	15
PAOLA (from Cosenza line)	====	=	==	==	==	50
S.EUFEMIA (from Catanzaro line)	====	=	==	==	==	85

NG 7

Declassified E.O. 12356 Section 3.3/NND No. 785018

SEATS AVAILABLE ON THROUGH TRAINS BETWEEN REGGIO C. AND NAPLES

From the Stations of	For S.Eufemia for Catanzaro	For Paola for Cosenza	For Sapri	For Agropoli	For Salerno	For Naples
Reggio Calabria	85	50	15	10	20	300
S.Eufemia (from Catanzaro line)----	—	—	—	—	10	75
Paola (from Cosenza line)---	—	—	—	—	10	40
Sapri	—	—	—	—	5	10
Agropoli	—	—	—	—	5	5
Salerno	—	—	—	—	—	50

Cu/7

8.2.2

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 12 novembre 1947
N. 22/6907/41-B/Ucc/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 18 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:

20.20	p.	Napoli	a.	7.10
22.55	a.	Salerno	p.	4.00
23.25	p.		a.	3.15
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
13.00	p.	Km. 350+644	a.	14.00
15.00	a.	Reggio C.	p.	12.00

2799

I numeri ai treni suddetti saranno assegnati a cura del Compartimento di Napoli.

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...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:

20.20	p.	Napoli		a. 7.10
22.55	a.	Salerno	p. 4.00	
23.25	p.		a. 3.15	
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. 15.15	
9.00	p.		a. 17.50	
11.40	a.	Gioia Tauro (trasbordo) Km.350+644	p. 15.20	
13.00	p.		a. 14.00	
15.00	a.	Reggio C.	p. 12.00	

2799

I numeri ai treni suddetti saranno assegnati a cura del Compartimento di Napoli.

b) - Soppressione fra Nocera e Salerno dei treni 1945 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. 785018

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 - 1D - 1U.

Conseguentemente dovrà essere ridotta la composizione dei treni 1933/3073 e 3072/1934 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 controlleria, 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., 2789

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 Am-

Declassified E.O. 12356 Section 3.3/NND No. 785018

Nei muovi 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.

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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 Partenza 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-

Declassified E.O. 12356 Section 3.3/NND No. 785018

no 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.

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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. 785018

Translation

100/94

Ministry of Communications
Director General Office
Subject:
Travellers service
Potenza Taranto line

Rome 24st Oct. 1944
N. 210/8917/194/ICCA/1114/28

To Allied Control Commission
Rome

Att. General Direction M.R.S. - Building

1) By letter N.210/8731/41B dated 22nd August 1944 we proposed the transformation, into mixed, of the veights trains 8133/8137 Potenza - Metaponto - Taranto and 8136/8130 Taranto - Metaponto - Potenza for local service between Potenza and Taranto in consequence of the 3537 and 3538 Naples Brindisi Naples non making local service.

2) We insist again on such proposal considering the many calls wich are coming upon this Direction frol the workers occupied into naval dock yard of Taranto and from other works, who, owing to the lack of local communications are unable to see since long time, their families living in the towns between Taranto and Potenza.

3) Therefore, we beg you to authorize the addition of two or three cars to the same trains which, beside passenger service, should effect mail service by a special messenger in order to reach more regular and solicit the forwarding of the correspondance for the many places of the line actually in function with obvious daly and not regularly by motor services.

Director General
signed Lo Cigno

Go.ng24

2787

Declassified E.O. 12356 Section 3.3/NND No. 785018

Roma, 24 OTT. 1944

N.210/8917/194/ICCA/1114/28

— Commissione Alleata Controllo
ROMA

p.n. Direzione Generale M.M.C.
SEDE

Servizio viaggiatori
linea Potenza-Taranto

I - Con lettera N.210/8791/418 del 22 agosto u.s. proponemmo la trasformazione in misti dei treni merci 8130/8137 Potenza - Metaponto - Taranto e 8125/8130 Taranto - Metaponto - Potenza per il servizio locale fra Potenza e Taranto dato che i treni 3537 e 3538 Napoli - Brindisi - Napoli non disimpegnano servizio locale.

II - Si torna ora ad insistere su detta proposta poichè numerose pervengono a questa Sede le invocazioni degli operai, addetti ai Cantieri Navali di Taranto o ad altri lavori, che per mancanza di comunicazioni locali non rivedono da molto tempo la loro famiglia residente nei paesi fra Taranto e Potenza.

III - Si chiede pertanto l'aggiunta di 2 o 3 carrozze ai predetti treni i quali dovrebbero anche disimpegnare servizio postale a mezzo di un apposito messaggero in modo da rendere più sollecito e regolare l'inoltro della corrispondenza per le numerose località della linea oggi servita con sensibili ritardi e non regolarmente a mezzo degli autoservizi.

IL DIRETTORE GENERALE

p.o. Lo Cigno

2786

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Declassified E.O. 12356 Section 3.3/NND No. 785018

100/~~7~~794
CG/fd

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission

ACC Tn/100/95/96

28 October 1944

TO : Capt. S.C.Hall
c/o Mov. East Italy
CMF

SUBJECT : Travellers service Potenza-Taranto line

1. Reference attached copy of letter from Ministry of Communications.

2. Will you please consider the request and forward your recommendations to this Headquarters.

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

Copy to : Rail (Movements)
Tn. Sub-Comm.

2785

Declassified E.O. 12356 Section 3.3/NND No. 785018

Tn 8/c

SUBJECT : Rail Transportation

TO : The Director
Transportation Sub-Comn.
ACC (Main)

Transportation Sub-Comn.
Allied Control Comn.
c/o Movements N. Italy

Date : 16 Sept.44
Ref : ACC/Tn/BD/XI/

Ref. your ACC/Tn/244 dated 10 Aug.44, and ACC/Tn/94 dated 9 Aug.44.

1. Copy of this office letter ACC/Tn/BD/XI dated 12 Sept. 44 attached and Para.3 BARI Divisional Monthly report for August 944 exlains the position.

2. The 2 letters attached to yours referred to above are returned herewith as requested.

HEADQUARTERS
22 SEP 1944
A. C. C.

Captain R.E. 2784

ENEJ/BT

Declassified E.O. 12356 Section 3.3/NND No. 785018

SUBJECT : Potenza Agricultural Report
for August 44.

TO : Agricultural Officer
Bari Zone
ACC Southern Region

Transportation S.C.
Allied Control Comm.
c/o Movements E.I.

Date : 12 Sept.44
Ref : ACC/Tn/BD/XIV/

Reference the above copy returned herewith.

Daily Statistics received from the ISR prove that wagons requested by the local Railway Station Masters are being supplied.

Wagons are not placed according to bids accepted, but only as Station Master requests them, provided they are authorized on the loading programme Station Masters only request the wagons, if they are contacted by the consignors before hand.

Since from 13 to 31 Aug. inclusive only 60 wagons out of 114 programmed were loaded at Rapollo Lavello and only 24 out of 57 at S.Nicola Melfi, it is apparent that the necessary contact between the consignors are the Station Masters is not being maintained.

Will you please impress on Consorzio Agrario Potenza that they must advise the Station Masters daily of the number of wagons they can load the following day, so that their requirements can be met.

Captain R.E.

ENBJ/BT

2783

Declassified E.O. 12356 Section 3.3/NND No. 785018

Trans S.C. 3698
8357

HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION II

Ref. ECA/2070/RL/199 1 Aug 44

Subj. Rail Transport.

To: Headquarters; ACC, APO 394 -
Transportation Sub-Commission.

1. A complaint has been received from Provincial-Supply Officer, Potenza, stating that rail movement in his province is repeatedly being hampered by the failure of some station masters to allocate wagons, solely on our authorization. Although bids are accepted by you, and station masters informed, the wagons are very often not granted by these agents, who are under the impression that they must be authorized by Italian Railway authorities.

2. P.S.O., Potenza states that this has happened, among other places, at Lagonegro, Pietragalla, Montesano and Spezzano, and he is of the opinion that, while the larger stations seem to receive authorization from the railway authorities, the smaller ones do not.

3. May something please be done toward expediting rail movements in this province.

HEADQUARTERS
4 AUG 1944
A. C. C.

C.Knight, Major
Regional Economics &
Supply Officer-
for Regional Commissioner.

CK/pjh
Copies: Tptn. S/C, Bari -
~~Tptn.~~ S/C, ~~Reggio~~
PSO, ~~Potenza~~.

2782 Noted & take subject up with D.G.M.R.S. 5/8. 1500

Declassified E.O. 12356 Section 3.3/NND No. 785018

MINISTERO DELLE CORPORAZIONI

Memorandum per Major Richardson
Transportation Subcommission
Rail Transport Division

The attached report from Agricultural officer Region IIE is passed to you for whatever information it may contain and whatever action that can be taken to clarify the situation.

Stanley Andrews
Stanley Andrews, Major AUS
Ag Subcommission

Il Ministro

2781

Luc/62/Ags

2730

Maya Andrews

A. M. G.

GOVERNO MILITARE ALLEATO
POTENZA PROVINCE

MGW = A. C. G.

Potenza, 5 August 1944.

To : R.C. Region 2
Copy to Agriculture Sub-Commission - ROME ✓
" " P.C. - Potenza.

From : Capt. T.W.M. Morgan - Agriculture Officer Lucania.

SUBJECT = Rail Transport. "Granai del Popolo".

(1) Situation acute.

(2) See my letter to R.S.O. . 12 July requesting Rail movement 2.000 tons a week commencing 24 July from Melfi - Lavello-Genzano area.

Warehouse accomodation now overfull impeding arrassing.

(3) Rail bids accepted Melfi Lavello from 31 July/ 6 August 10 waggons x 7 days = 70 waggons for week. ONLY 4 MADE AVAILABLE.

(4) R.T.O. Potenza had over 20 available waggons on 1 Aug. obtained permission from Movement East Italy to place at our disposal: Railway operating Company and Potenza Station Master refused to do so. Said waggons must come from Barletta.

Why this duality of control ? Who gives orders ?

(5) Lavello Station Master telegraphed Spinazzola, also Dipartimento Movimento at Bari. Neither had knowledge of acceptance bids allocation waggons to us.

What is wrong ?

(6) Unless we can rely on railway waggons when bids accepted there will be chaos.

T. W. M. Morgan

T.W.M. Morgan - Captain
Agriculture Officer - LUCANIA.

2730

Declassified E.O. 12356 Section 3.3/NND No. 785018

ORARIO DELLA COMUNICAZIONE DIRETTA NAPOLI = REGGIO C.

A

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.	2.20
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 T. (trasbordo)		p.	15.20
13.00	p.			a.	14.00
15.00	a.	Reggio C.		p.	12.00
			↓		

++++++++++++++++++++++++++

OK Provided am. Agreed

2779

Declassified E.O. 12356 Section 3.3/NND No. 785018

3.50	a.			p.	23.00
4.00	p.		Sapri	a.	22/45
6.30	a.			p.	20.20
7.00	p.		Paola	a.	19.50
8.30	a.			p.	18.15
9.00	p.		S.Eufemia	a.	17.50
11.40	a.		Gioia T. (trasbordo)	p.	15.20
13.00	p.			a.	14.00
15.00	a.		Reggio C.	p.	12.00

++++++++++++++++++++++++++

OK 2779
Provided am
Gronau
Admin Staff
MIRA

Declassified E.O. 12356 Section 3.3/NND No. 785018

BWB/b

ALLIED CONTROL COMMISSION
TRANSPORTATION SUB COMMISSION
A.P.O.394.

Telephone: 478701

Date: 12 Oct 44
Ref: ACC.Tn/42

Subject: Daily passenger train service (except Sundays)
NAPLES - POTENZA - TARANTO - BRINDISI - BARI.

To: Minister of Communications,
(for the Under Secretary of State
for Italian State Rlys)
ROME.

1 I attach copy of letter reference Mov.3/3058 of 9 Oct. announcing changes in the operation of the above trains with effect from 16 Oct.

2 I shall be glad if you will please take steps at once to ensure that all your staff (Station Masters, Booking Staff, etc.) are advised of the changed arrangements so as to ensure that passengers only present themselves on the days of the week on which the trains will run for civilian traffic.

3 Will you please include arrangements for conspicuous notices to be posted at all the passenger stations affected and give these new arrangements any other publicity you may think necessary?

BwB

D. S. ADAMS.
Col, C.E.
Director, TW.S.C.

Copy : D. G. M. R. S., Rome.

2778

Declassified E.O. 12356 Section 3.3/NND No. 785018

...NZA - TARANTO - BRINDISI - BARI. (except Sundays)

To: Minister of Communications,
(for the Under Secretary of State
for Italian State Rlys)
ROME.

1 I attach copy of letter reference Mov.3/3065 of 9 Oct. announcing changes in the operation of the above trains with effect from 16 Oct.

2 I shall be glad if you will please take steps at once to ensure that all your staff (Station Masters, Booking Staff, etc.) are advised of the changed arrangements so as to ensure that passengers only present themselves on the days of the week on which the trains will run for civilian traffic.

3 Will you please include arrangements for conspicuous notices to be posted at all the passenger stations affected and give these new arrangements any other publicity you may think necessary?

B w B

D. S. ADAMS.
Col. C.R.
Director. TN.S.C.

Copy : D. G. M. R. S., Rome.

2778

Declassified E.O. 12356 Section 3.3/NND No. 785018

Declassified E.O. 12356 Section 3.3/NND No. 785018

BWB/b

ALLIED CONTROL COMMISSION
TRANSPORTATION SUB COMMISSION
A.P.O.394.

Date: 12 Oct 44
Ref: ACC.Tn/42

Telephone - 47?701

Subject: Daily passenger train service (except Sundays)
NAPLES - POTENZA - TARANTO - BRINDISI - BARI.

To: Major Bowers, Tn.S.C.Rep. Naples
Capt. Hall, " Bari

1 Attached hereto is copy of G-4 Mov & Tn.A.F.H.Q. letter Mov.3/306E of 9 Oct. in regard to the running of the above train, giving details of modifications effective 16 Oct.

2 Please note specially para. 4 and take steps to ensure that all concerned are advised of the contents of this letter.

BwB

D. S. ADAMS.
Col. C.E.
Director, Tn.S.C.

2777

RESTRICTED

G-4 Mov & Tn.
Allied Force Headquarters,
C.M.F.

Tel. Nos. Freedom 320)
223)
878)

Mov. 3 (Rail, Road & M.F.O.)

Mov. 3/306E.

WORKING INSTRUCTION NO. 2.

Daily Passenger Train Service (Except Sundays) - NAPLES - POTENZA - TARANTO - BRINDISI - BARI.

1. Effective 16 October 1944 the existing combined military/civilian passenger train service operating daily except SUNDAYS between NAPLES and BARI via POTENZA will be modified as under :-

A. MILITARY personnel only - Tuesdays, Thursdays and Saturdays.

B. CIVILIAN personnel only - Mondays, Wednesdays and Fridays.

The first complete military train will run under the above revised arrangements Tuesday 17 October 1944.

2. Timings will remain unchanged :-

EASTBOUND			WESTBOUND		
NAPLES Central	Depart	1600 Hrs.	BARI	Depart	1200 Hrs.
TARANTO	Arrive	0704 "	BRINDISI	Arrive	1411 "
TARANTO	Depart	0735 "	BRINDISI	Depart	1501 "
BRINDISI	Arrive	0923 "	TARANTO	Arrive	1742 "
BRINDISI	Depart	1015 "	TARANTO	Depart	1825 "
BARI	Arrive	1400 "	NAPLES	Arrive	1000 "

3. Procedure in respect of military personnel.

An O.C. Train will be appointed by the entraining R.T.O. in respect of each MILITARY journey. His compartment will be labelled accordingly and he will be furnished with timings and details of refreshment halts for the throughout journey together with a complete list of the personnel entrained. His signature will be obtained as evidence of receipt of this information by the entraining R.T.O. at BARI and NAPLES respectively.

Entraining R.T.O's. at intermediate stations will furnish the O.C. train with complete details of military personnel joining the military special at such intermediate stations.

2776

4. Procedure in respect of civilian travel.

A.C. Allied Control Commission is requested to issue the necessary instructions implementing the above revised arrangements to all concerned and so ensure that only properly authorised passengers present themselves for travel. Also that the necessary measure of control is exercised throughout the train journey and at all entraining and detraining stations.

5. The arrangements contained in A.F.H.Q., Mov. A.A.I. Mov. 3/49 dated 10

Declassified E.O. 12356 Section 3.3/NND No. 785018

A. MILITARY personnel only - Tuesdays, Thursdays and Saturdays.

B. CIVILIAN personnel only - Mondays, Wednesdays and Fridays.

The first complete military train will run under the above revised arrangements Tuesday 17 October 1944.

2. Timings will remain unchanged :-

EASTBOUND

NAPLES Central	Depart	1300 Hrs.
TARANTO	Arrive	0704 "
TARANTO	Depart	0735 "
BRINDISI	Arrive	0923 "
BRINDISI	Depart	1015 "
BARI	Arrive	1400 "

WESTBOUND

BARI	Depart	1200 Hrs.
BRINDISI	Arrive	1411 "
BRINDISI	Depart	1501 "
TARANTO	Arrive	1742 "
TARANTO	Depart	1825 "
NAPLES	Arrive	1000 "

3. Procedure in respect of military personnel.

An O.C. Train will be appointed by the entraining R.T.O. in respect of each MILITARY journey. His compartment will be labelled accordingly and he will be furnished with timings and details of refreshment halts for the throughout journey together with a complete list of the personnel entrained. His signature will be obtained as evidence of receipt of this information by the entraining R.T.O. at BARI and NAPLES respectively.

Entraining R.T.O's. at intermediate stations will furnish the O.C. train with complete details of military personnel joining the military special at such intermediate stations.

4. Procedure in respect of civilian travel.

2776

H.Q. Allied Control Commission is requested to issue the necessary instructions implementing the above revised arrangements to all concerned and so ensure that only properly authorised passengers present themselves for travel. Also that the necessary measure of control is exercised throughout the train journey and at all entraining and detraining stations.

5. The arrangements contained in H.Q., Mov. A.A.I. Mov. 3/49 dated 10 August 1944 are therefore cancelled w.e.f. 16 October 1944.

2 October 1944
GWB/BH

G.W. BROWN, Major,
for Brigadier,
D.O.M.G. (Mov & Tn).

DISTRIBUTION :- See Overleaf.

Copy: Maj. Richardson

Declassified E.O. 12356 Section 3.3/NND No. 785018

File 136/29

ACP/elo

100/94

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel: 478701

7 October 1944

ACC/TN/I36

TO : Ministry of Communications.

SUBJECT : Alteration of train service
- East Coast route.

1- Reference our ACC. Tn/I36/75 of 28 Sept.44.

2- Authorisation has been given for the two trains numbered 8123 and TV 4844 to be operated daily between Taranto and Metaponto, to connect with trains TV 9084 and TV 9085 running between Reggio and Metaponto.

3- Our representatives at Bari and Reggio have been instructed to advise the Capo Sezione Movimento at Reggio and Bari as per your telephone request.

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

2775

Declassified E.O. 12356 Section 3.3/NND No. 785018

Roma, 30 SET 1944

M.211/944/10/Ucc/881/28

100/94

SERVIZIO MOVIMENTO

Generale GRAY
Direttore Gnerale M.R.S.
- S E D E

p.n. Commissione Alleata di Controllo
Sottocommissione Trasporti

- R O M A

1°)- Come da autorizzazione data da codesta Sottocommissione Trasporti con lettera A.C.C. /Tn.136/14 del 6 and. diretta al Magg. W.F. Blair della Divisione Sopr. di Reggio C.; dal 1° ottobre p.v. i treni trisettimanali TV9034 e TV9035 fra Reggio C. e Metaponto saranno resi giornalieri, e, modificati nell'impostazione, avranno i seguenti estremi di orario, già approvati dal predetto Magg. Blair.

- Reggio C.	p.17.30	Metaponto	a.11.10
- Metaponto	p.11.40	Reggio C.	a. 7.10

2°)- Poichè i treni TV9034 e TV9035 costituiscono una comunicazione continuativa tra Reggio C. e Taranto, con allacciamento a Metaponto con i treni trisettimanali 7133 e 4844, si rende necessario pure dal 1° ottobre p.v., che anche nel tratto Metaponto Taranto, siano effettuati giornalmente i predetti treni 7133 e 4844 con gli orari lievemente modificati come appresso:

Gen Brown
DMRS

Discussed this with Lt Col. Brown
this morning. He agreed to the
trains being run as suggested of
tri-weekly between Metaponto & Taranto

Declassified E.O. 12356 Section 3.3/NND No. 785018

W.F. Blair della Divisione Sopr. di Reggio C.; dal 1° ottobre p.v. i treni trisettimanali TV9034 e TV9035 fra Reggio C. e Metaponto saranno resi giornalieri, e, modificati nell'impostazione, avranno i seguenti estremi di orario, già approvati dal predetto Magg. Blair.

- Reggio C.	p.17.30	Metaponto	a.11.10
- Metaponto	p.11.40	Reggio C.	a. 7.10

2°)- Poichè i treni TV9034 e TV9035 costituiscono una comunicazione continuativa tra Reggio C. e Taranto, con allacciamento a Metaponto con i treni trisettimanali 7133 e 4844, si rende necessario ~~pure~~ as possible dal 1° ottobre p.v., che anche nel tratto Metaponto Taranto, siano effettuati giornalmente i predetti treni 7133 e 4844 con gli orari lievemente modificati come appresso:

Gen Burn
MRS

2774

Discussed this with Lt Col. Brown this morning. He agreed to the train being run daily instead of tri-weekly between Metaponto & Taranto in the words train Nos T.V. 9034 & 9035 being extended. The same stock would of course run through & possibly the same loco also

L.S.H. 6/X

Declassified E.O. 12356 Section 3.3/NND No. 785018

11.41	p.	Metaponto	a.	11.02
11.59	"	Ginosa	p.	10.48
12.12	"	Termitosa	p.	10.32
12.34	"	Chiatona	"	10.17
12.57	a.	Taranto	"	9.45

Si prega voler dare urgente benestare.

IL DIRETTORE GENERALE

Declassified E.O. 12356 Section 3.3/NND No. 785018

Rome 3 SET 1944

211/944/10/Jcca. 881/28

Ministry of Communications
I.S.R. - General Direction
Transportation Service

To General GRAY
Director General M.R.S.
Building

c.c. A.C.C.
Transportation Subcommission
Rome

1) According to authority given by transportation Subcommission, ACC, by letter ACC/Tn.136/14 of 6 September, addressed to Major W.F Blair Sopr.Division, Reggio Calabria, the three-weekly trains TV 9026 and TV 9025 between Reggio Calabria and Metaponto, from 1st October 1944 will be modified in their consist and run daily, according to the following time table, which has been already approved by Major Blair:

Reggio Calabria	s.	1730
Metaponto	a.	1110
Metaponto	s.	1140
Reggio Calabria	a.	0710

2) As the trains TV 9026 and TV 9025 constitute a continuative facility between Reggio Calabria and Taranto, connected with the three-weekly trains 7133 and 4844 Metaponto, it is necessary that, from 1st October, said trains 7133 and 4844 be run daily also on the line section Metaponto-Taranto, with the following modified times:

1141	a.	Metaponto	a.	1102
1159	s.	Sibari	a.	1048
1212	s.	Terranova	a.	1032
1234	s.	Chiaiona	a.	1017
1257	a.	Taranto	s.	0945

We beg you to authorise what above with urgency.

2773

Director General

F.to G. RAIMONDO

Declassified E.O. 12356 Section 3.3/NND No. 785018

Transportation Subcommission

Rome

1) According to authority given by transportation Subcommission, ACC, by letter ACC/Tn.136/14 of 6 September, addressed to Major W F Blair Supr.Division, Reggio Calabria, the three-weekly trains TV 9004 and TV 9005 between Reggio Calabria and Metaponto, from 1st October 1944 will be modified in their consist and run daily, according to the following time table, which has been already approved by Major Blair:

Reggio Calabria	s.	1730
Metaponto	a.	1110
Metaponto	s.	1140
Reggio Calabria	a.	0810

2) As the trains TV 9004 and TV 9005 constitute a continuative facility between Reggio Calabria and Taranto, connected with the three-weekly trains 7139 and 4044 Metaponto, it is necessary that, from 1st October, said trains 7139 and 4044 be run daily also on the line section Metaponto-Taranto, with the following modified timing:

1141	s.	Metaponto	a.	1102
1159	s.	Sinoea	a.	1046
1212	s.	Ternitosa	a.	1032
1234	s.	Calsone	a.	1017
1257	a.	Taranto	s.	0945

We beg you to authorize what above with urgency.

2773

Director General

Cu/ng/30

F.to DI RAIMONDO

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EWD/lr

10/741

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele. 478701

15 September 1944

ACC Tn/42.89

SUBJECT : Naples--Reggio Passenger Service

TO : Minister of Communications
(attn. Gen. di Raimondo)
Min. of. Comms. Bldg.
Rome

1. Reference is to your M/210/8761/193-C of 7 August 4944, regarding an additional passenger service between Naples and Reggio.

2. This request was considered by the Transportation Sub-Commission at the meeting held on 28 August 1944 at which your Representative was present.

3. Owing to Military Commitments and scarcity of rolling stock it was not possible to accede to the request for an additional train.

4. It was recommended however that steps be taken to shorten the long wait at Gioia Tauro. If you will examine this and submit a revised schedule without interferance to other existing timings, the matter can reconsidered at the next Transportation Committee Meeting.

5. A copy of the minutes of the Transportation Committee Meeting is attached hereto.

for G.S. Dean
D.S. ADAMS
Colonel, C.E.
Director, Tn. S.C.

2772

FPR/hl

150/94

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.

5. Your para.3. 2771
The Transportation Commuttee fully appreciate that civil passenger and freight trains are required between Rome and Naples

Declassified E.O. 12356 Section 3.3/NND No. 785018

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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.

2771

The Transportation Commuttee 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. 785018

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

Your para. 3 (c) Rome - Arezzo.

Your para. 3 (f) Rome - Foligno.

It is regretted that no passenger trains can be run north of Rome for security reasons, lack of power and rolling stock. With regard to movement of refugees from these points even south bound beyond Naples, it is pointed out that when parties are 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 operates tri-weekly and conveys a considerable quantity of Military timber at the present moment and it is felt that while this movement continues, the full tonnage will have to be given to freight. This decision is taken owing to the lack of rolling stock within that vicinity.

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

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

Declassified E.O. 12356 Section 3.3/NND No. 785018

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.

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

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

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

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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) Rocchetta-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, In.S/C.

2789

Declassified E.O. 12356 Section 3.3/NND No. 785018

100/94

ACP/Id

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference: ACC Tn/42/68
date : 1 September 44

Tele : 478701

SUBJECT : Proposed additional freight programme

TO : Ministry of Communications
Italian State Railways
General Direction.

1. The additional freight services requested in your letter, reference M/323/8066/309/98 of the 22 August 1944 were carefully considered at the meeting of the Transportation Sub-Committee held on Monday, 28 August 1944. The lack of rolling stock and locomotive parts at the present time it is impossible to consider additional services.

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

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

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

2703

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.

Declassified E.O. 12356 Section 3.3/NND No. 785018

1. The additional freight services requested in your letter, reference M/322/8066/309/98 of the 22 August 1944 were carefully considered at the meeting of the Transportation Sub-Committee held on Monday, 28 August 1944. The lack of rolling stock and locomotive parts at the present time it is impossible to consider additional services.

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

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

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

2705

5. The rolling stock needed to carry out the programme in your "appendix" attached to this letter, would require 2861 cars and owing to the serious shortage of rolling stock in liberated Italy, it was found impossible to consider your proposition for the time being.

6. This application will be kept closely before us and reconsidered at a later period by the transportation committee.

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

Declassified E.O. 12356 Section 3.3/NND No. 785018

100/94.

T R A N S L A T I O N

Rome, 22 August 1944
our. ref. N 210/8791/41/13

MINISTRY OF 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

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

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

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

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

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

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

27.7

Declassified E.O. 12356 Section 3.3/NND No. 785018

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

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

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

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

27.7

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

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

./.

Declassified E.O. 12356 Section 3.3/NND No. 785018

II. 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, expecially 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	0755) service

The benefit, to connect Rome with Southern Italy and to secure communications to the whole intermediate area with Naples, Rome and the important towns of Frosinone, Cassino, Sparanise, Capua, Caserta, will be realized through such two communications.

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

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

Rome	Lv.	0700	arr. Grosseto	1400
Grosseto	Lv.	1630	arr. Rome	1930

these trains will stop at the most important stations.

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

Rome	Lv.	1630	arr. Arezzo	0400
Arezzo	Lv.	2000	arr. Rome	0700

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	"	" 1640	Rome	arr. 1930

these trains will stop at the most important stations.

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

2766

Declassified E.O. 12356 Section 3.3/NND No. 785018

Naples Lv. 1930 arr. Rome 0755) service

The benefit, to connect Rome with Southern Italy and to secure communications to the whole intermediate area with Naples, Rome and the important towns of Frosinone, Cassino, Sparanise, Capua, Caserta, will be realized through such two communications.

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

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

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

these trains will stop at the most important stations.

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

Rome	Lv.	1830	arr.	Arezzo	0400
Arezzo	Lv.	2000	arr.	Rome	0755

these trains will be stopped at the most important stations.

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

Rome	Lv.	0710	Terni	arr.	1130	Terni	Lv.	1400	Foligno arr. 1840
Foligno	Lv.	0830	"	"	1110	"	"	1540	Rome arr. 1930

these trains will stop at the most important stations.

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

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

By such trains, besides to operate a needfull connection between Rome and 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.

2786

Declassified E.O. 12356 Section 3.3/NND No. 785018

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

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

Ortona	Lv. 0700	Termoli	arr.0930	Termoli	Lv.1500	Bari	arr.2230
Bari	Lv. 0600	"	" 1530	"	" 1630	Ortona	arr.1930

2. Prolungation between Fasano and Monopoli of the trains:

N. 4704	Fasano Lv. 0500
N. 1781	Fasano arr.1548

b) Battipaglia-Brindisi line - 1) Transformation into mixed of the goods trains N.8136 and 8137 - Potenza-Taranto. (Potenza lv.0655 Metaponto arr. 1133-lv.1352 Taranto arr.1516) and N.8126/8160 Taranto-Potenza:
(Taranto lv.0532 Metaponto arr.0658-lv.0815 Potenza arr.1456)
to these trains will be added passengers cars.

2) Transformation into mixed of the trains:

N. 7000	Potenza lv.0605	Sicignano	arr. 1144
N. 7003	Sicignano lv.1152	Potenza	arr. 1900

To these trains will be allotted 2 passenger cars.

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

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

4) 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.

c) Sicignano-Lagonegro line - Transformation into daily of the now be-weekly two trains, to allow the afflux of the students to the Sala Consilina Lyceum and of the Lawyers and other Profe sional 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. 0830	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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N. 7000 Potenza lv.0505 Sicignano arr. 1144
N. 7003 Sicignano lv.1152 Potenza arr. 1800

To these trains will be allotted 2 passenger cars.

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

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

4) 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 be-weekly two trains, to allow the afflux of the students to the Sala Consilina Lyceum and of the Lawyers and other Professional men to Lagonegro Tribunal.

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

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

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

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

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

e) Foggia Manfredonia line - A couple of daily trains

Foggia lv. 0750 Manfredonia arr. 0930
Manfredonia lv. 1555 Foggia arr. 1750

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e) Foggia-Manfredonia line- A couple of daily trains

Foggia	lv. 0730	Manfredonia	arr.0930
Manfredonia	lv.1355	Foggia	arr.1730

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

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

Spinazzola	lv.0600	Gioia del Colle	arr.0825
Gioia del Colle	lv.1600	Spinazzola	arr.1930

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

V. By the rquired measures 120 wheeled truck cars, or equivalent vehicles, 18 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

2734

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MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 22 AGO. 1944

N.210/8791/41/B

Alla Commissione Alleata di Controllo
Sottocommisione Trasporti
ROMA

p.c. Direttore Generale M.R.S.
SEDE

OGGETTO

Programma treni viaggiatori.

Allied Files

I - L'attuale situazione del servizio viaggiatori sulle linee dell'Italia liberata è quella risultante dall'unito fascicolo.

Da essa si rilevano i seguenti inconvenienti:

a) - La comunicazione in atto fra Napoli e Reggio è costituita da:

- una coppia giornaliera fra Napoli e Salerno con sosta in quest'ultima località di ore 7.20 nel senso discendente ed ore 8.19 nel senso ascendente;
- una coppia giornaliera fra Salerno e Reggio C. con trasbordo a Gioia Tauro (2 Km. circa) e sosta in questa località di ore 10.09 in senso discendente.

b) - Il treno giornaliero Napoli - Bari (esclusa la domenica) fa servizio viaggiatori esclusivamente nelle stazioni di: Napoli, Salerno, Battipaglia, Sicignano, Potenza, Metaponto, Taranto, Brindisi, Bari.

I numerosi viaggiatori delle stazioni intermedie, specie nella tratta Potenza - Taranto, non hanno possibilità di fruire di detta comunicazione.

Ciò oltre a creare malcontento, spinge la popolazione civile a servirsi dei treni merci e talvolta a prendere posto abusivamente sul treno viaggiatori medesimo nelle stazioni nelle quali non è prevista la fermata normale.

c) - Nessuna comunicazione esiste fra Roma e provincia e fra Roma e le altre provincie già liberate a Nord ed a Sud di essa.

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quest'ultima località di ore 7.20 nel senso discendente ed ore 8.19 nel senso ascendente;
- una coppia giornaliera fra Salerno e Reggio C. con trasbordo a Gioia Tauro (2 Km. circa) e sosta in questa località di ore 10.09 in senso discendente.

b) - Il treno giornaliero Napoli - Bari (esclusa la domenica) fa servizio viaggiatori esclusivamente nelle stazioni di: Napoli, Salerno, Battipaglia, Sicignano, Potenza, Metaponto, Taranto, Brindisi, Bari.

I numerosi viaggiatori delle stazioni intermedie, specie nella tratta Potenza - Taranto, non hanno possibilità di fruire di detta comunicazione. 2783

Ciò oltre a creare malcontento, spinge la popolazione civile a servirsi dei treni merci e talvolta a prendere posto abusivamente sul treno viaggiatori medesimo nelle stazioni nelle quali non è prevista la fermata normale.

c) - Nessuna comunicazione esiste fra Roma e provincia e fra Roma e le altre provincie già liberate a Nord ed a Sud di essa, fra Napoli ed il Nord e le provincie di Benevento, Campobasso, Avellino e Foggia fra le località del versante adriatico a Sud di Ortona, fra Foggia e le località di sfollamento della provincia, ecc.

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II - Coll'estendersi delle zone dell'Italia liberata e con lo sforzo cui tende la Nazione per una sollecita ripresa della normale attività, sia pure limitata dalle esigenze di guerra, è sentita la necessità di istituire qualche servizio per civili ove questo ancora non esiste e di colmare qualche più sentita lacuna ove già esiste un servizio per il pubblico.

In proposito pervengono continue e fondate richieste dall'esame delle quali risulta che è urgente attuare almeno il programma che segue.

III - Premesso che gli inconvenienti di cui al punto I-a) verrebbero eliminati con l'attuazione della comunicazione Napoli-Reggio Cal. proposta con la nota M.210/8761/193-C del 7 corrente, per gli indispensabili collegamenti delle zone liberate con la Capitale, per il rifornimento della Capitale stessa e per i servizi postali, nonchè per lo sfollamento della popolazione immigrata a Roma in dipendenza delle operazioni di guerra specialmente dall'Italia meridionale si propone:

a) - LINEA ROMA - NAPOLI (via Formia) - una coppia di treni fra Roma e Napoli, composta con almeno 8 carrozze, 1 bagagliaio e 1 postale, in corrispondenza con la nuova coppia Napoli-Reggio C. già proposta con la lettera M.210/8761/193-C del 7 corrente.

Roma	p. 7.00 -	Napoli	a. 14.00	con fermata a Littoria, Formia, Villa Literno, Aversa.
Napoli	p. 12.00 -	Roma	a. 19.00	

b) - LINEA ROMA - NAPOLI (via Cassino) - una coppia di treni composta con almeno 8 carrozze, 1 bagagliaio e 1 postale.

Roma	p. 17.17 -	Napoli	a. 5.45	con servizio di linea 2732
Napoli	p. 19.30 -	Roma	a. 7.39	

Con queste due comunicazioni si realizzerebbe il vantaggio di collegare la Capitale con l'Italia meridionale e di dare comunicazioni con Napoli e Roma a tutta la zona intermedia con i centri importanti di Frosinone, Cassino, Sparanise, Capua, Caserta.

c) - Per facilitare il defluire degli sfollati dalla città di Roma con e-

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a) - LINEA ROMA - NAPOLI (via Formia) - una coppia di treni fra Roma e Napoli, composta con almeno 8 carrozze, 1 bagagliaio e 1 postale, in corrispondenza con la nuova coppia Napoli-Reggio C. già proposta con la lettera M.210/8761/193-C del 7 corrente.

Roma	p. 7.00 -	Napoli	a. 14.00	con formata a Littoria, Formia, Villa Literno, Aversa.
Napoli	p. 12.00 -	Roma	a. 19.00	

b) - LINEA ROMA - NAPOLI (via Cassino) - una coppia di treni composta con almeno 8 carrozze, 1 bagagliaio e 1 postale.

Roma	p. 17.17 -	Napoli	a. 5.45	con servizio di linea 2722
Napoli	p. 19.30 -	Roma	a. 7.39	

Con queste due comunicazioni si realizzerebbe il vantaggio di collegare la Capitale con l'Italia meridionale e di dare comunicazioni con Napoli e Roma a tutta la zona intermedia con i centri importanti di Frosinone, Cassino, Sparanise, Capua, Caserta.

c) - Per facilitare il defluire degli sfollati dalla città di Roma con evidente vantaggio dei rifornimenti alimentari della Capitale, trattandosi in maggioranza di popolazione residente normalmente nell'Italia meridionale, sarebbe anche opportuno utilizzare subito

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sulla Roma - Napoli i treni militari che si effettuano normalmente per vuoti di ritorno verso il Sud.

d) - LINEA ROMA - GROSSETO - 1 coppia di treni trisettimanali composta con 8 carrozze, 1 bagagliaio e 1 postale da utilizzare in parte per operai specialmente nel tratto Roma-Civitavecchia

Roma p. 7.00 - Grosseto a. 14.00
Grosseto p. 12.30 - Roma a. 19.30
con fermata nelle principali stazioni.

e) - LINEA ROMA - AREZZO - 1 coppia di treni trisettimanali composta con almeno 8 carrozze, 1 bagagliaio e 1 postale

Roma p. 16.30 - Arezzo a. 4.00
Arezzo p. 20.00 - Roma a. 7.30
con fermata nelle principali stazioni.

f) - LINEA ROMA - FOLIGNO - 1 coppia di treni trisettimanali composta con 8 carrozze, 1 bagagliaio, 1 postale

Roma p. 7.10 - Terni 11.30 - 14.00 - Foligno a.16.40
Foligno p. 8.30 - Terni 11.10 - 13.40 - Roma a.19.00
con fermata nelle principali stazioni.

g) - LINEA NAPOLI - FOGGIA - BARI - 1 coppia di treni trisettimanali composta di 8 carrozze, 1 bagagliaio e 1 postale

Napoli p.22.00 - Foggia 4.50 - 5.00 - Bari a. 9.00
Bari p.20.00 - Foggia 24.00 - 0.10 - Napoli a. 7.00

Con questi treni oltre a creare un collegamento indispensabile fra la Capitale e le Puglie per la via più breve, si allaccerebbero anche a Napoli le provincie di Foggia, Benevento, Avellino e Campobasso ora prive di qualsiasi colunicazione ferroviaria.

IV - Per il miglioramento dellecomunicazioni delle Puglie attualmente molto deficienti si propone:

a) - LINEA PESCARA - LECCE -

1°) - 1 coppia di treni fra Ortona e Bari composta di 6 carrozze, 1 bagagliaio e 1 postale

[illegible] Foggia 8.30 - 15.00 - Bari a.22.30

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con fermata nelle principali stazioni.

f) - LINEA ROMA - FOLIGNO - 1 coppia di treni trisettimanali composta con 8 carrozze, 1 bagagliaio, 1 postale

Roma p. 7.10 - Terni 11.30 - 14.00 - Foligno a.16.40
Foligno p. 8.30 - Terni 11.10 - 13.40 - Roma a.19.00
con fermata nelle principali stazioni.

g) - LINEA NAPOLI - FOGGIA - BARI - 1 coppia di treni trisettimanali composta di 8 carrozze, 1 bagagliaio e 1 postale

Napoli p.22.00 - Foggia 4.50 - 5.00 - Bari a. 9.00
Bari p.20.00 - Foggia 24.00 - 0.10 - Napoli a. 7.00

Con questi treni oltre a creare un collegamento indispensabile fra la Capitale e le Puglie per la via più breve, si allaccerebbero anche a Napoli le provincie di Foggia, Benevento, Avellino e Campobasso ora prive di qualsiasi colunicazione ferroviaria.

IV - Per il miglioramento dellecomunicazioni delle Puglie attualmente molto deficienti si propone:

2761

a) - LINEA PESCARA - LECCE -

1°) - 1 coppia di treni fra Ortona e Bari composta di 6 carrozze, 1 bagagliaio e 1 postale

Ortona p. 7.00 - Termoli 9.30 - 15.00 - Bari a.22.30
Bari p. 6.00 - Termoli 13.30 - 16.30 - Ortona a.19.00

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2°) - prolungamento fra Fasano e Monopoli dei treni 4704 (Fasano p. 5.00) e 1791 (Fasano a. 19.46).

b) - LINEA BATTIPAGLIA - BRINDISI

1°) - trasformazione in misti dei treni merci 8133/8137 Potenza-Taranto.
(Potenza p. 6.55 - Metaponto 11.33 - 13.52 - Taranto 15.16)
e 8126/8130 Taranto-Potenza:
(Taranto p. 5.32 - Metaponto 6.58 - 9.15 - Potenza 14.56)
aggiungendo ai medesimi 3 carrozze per viaggiatori;
2°) - analoga trasformazione in misti dei treni 7000 Potenza p. 5.05 - Sicignano a.11.44 e 7003 Sicignano p.11.52 - Potenza a.19.00 con l'assegnazione di 2 carrozze;
3°) - effettuazione nei giorni di sabato da Taranto a Potenza e di lunedì da Potenza a Taranto di una coppia di treni con fermate in tutte le stazioni per consentire agli operai dell'Arsenale (circa 500) di trascorrere in famiglia il riposo festivo (richiesta dell'Arsenale di Taranto);
Taranto p.17.00 - Potenza a.23.00 p. 1.00 - Taranto a. 6.00
4°) - prolungamento fra Taranto e Francavilla dei treni 4851 (Taranto p.4.45) e 4854 (Taranto a.21.30) onde costituire una comunicazione giornaliera Taranto-Lecce richiesta in modo speciale dagli Avvocati di Taranto per poter raggiungere Lecce, sede della Corte d'Appello.

2760

c) - LINEA SICIGNANO - LAGONEGRO

Rendere giornaliera l'attuale coppia trisettimanale, allo scopo di poter consentire l'afflusso degli studenti al Liceo di Sala Consilina e degli Avvocati ed altri Professionisti al Tribunale di Lagonegro.

- POTENZA

...Sarconi e Rocchetta in collegamen-

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2°) - analoga trasformazione in misti dei treni 7000 Potenza p. 5.05 - Sicignano a.11.44 e 7003 Sicignano p.11.52 - Potenza a.19.00 con l'assegnazione di 2 carrozze;

3°) - effettuazione nei giorni di sabato da Taranto a Potenza e di lunedì da Potenza a Taranto di una coppia di treni con fermate in tutte le stazioni per consentire agli operai dell'Arsenale (circa 500) di trascorrere in famiglia il riposo festivo (richiesta dell'Arsenale di Taranto);
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2760

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d) - <u>LINEA FOGGIA - POTENZA</u>

1°) - Una coppia giornaliera tra Foggia e Rocchetta in collegamento con quella già esistente Rocchetta-Potenza:

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Foggia	p. 9.50	-	Rocchetta	a. 12.00
Rocchetta	p. 12.45		Foggia	a. 14.07

2°) - 1 coppia trisettimanale Rocchetta-Potenza (martedì,giovedì e sabato)

Rocchetta	p. 5.00	-	Potenza	a. 8.30
Potenza	p. 14.30	-	Rocchetta	a. 18.00

allo scopo di consentire l'andata e il ritorno dal Capoluogo nella stessa giornata;

e) - LINEA FOGGIA - MANFREDONIA

1 coppia giornaliera:

Foggia	p. 7,30	-	Manfredonia	a. 9.30
Manfredonia	p. 15.55	-	Foggia	a. 17.50

f) - LINEA FOGGIA - LUCERA

1 coppia giornaliera:

Foggia	p. 6.40	-	Lucera	a. 7.45
Lucera	p. 15.50	-	Foggia	a. 16.50

Tutti i predetti treni delle linee Foggia-Potenza, Foggia-Manfredonia e Foggia-Lucera sarebbero composti ciascuno di 2 carrozze e 1 bagagliaio e potrebbero essere completati con carri merci, assumendo la funzione di treni misti.

Le richieste di cui ai punti d)-1), e) ed f) sono motivate dal decentramento degli Uffici pubblici di Foggia e dallo sfollamento delle popolazioni in conseguenza delle distruzioni operate dai bombardamenti aerei.

g) - LINEA ROCCHETTA - GIOIA DEL COLLE

1 coppia di treni misti fra Spinazzola e Gioia del Colle,composta di 2 carrozze e 1 bagagliaio,onde consentire ai lavoratori della linea di recarsi a Bari e Taranto

Spinazzola	p. 2.00	-	Gioia del C.	a. 5.25
Gioia del C.	p. 16.00		Spinazzola	a. 19.30

In tutti i treni viaggiatori i bagagliai dovrebbero essere utilizzati pure per trasporto di merci a collettame da spedire a G.V. con sopratassa di accelleramento ed anche a lunga distanza.

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Foggia	p. 6.40	-	Lucera	a. 7.45
Lucera	p. 15.50	-	Foggia	a. 16.50

Tutti i predetti treni delle linee Foggia-Potenza, Foggia-Manfredonia e Foggia-Lucera sarebbero composti ciascuno di 2 carrozze e 1 bagagliaio e potrebbero essere completati con carri merci, assumendo la funzione di treni misti.

Le richieste di cui ai punti d)-1), e) ed f) sono motivate dal decentramento degli Uffici pubblici di Foggia e dallo sfollamento delle popolazioni in conseguenza delle distruzioni operate dai bombardamenti aerei.

g) - LINEA ROCCHETTA - GIOIA DEL COLLE

1 coppia di treni misti fra Spinazzola e Gioia del Colle, composta di 2 carrozze e 1 bagagliaio, onde consentire ai lavoratori della linea di recarsi a Bari e Taranto

Spinazzola	p. 2.00	-	Gioia del C.	a. 5.25
Gioia del C.	p. 16.00	-	Spinazzola	a. 19.30

In tutti i treni viaggiatori i bagagliai dovrebbero essere utilizzati pure per trasporto di merci a collettame da spedire a C.V. con sopratassa di accelleramento ed anche a lunga distanza,

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per favorire il rifornimento dei vari centri di consumo ed i trasporti di merci deperibili.

VI - Con i provvedimenti richiesti si verificherebbe un impiego di 120 carrozze a carrelli, o veicoli equivalenti, 19 bagagliai, 14 postali ed un consumo medio giornaliero di circa 120 tonnellate di carbone.

IL DIRETTORE GENERALE
Ludi Raimondo

2758

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PROVINCIAL TRADESMEN ASSOCIATION
di
REGGIO CALABRIA

Reggio Cal. Aug. 21th 1944
Via Logoteta N.6 tel. 21.77

Ref. N. 602

SUBJECT: Daily direct-trains Service

TO : ACC HQ - Rome -

This Tradesmen association begs that, pending the interruption at Gioia Tauro ~~and~~ account of the reconstruction of Petrace Bridge, a daily train-service from Reggio to Naples (till the entire line up to Rome will be re-operated) Via Catanzaro - S. Eufemia, be instituted.

Sicily will gain too by above trains with corresponding ferry-boats and they will certainly very willingly support our request.

We are sure that pending the present difficulties that ACC will quite understand the reasons for which all concerned cathegories of the Calabrian-Sicilian regions, whose contribution to the improvement of the regional and provincial economy is so great, ask to may travel, if not confortable, at least quickly in order they may reach the most importants towns of liberated Italy without wasting to much time and that said ACC will meet our wishes and support our requests to the concerned Ministries.

Sincerly your

2757

THE PRESIDENT
(Grand'Uff. A.Vilardi)

The Director.
(Dott. D.co Vitalone)

Declassified E.O. 12356 Section 3.3/NND No. 785018

Associazione Provinciale Commercianti

di Reggio Calabria

TN. 5 C.

N. di prot. 602

li, 21 agosto 1944

Oggetto: Servizio treni diretti giornalieri Via Logoteta N.6 -telef.21.77

AL COMANDO GENERALE DELLA COMMISSIONE ALLEATA DI CONTROLLO

R O M A

.=.=.=.=.=.=.=.=.

Questa Associazione dei Commercianti fa voti, affinchè, data l'interruzione dovuta alla ricostruzione del Ponte Petrace in Gioia Tauro, venga istituito un servizio di treni giornalieri con partenza da Reggio via Catanzaro-S.Eufemia fino a Napoli in attesa della riattivazione della linea Napoli-Roma.

La Sicilia si gioverà anche essa di tale istituzione con coincidenze di navi-traghetto e sarà certamente ben lieta di aderire alla nostra iniziativa.

Siamo certi che codesto Ch.Comando immedesimandosi della attuale impossibilità di viaggiare e delle necessità che consigliano tutte le categorie delle regioni calabro-sicule, che apportano miglioramento all'economia regionale e provinciale di muoversi, se non comodamente almeno rapidamente onde potere raggiungere, senza eccessivi disagi e lunghe perdite di tempo, i centri più importanti dell'Italia liberata vorrà venire incontro a questa nostra bene giustificata richiesta presso i Ministeri competenti.

Con ogni ossequio.

IL DIRETTORE
(Dott. F. de Vitalone)

2776

IL PRESIDENTE
(Grand'Uff. V. Ilardi)

Salv Rognetta

Declassified E.O. 12356 Section 3.3/NND No. 785018

.=.=.=.=.=.=.=.=.=.

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Con ogni ossequio.

IL DIRETTORE
(Dott.D.co Vitalone)

27.6

IL PRESIDENTE
(Grand'Uff. V. Liberti)

Salv. Roquetta

HEADQUARTERS
26 AUG 1944
A. C. C.

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Declassified E.O. 12356 Section 3.3/NND No. 785018

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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
GENL SUPT TERMINALS

2775

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MINISTRY OF COMMUNICATIONS
S-T-A-T-E R-A-I-L-W-A-Y S
General Direction
Operating Department

/re

Ref.: M 210/8748/41/B Rome, 14 August 1944.

TO : Transportation Sub-Commission, A.C.C. - Rome

SUBJECT: Trains from Naples to Southern Italy.

Carabinieri HQ. point-out what follows: -

"..... an every day increasing multidude of refugees, arriving from all liberated zones, throuhs the Central Station of Naples.- They are refugees, severely tried by the war, bearing upon their faces evident signs from the endured pains, who hunt for a place upon a train carrying them torwards South. But, owing to the well known scarcity of train and of available places, it is not possible to satisfy all requests, and consequently the trains are wildly over-crowded and the refugees must wait, sometimes several days, at Central Station, because the railway communications with Puglia are operated by bi-weekly trains. Men, women, children, dispersed soldier, sometimes one thousand people, are straggling, during whole days, around the central Station....."

In order to may avoid above troubles, it becomes still more urgent the opportunity that that Sub-Commission takes into consideration the proposal, already submitted by this Direction, to operate another couple of daily trains between Naples and Reggio Calabria.

Please kindly investigate above request which, if accepted, could sensibly smooth the present hardship of a great quantity of poor people, already severely tried by the war.

The General Director
G. Di Raimondo.

2754

Copy To: General Director M.R.S. - Rome

Attn.: Present letter cancels and replaces that bearing some number and Subject, dated Aug. 9th 1944.

Declassified E.O. 12356 Section 3.3/NND No. 785018

La presente annulla e sostituisce
la lettera pari numero in data 9
corrente relativa allo stesso og-
getto.=

Declassified E.O. 12356 Section 3.3/NND No. 785018

MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

OGGETTO

Treni da Napoli per l'Italia Meridionale.

Roma, 14 AGO 1944 194 - A.

N M.210/8748/41/B

Al N. del

Alla COMMISSIONE ALLEATA DI CONTROLLO
Sottocommissione Trasporti
R O M A

p.c. Direttore Generale M.R.S.
S E D E

ALLEGATI N.

Dal Comando Generale dell'Arma dei RR. CC. viene segnalato quanto segue:

"""..... turbe di sfollati - sempre più numerosi - affluiscono "dalle zone liberate allo scalo ferroviario centrale di Napoli. "Trattasi di profughi duramente provati dalla guerra con in viso "le tracce evidenti di patimenti di dolori sofferti che cercano un "posto su di un treno che li porti verso il Sud. Senonchè, la nota "limitata disponibilità di treni e di posti a disposizione non con- "sente di soddisfare le richieste invero rilevanti. Ne consegue un "affollamento disordinato ed una sosta di profughi allo scalo (sta- "zione Napoli Centrale), sosta che si protrae per più giorni, anche "perchè le comunicazioni ferroviarie con le Puglie si attuano con "treni bisettimanali. Uomini e donne, bambini, soldati sbandati, "talvolta ammontanti a circa un migliaio, si aggirano per intere "giornate nella zona dello scalo....."""

2773

Ad eliminare questo increscioso stato di cose, si rende sempre più urgente la opportunità di un sollecito esame da parte di codesta Commissione della proposta già avanzata da questa Direzione circa l'istituzione di una seconda coppia di treni giornalieri fra Napoli e Reggio C. - Messina.

Pregasi esaminare benevolmente la predetta richiesta che, se favorevolmente accolta, tende ad alleviare sensibilmente il disagio in cui viene a trovarsi attualmente una grande massa di indigenti duramente provata dalle offese di guerra.

IL DIRETTORE GENERALE
Ugo Ricciardi

Declassified E.O. 12356 Section 3.3/NND No. 785018

160/94/
REB/lr

Rome, 9th August 1944

TO : Allied Control Commission
Transportation Sub-Commission
R o m e

We attach herewith a letter M.210/8761/193 C. of 7/8/1944 concerning a new line Napoli-Reggio Calabria.

Declassified E.O. 12356 Section 3.3/NND No. 785018

Roma, 9 agosto 1944

ALLA COMMISSIONE ALLEATA DI CONTROLLO

Sottocommissione Trasporti Interni

R O M A

Allegato alla lettera M.210/8761/193 C. del 7/8/1944 relativa ad una nuova comunicazione Napoli-Reggio Calabria.



Declassified E.O. 12356 Section 3.3/NND No. 785018

(30/94/2)

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. O. 400
6 AUGUST 1944

SUBJECT: PASSENGER TRAIN SERVICE NAPLES-POTENZA-BARI

TO: DIRECTOR GENERAL, I.S.R., BUILDING
DQMG(M), HQ AAI
D.C.O.T., HQ AAI
CHIEF OF TRANS., P.B.S., APO 782
TRANS. SUB-COMM., A.C.C., APO 394
DDTN, RLYS (BR.), BARI - THRU: ADTN 3, BUILDING
CO, 701ST RY GR DIV, APO 400
CAPO COMPARTIMENTO, I.S.R., BARI
CAPO COMPARTIMENTO, I.S.R., NAPLES

1. EFFECTIVE 16 AUGUST 1944 THE FOLLOWING CHANGES WILL BE MADE IN PASSENGER TRAIN SERVICE BETWEEN NAPLES AND BARI VIA POTENZA, TARANTO AND BRINDISI:

THE PRESENT DIESEL RAIL CAR TRAIN OPERATING BETWEEN SALERNO AND BARI WILL BE DISCONTINUED.

THE BI-WEEKLY MILITARY PASSENGER TRAIN BETWEEN NAPLES AND TARANTO WILL BE DISCONTINUED.

THE BI-WEEKLY CIVILIAN PASSENGER TRAIN BETWEEN NAPLES AND BARI VIA TARANTO AND BRINDISI WILL BE DISCONTINUED.

2. IN LIEU THEREOF, A PASSENGER TRAIN WILL BE OPERATED DAILY, EXCEPT SUNDAY, IN EACH DIRECTION BETWEEN NAPLES AND BARI VIA TARANTO AND BRINDISI ON THE SCHEDULE NOW BEING FILLED BY THE BI-WEEKLY CIVILIAN PASSENGER TRAIN:

EASTBOUND			WESTBOUND
1600	LV. NAPLES	ARR.	1000
0704	LV. TARANTO	LV.	1825
1400	ARR. BARI	LV.	1200

3. ON THIS SUBSTITUTED SERVICE 50% OF CAPACITY, APPROXIMATELY 300 PLACES, OF ALL TRAINS OPERATED WILL BE RESERVED FOR ALLIED MILITARY PERSONNEL TRAVELING ON COMPETENT ORDERS AND AS DIRECTED BY MOVEMENTS, A.A.I. IN CASE ALL OF THE SPACE RESERVED FOR THE MOVEMENT OF MILITARY PERSONNEL IS NOT REQUIRED, MOVEMENTS WILL ARRANGE TO RELEASE UNWANTED SPACE TO THE I.S.R. IN SUFFICIENT

2750

Declassified E.O. 12356 Section 3.3/NND No. 785018

TIME SO THAT THAT SPACE WILL BE AVAILABLE FOR CIVILIAN TRAVEL. WHENEVER POSSIBLE 24-HOUR ADVANCE NOTICE OF UNWANTED SPACE SHOULD BE GIVEN. CIVILIAN PASSENGERS OR OTHER TICKETHOLDERS WILL NOT BE PERMITTED IN THE CARS RESERVED FOR TRANSPORTATION OF MILITARY PERSONNEL, THEREFORE ANY SPACE RELEASED BY MOVEMENTS WILL BE IN COACH UNITS.

CARL R. GRAY, JR.
BRIGADIER GENERAL, USA
DIRECTOR GENERAL

CC - AGM TRANSPORTATION, NAPLES
AGM EQUIPMENT, NAPLES
AGM ENGINEERING
AGM STORES

27:9

Declassified E.O. 12356 Section 3.3/NND No. 785018

42
10/5/42

100/94/92

CONFIDENTIAL

CONFIDENTIAL
SECRET

Niagara Battle against Land

2758

L.T. MORTARE Jr.
1st Lieut AUS
Adjutant

Declassified E.O. 12356 Section 3.3/NND No. 785018

TRANSPORTATION SUB-COMMISSION

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT: TRAIN SERVICE

REF: REG I/I/4
29 JUL 44

TO: CAPO COMPARTIMENTO
I S R REGGIO

1. A request was made by Cav. Berillari to have treins ty 9072 and tv 9073 operate daily instead of six days per week.

2. Permission has been granted and it will be in order to commence operation at once.

W F Blair

W.F. BLAIR, MAJOR
DIV.SUPT. TN.SUB-COMM.

c/c H.Q. A.C.C
TN SUB-COMM
A.P.O. 394

2747

Have consulted office of D9TRS and Col Brown. This action taken when no reply from you W FB.

730

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

In
Econsec 2

TO: AFF MAIN FOR VINING INFO CO 701 RY GD DIV NAPLES

SIGNAL MESSAGE CENTER No: 1

FROM: MOV REGGIO FROM BLAIR CLASSIFICATION: NONE

REFERENCE No: NONE PRECEDENCE: IMMEDIATE

DATE AND TIME OF ORIGIN: JULY 12/1300 OFFICE OF ORIGIN: CITE: NONE

DSR SEEK PERMISSION TO OPERATE TRAINS TV9072 AND 9073 DAILY. THIS WOULD AVOID OVER CROWDING SATURDAY AND MONDAY ON 9052 AND SUNDAY AND TUESDAY ON 9073. WILL YOU AUTHORIZE. ENDS

ACC DIST
(ACT) TN SC
(INF) ECON SECT (2)
A/CC
FILE
FLOAT (2)

27-6

DATE and Time of RECEIPT JULY 13/0730

Declassified E.O. 12356 Section 3.3/NND No. 785018

ISR SEEK PERMISSION TO SPERATE TRAINS TV9072 AND 9073 DAILY. THIS WOULD AVOID OVER CROWDING SATURDAY AND MONDAY ON 9052 AND SUNDAY AND TUESDAY ON 9073. WILL YOU AUTHORIZE. ENDS

ACCDIST
(ACT) TN SC
(INF) ECONSECT (2)
A/CC
FILE
FLOAT (2)

2746

DATE and Time of RECEIPT JULY 13/0730

Distribution:

13 Ful
40

Declassified E.O. 12356 Section 3.3/NND No. 785018

Declassified E.O. 12356 Section 3.3/NND No. 785018

941

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. O. 400
22 JUNE 1944

SUBJECT: PASSENGER SERVICE SUD-EST SYSTEM

TO: GENERAL DI RAIMONDO, UNDERSECRETARY FOR ITALY

1. THE DIRECTOR, TRANSPORTATION SUB-COMMISSION, A.C.C., ADVISED UNDER DATE 16 JUNE, THAT APPLICATION HAS BEEN RECEIVED FROM YOU TO GIVE CONSIDERATION TO OPERATION OF THE SUD-EST MORNING AND EVENING WORKERS' TRAINS INTO TARANTO STATION OVER THE I.S.R. LINES INSTEAD OF TERMINATING AS AT PRESENT AT TARANTO GALESE STATION, WHICH IS SOME 3 KMS. FROM THE TARANTO STATION.

2. THIS IS A QUESTION WHICH SHOULD NOT HAVE BEEN REFERRED TO TRANSPORTATION SUB-COMMISSION AS IT IS AN OPERATING MATTER AND SHOULD HAVE BEEN HANDLED WITH THE DIRECTOR GENERAL.

3. WITH THE DISTINCT UNDERSTANDING THAT THE I.S.R. AND SUD-EST WILL COORDINATE THEIR SCHEDULES SO AS TO AVOID ANY CONGESTION TO TRAFFIC AND WILL LIKEWISE PROVIDE THE NECESSARY POLICE SUPERVISION TO KEEP THE WORKERS UTILIZING THESE TRAINS OUT OF THE RAILWAY YARDS, AUTHORITY IS GRANTED TO OPERATE THESE MORNING AND EVENING WORKERS' TRAINS INTO AND OUT OF TARANTO STATION.

FOR THE DIRECTOR GENERAL:

CHARLES F. DOUGHERTY
COLONEL, T. C.
ASSISTANT GENERAL MANAGER
TRANSPORTATION DEPARTMENT

CC - ING. POMARICI, BUILDING
DIR., TRANS SUB-COMM, ACC, APO 394
DQMG(M), HQ AAI, CASERTA
DDTN (RLYS) BR., ATTN: ADTN 3, BLDG.

27-5

Declassified E.O. 12356 Section 3.3/NND No. 785018

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394.

EWD/gfh

Our Reference : ACC Tn/52/37

Date : 26 June 44

TO : (1) D.G.M.P.T. - Naples.
(2) D.Q.M.G. (Movements) HQ., AAI.

SUBJECT : Passenger Services Sud-Est System.

1. Application has been received from the Undersecretary of State (Railways) - General di Raimondo - that consideration be given to allowing the Sud-Est system trains to operate into Taranto station, instead of as at present terminating at Taranto Gelese station.

2. The Gelese station being 3 Km from the main station is inconvenient for the workers coming in from the outlying district, with consequent loss of time.

3. If the morning and evening workers train would arrive and start from the main station it would be appreciated.

4. Your early decision is requested please.

L.E. VINING.
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

Declassified E.O. 12356 Section 3.3/NND No. 785018

Central Movement Office

Naples, 11th of June 44.

File : M.13.C.Be/545

SUBJECT : Traffic of trains of the Southern - oriental railways in the Taranto Station.

Very urgent

TO : ACC Transportation Sub-Commission

1. As per orders from the Allies, starting the last September, the passenger trains service of the Southern-oriental Railways is operating only in Taranto Galese, in order that the platform of Taranto Station be not overcrowded.

2. That limitation is both trable and time loss for the employees and workem, who denly come to chief place from the populous towns Martina France, Crispano and Fratte, because the Taranto Galese Station is about Km.3 far off Taranto city.

3. We have often informed the Allied Government of Taranto about that inconvenience, but we have not yet had an answer.

4. The Taranto Station has a siding, in which in the past time only the trains of the Southern-oriental Railways passed.
Consequently, to decide that question, at least partially, the passengers train arriving in the morning and the starting in the night would be able to operate to Taranto Station.

5. Please, inform in about your decision.

Undersecretary of State
Gen. DI RAIMONDO

2713

MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO

DIREZIONE GENERALE

Ufficio Centrale Movimento

Napoli, li 11 Giugno 1944 194

N.° M.13.C.Ba/545

Al N.° del

OGGETTO: Traffico della Stazione ferroviaria di Taranto dei treni delle Ferrovie del Sud-Est.=

URGENTISSIMA

ALLA COMMISSIONE ALLEATA DI CONTROLLO
SOTTOCOMMISSIONE TRASPORTI INTERNI

N A P O L I

Piazza della Carità

****

1°) - In seguito a disposizioni impartite dalle Autorità Alleate locali fin dallo scorso mese di Settembre, il servizio viaggiatori dei treni delle Ferrovie del Sud-Est viene limitato a Taranto Galese allo scopo di non far ingombrare e congestionare il piazzale della Stazione di Taranto.=

2°) - La Stazione di Taranto Galese è distante dal centro urbano di Taranto di circa 3 Km. e tale limitazione di servizio costituisce conseguentemente un grave disagio ed una notevole dispersione di tempo specialmente per gli impiegati e per gli operai che giornalmente affluiscono al capoluogo dai popolari centri di Martina Franca, Crispiano e Fratte.=

3°) - In proposito sono state più volte interessati i Comandi Alleati di Taranto, ma fino a questo momento, senza nessun esito.=

4°) - La stazione di Taranto è attrezzata di un binario tronco che un tempo veniva esclusivamente utilizzato per il servizio viaggiatori delle Ferrovie del Sud-Est.=

Pertanto, il grave disagio che la

Declassified E.O. 12356 Section 3.3/NND No. 785018

NAPOLI
Piazza della Carità

1°) - In seguito a disposizioni impartite dalle Autorità Alleate locali fin dallo scorso mese di Settembre, il servizio viaggiatori dei treni delle Ferrovie del Sud-Est viene limitato a Taranto Galese allo scopo di non far ingombrare e congestionare il piazzale della Stazione di Taranto.=

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27-2-
4°) - La stazione di Taranto è attrezzata di un binario tronco che un tempo veniva esclusivamente utilizzato per il servizio viaggiatori delle Ferrovie del Sud-Est.=

Pertanto, il grave disagio che la popolazione civile incontra ormai

./...

Declassified E.O. 12356 Section 3.3/NND No. 785018

da mesi per affluire a Taranto, potrebbe in gran parte essere risolta, qualora venisse autorizzato l'estensione del servizio viaggiatori sino alla Stazione di Taranto Centrale di almeno una sola coppia di treni e precisamente del treno che arriva la mattina e di quello che riparte la sera.=

5°) - Si prega quindi voler benevolmente esaminare la cosa e favorire un cortese cenno di adesione.=

IL SOTTOSEGRETARIO DI STATO
Ubaldi Raimondi

FERROVIE DELLO STATO

Declassified E.O. 12356 Section 3.3/NND No. 785018

B

MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO

DIREZIONE GENERALE

Ufficio Centrale Movimento

Napoli, li 11 Giugno 1944 194

OGGETTO : Traffico nella Stazione ferroviaria di Taranto dei treni delle Ferrovie del Sud-Est.=

N.° M.13.C.Ba/545

Al N.° ____ del ____

URGENTISSIMA

ALLA COMMISSIONE ALLEATA DI CONTROLLO
SOTTOCOMMISSIONE TRASPORTI INTERNI

NAPOLI

Piazza della Carità

****

1°) - In seguito a disposizioni impartite dalle Autorità Alleate locali fin dallo scorso mese di Settembre, il servizio viaggiatori dei treni delle Ferrovie del Sud-Est viene limitato a Taranto Galese allo scopo di non far ingombrare e congestionare il piazzale della Stazione di Taranto.=

2°) - La Stazione di Taranto Galese è distante dal centro urbano di Taranto di circa 3 Km. e tale limitazione di servizio costituisce conseguentemente un grave disagio ed una notevole dispersione di tempo specialmente per gli impiegati e per gli operai che giornalmente affluiscono al capoluogo dai popolosi centri di Martina Franca Crispiano e Fratte.=

3°) - In proposito sono state più volte interessati i Comandi Alleati di Taranto, ma fino a questo momento, senza nessun esito.=

4°) - La stazione di Taranto è attrezzata di un binario tronco che un tempo veniva esclusivamente utilizzato

Declassified E.O. 12356 Section 3.3/NND No. 785018

NAPOLI

Piazza della Carità

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2°) - La Stazione di Taranto Galese è distante dal centro urbano di Taranto di circa 3 Km. e tale limitazione di servizio costituisce conseguentemente un grave disagio ed una notevole dispersione di tempo specialmente per gli impiegati e per gli operai che giornalmente affluiscono al capoluogo dai popolosi centri di Martina Franca Crispiano e Fratte.=

3°) - In proposito sono state più volte interessati i Comandi Alleati di Taranto, ma fino a questo momento, senza nessun esito.=

4°) - La stazione di Taranto è attrezzata di un binario tronco che un tempo veniva esclusivamente utilizzato per il servizio viaggiatori delle Ferrovie del Sud-Est.=

Pertanto, il grave disagio che la popolazione civile incontra ormai

/...

Declassified E.O. 12356 Section 3.3/NND No. 785018

da mesi per affluire a Taranto, potrebbe in gran parte essere risolta, qualora venisse autorizzato l'estensione del servizio viaggiatori sino alla Stazione di Taranto Centrale di almeno una sola coppia di treni e precisamente del treno che arriva la mattina e di quello che riparte la sera.=

5°) - Si prega quindi voler benevolmente esaminare la cosa e favorire un cortese cenno di adesione.=

IL SOTTOSEGRETARIO DI STATO
F/to di RAIMONDO

MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO
FERROVIE DELLO STATO

Declassified E.O. 12356 Section 3.3/NND No. 785018

Declassified E.O. 12356 Section 3.3/NND No. 785018

EWD/

160/94/203

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commissi...
APO 394

Our Reference : ACC Tn/42/36

Date : 10 June 44.

TO : Minister of Communications,
Naples.

SUBJECT : Salerno - Bari - Diesel Rail car bi-weekly service.

1. Reference your letter M 13c.3/471 dated 4 June 44 with 5 copies of your circular instruction with regard to the operation of the new bi-weekly passenger service Salerno - Bari.

2. It was agreed by the Transportation Committee at their meeting on 29 May 44 that 6 seats would be reserved in each direction for the use of Allied Military Officers. Any seats not required for Allied Military Officers would be released by Movements, East and West Italy respectively, to the Italian State Railways 24 hours before scheduled departure time (see Minute 57 para g).

3. Plese issue the necessary instructions to your staff to ensure that the 6 seats are kept in respect of each departure.

4. Kindly confirm that this has been done.

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

100/94
/NT

COPY

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation sub-Commission
APO 394

Our reference: ACC Tn/42/32
date : 8 June 44

TO : Minister of Communications,
Italian Government, Salerno.
(for Undersecretary of State for Italian Railways)

SUBJECT : Extension of Passenger Services.

1 At the Transportation Committe meeting held on 29 May 44 the undermentioned additional civilian passenger rail services were agreed to:-

(a) Salerno - Fisciano. - Daily Passenger Service. Your file No.M.13.4. Na/136. Operating as from 15 May 44 for workers travelling from Fisciano to Salerno in the morning and returning at night.

(b) Naples - Salerno. - Daily Passenger Service. To operate as from 1 June 44, leaving Salerno at 0530 C in the morning for Naples and returning from Naples to Salerno at 1715 at night.

(c) Bari - Salerno. - Bi-weekly Passenger Service. Your file No.M.13.4.1. To operate as from Saturday 10, June 44 from Salerno and Sunday 11 June from Bari, thereafter running in the following schedule: -

Salerno dep. 1200 hours Wednesdays and Saturdays.
Bari dep. 0700 hours Thursdays and Sundays.

This service will be operated by a 56 seat Diesel Car and intermediate stops will be made only at Brindisi, Taranto and Potenza. It is being provided for Italian Government Officials, Allied Control Commission personnel, and authorised members of various professions. Six places will be reserved on each service in both directions for Allied Military Officers.

(d) Gioia Tauro - Battipaglia. - Daily Passenger Service.

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2725

Declassified E.O. 12356 Section 3.3/NND No. 785018

Introduction of Passenger Services.

1 At the Transportation Committe meeting held on 29 May 44 the undermentioned additional civilian passenger rail services were agreed to:-

(a) Salerno - Pisciano. - Daily Passenger Service. Your file No.M.13.d. Ma/136. Operating as from 15 May 44 for workers travelling from Pisciano to Salerno in the morning and returning at night.

(b) Naples - Salerno. - Daily Passenger Service. To operate as from 1 June 44, leaving Salerno at 0530 in the morning for Naples and returning from Naples to Salerno at 1715 at night.

(c) Bari - Salerno. - Bi-weekly Passenger Service. Your file No.M.13.4.1. To operate as from Saturday 10, June 44 from Salerno and Sunday 11 June from Bari, thereafter running in the following schedule: -

Salerno dep. 1200 hours Wednesdays and Saturdays.
Bari dep. 0700 hours Thursdays and Sundays.

This service will be operated by a 56 seat Diesel Car and intermediate stops will be made only at Brindisi, Taranto and Potenza: It is being provided for Italian Government Officials, Allied Control Commission personnel, and authorised members of various professions. Six places will be reserved on each service in both directions for Allied Military Officers.

(d) Gioia Tauro - Battipaglia. - Daily Passenger Service.

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2729

Declassified E.O. 12356 Section 3.3/NND No. 785018

As from 1 June this service to be extended through to Salerno, arriving at Salerno at approximately 2145, and on the return direction leaving Salerno at about 0415 daily.

2 The request for the introduction of a Sunday service of trains from Putignano, Altamura and Ruvo to Bari (your file No.1 BA.01/1067) was considered by the Transportation Committee but I regret the running of these trains could not be sanctioned at this stage.

L.E. VINING
Lieut-Colonel,
Transportation Sub-Commission, ACC

2738

Declassified E.O. 12356 Section 3.3/NND No. 785018

Declassified E.O. 12356 Section 3.3/NND No. 785018

COMUNE DI ALBANO DI LUCANIA
Provincia di Potenza

N. 350 Albano di Lucania, 5/4/1944

A IL COMMANDO GOVERNO MILITARE ALLEATO,
BARI

Questa Popolazione a mio nome, lo prego vivamente venire incontro effetuando la fermata anche brevissima di tutti i treni merci e viaggiatori di transito a questo scalo ferroviari per Taranto e per Napoli anche dare a questi miei amministrati la possibilita di viaggiare perche essi sono costretti di recarsi o a Trivigno distanti ben 17 km. o a Potenza Km. 36,500 a piedi per prendere un treno, Sono sicuro che accogliera i nostri voti e sin d'ora le siamo grati.

Il Sindaci

(firmata)

2726

100/94

Albano di Lucania - 5/6 - 1944.

TO: Allied Military Government, B a r i.

I beg you very much for this town population be helped in authorizing all the freight and all the passangers trains,going trough this station either to Taranto or to Naples,to stop herein,in order to ensure to my fellow-citizens a travel mean.

At present time the population of this town is obliged to walk either to Trivigno'at a distance of 17 Kms, or to Potenza at 36,500Kms, for take a train.

I am sure you will do something to help the matter.

With many thanks.

The Sindaco

27 7

Declassified E.O. 12356 Section 3.3/NND No. 785018

Declassified E.O. 12356 Section 3.3/NND No. 785018

Naples, 4th of June 1944

SUBJECT : Institution of railway's service twice a week between Salerno and Bari.

File : M.13.C.3/471

5 Schedules

To General CarlR. Gray -

To Lt.Col. L.E. Vining

I send to you, in order that you get to know, five copies of the circular about the institution of the train, which will work twice a week between Salerno and Bari with automotor.

Declassified E.O. 12356 Section 3.3/NND No. 785018

MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO
PER LE FERROVIE-LA MOTORIZZAZIONE
CIVILE E TRASPORTI IN CONCESSIONE

Napoli, 4/Giugno 1944

N. M.13.0.3/472

al N. del

OGGETTO:

Istituzione treno bisettimanale con automotrice tra Palermo e Bari.=

All. 5

AL BRIGADIER GENERAL CARL R. GRAY
DIRECTOR GENERAL RAILWAY SERVICE
(Piazza Ficola Amore n° 2)
N A P O L I

AL TEN. COL. L.E. VIBING
DIRETTORE SOTTOCOMMISSIONE TRASPORTI
INTERNI = (Piazza delle Carità)
N A P O L I

Per opportuna conoscenza trasmetto cinque copie della circolare relativa all'istituzione del treno bisettimanale con automotrice tra Palermo e Bari.=

IL SOTTOSEGRETARIO DI STATO

2725

Declassified E.O. 12356 Section 3.3/NND No. 785018

Naples, 3rd of June 1944

File: M.T.C. 3/294

Very urgent

SUBJECT : Institution of a train with automotor between Salerno and Bari, twice a week.

TO : Compartmentchief - Naples
Compartmentchief - Bari
Movement and Commercial Union - Naples end to:
Compartmentchief - Reggio
Railways Delegation - Cagliari
Civil Police Compartimental Commissariat - Nardee
Civil Police Compartimental Commissariat - Bari
Civil Motorization and Transportation in concession Inspectorship - Seat
Central Trade Office - Seat
Central drawing Office - Seat
Central works Office - Seat
Central F.A.G. Office - Seat
Victualing Division - Seat

1. From the saturday, next 10th, a passengers will work twice a week between Bari and Salerno and vice versa.

2. Its itinerary

Bari, Brindisi, Taranto Potenza, Salerno

3. Time - table

Going: Depart from Bari every thursday and Sunday at 0700 houres.
Arrive to Brindisi at 0822 hr - Depart 08.30 hr.
Taranto: Arrive hr 09,28 - Depart hr 09,34
Potenza " " 11,44 - " " 11,55
Salerno " " 15,20

Return : Depart from Salerno every wednesday and Saturday at 12.00 houres.
Potenza ; Arrive 15,30 hrs - Depart 15,35 hrs
Taranto : " 17,30 " " 17,35 "
Brindisi : " 18,35 " " 18,40 "
Bari : " 20,10 "

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Declassified E.O. 12356 Section 3.3/NND No. 785018

4. Passengers Service

Only I° classe passengers starting from Bari - Brindisi - Taranto - Potenza to Salerno and vice versa are admitted.
Consequently, no one passenger will be able to mount or to descend from the above mentioned trains in all other stations.

5. Passengers admission

Only the following peoples categories, regularly authorized, pursuant the following graduation, can use the above mentioned trains:

(a) Officers designed by the A.C.C.

(b) Functionaries of the different Departments, authorized by their own Secretaries.

(c) Functionaries of the State Administrations, authorized by the chief of Office they depend from, who must go to the Government Seat exclusively for their service.

(d) Persons who go to Salerno for jobs or tasks having exclusive relation with the public administrations work.
They have to show a document the journey's cause appears from, declared by the interested in his own responsability.
To lawyers proving they must go to the Cassation Court Seat for professional reasons the precedence will be given.

6. Rationing

The automotor of these trains has seating capacity for only 56 persons.
For this reason the following seating rationing has to be observed (for the outward and return journeys).

Bari 20 - Brindisi 12 - Taranto 12 - Potenza 12, all to Salerno and vice versa.

7. Modalities to obtain the permission

a. To obtain the authorization, the passengers must address to R. Questorship of the place they will commence their journey from:
Request, where they have to indicate :
Full name and address of the traveller
Journey's object and all the eventual informations justifying the journey.

b. The R. Questorships, pursuant the admission's enterions exposed at the 5th paragraph, excluding the posts, that preventively will be marked by the ACC, will give the authorizations, pursuivant what has been sayd in the 5th paragraph.

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c. For the return permission's concession, to the R. Questorship requests, like to the going's, will be addressed with the permit given by the R. Questorship for the going because it will give priority's pretext.
The Questorship will authorize the journeys conforming to te instructions exposed in the preceding comma b), always the eventual journeys requested by the ACC officers excluded.

8. Tariffs.

Only 1st classe tickets will be given. To have them, it is necessary to show the permit of the R. Questorship and the Identify paper or an equavalent document, which always must be shown to controllers. In the journey quittence the traveller's full name will be written.

Also the persons who have a free circulation paper, to be admitted in these trains, must pursue the procedure of the paragraph 7) is about.

9. Goods and luggages transportation

These trains will not take goods, luggages and posts service and therefore every passenger may transport to kg. 20 of luggage (valises, purses etc.).

10. Vigilance - Control service

The trains, as going as coming, will be escorted by :

- a movement officier
- one petty officier and two R. Carabiniers.

The most careful control service will be exerced in order that abuses and evasions to the instructions this circular is about are avoided.

An order's service will be settled in the most important stations.

The mobile escorte, travelling in the train, will help the trains and stations employmen to avoid some passengers mount or go down from the trains, in the stopping places foreseen in time-table, not admitted to the service.

11. The Naples and Bari Compartiments Chiefs are begged to give instructions conformably and to attest, by telegraph, they have received the present circular and the Bari - Brindisi - Taranto - Potenza and Salerno Questorship have had analogous communications.

2733

Spedito mi Spare copia
datel 10 giugno 44 bis-

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
SOTTOSEGRETARIATO DI STATO
Ufficio Centrale Movimento

Napoli, li 3 Giugno 1944

n° L.13.C. 94

URGENTISSIMO

OGGETTO : Istituzione treno bisettimanale con automotrice tra Salerno e Bari.=

AL CAPO COMPARTIMENTO = NAPOLI
AL CAPO COMPARTIMENTO = B A R I
ALLE SEZIONI MOVIMENTO E COMMERCIALE = NAPOLI
ALLE SEZIONI MOVIMENTO E COMMERCIALE = B A R I

e, p.n. :

AL CAPO COMPARTIMENTO = REGGIO C.
ALLA DELEGAZIONE FERROVIARIA = CAGLIARI
AL COMMISSARIATO COMPARTIMENTALE DI P.S. = NAPOLI
AL COMMISSARIATO COMPART/LE P.S. = B A R I
ALL'ISPETTORATO PER LA MOTORIZZAZIONE CIVILE E TRASPORTI IN CONCESSIONE = S E D E
ALL'UFFICIO CENTRALE COMMERCIALE = S E D E
ALL'UFFICIO CENTRALE TRAZIONE = S E D E
ALL'UFFICIO CENTRALE LAVORI = S E D E
ALL'UFFICIO CENTRALE RAGIONERIA = S E D E
ALL'UFFICIO CENTRALE P.A.G. = S E D E
AL REPARTO APPROVVIGIONAMENTO = S E D E

1°) - A partire da Sabato 10 andante è istituito un treno viaggiatori bisettimanale con automotrice da Bari a [illegible] e viceversa.=

2°) - ITINERARIO :
Bari - Brindisi - Taranto - Potenza - Salerno.=

3°) - ORARIO :
Andata : Partenza da Bari tutti i giorni di Giovedì e Domenica alle ore 7,00 - Brindisi a. 8,22 p. 8,30 - Taranto a. 9,28 p. 9,34 - Potenza a. 11,44 p. 11,55 - Salerno a. ore 15,20.=

Ritorno : Partenza da Salerno tutti i giorni di Mercoledì e Sabato alle ore 12,00 - Potenza a. 15,30 p. 15,35 - Taranto a. 17,30 p. 17,35 - Brindisi a. 18,35 p. 18,40 - Bari a. 20,10.=

4°) - SERVIZIO VIAGGIATORI.=
Sono ammessi ai viaggiatori di prima classe in partenza da

Declassified E.O. 12356 Section 3.3/NND No. 785018

AL CAPO COMPARTIMENTO = REGGIO C.
ALLA DELEGAZIONE FERROVIARIA = CAGLIARI
AL COMMISSARIATO COMPARTIMENTALE DI P.S. = NAPOLI
AL COMMISSARIATO COMPART/LE P.S. = B A R I
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4°) - SERVIZIO VIAGGIATORI.=
Sono ammessi solo viaggiatori di prima classe in partenza da Bari - Brindisi - Taranto - Potenza diretti Salerno e viceversa.=

Conseguentemente nessun viaggiatore potrà salire o scendere dai treni in questione in tutte le rimanenti stazioni del percorso.=

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Declassified E.O. 12356 Section 3.3/NND No. 785018

5°) - AMMISSIONE DEI VIAGGIATORI :
Nei predetti treni possono essere ammessi soltanto le seguenti categorie di persone, regolarmente autorizzate, secondo la seguente graduatoria :

a) - Funzionari designati dall'A.C.C.;

b) - Funzionari dei vari Dicasteri autorizzati dai rispettivi Gabinetti e Segreterie;

c) - Funzionari delle varie Amministrazioni dello Stato, autorizzati dal Capo dell'Ufficio dal quale dipendono, che si debbono recare alla Sede del Governo per esclusive ragioni di servizio;

d) - Professionisti in genere che si recano a Salerno per espletamento di compiti o di incarichi aventi esclusiva attinenza con il funzionamento di pubbliche Amministrazioni.=
Essi dovranno presentare un documento dal quale risulti il motivo del viaggio dichiarato sotto la personale responsabilità dell'interessato.=Agli Avvocati, che dimostrino di doversi recare presso la Sede della Corte di Cassazione per motivi professionali, sarà data la precedenza.=

6°) - CONTINGENTAMENTO.=
L'automotrice, che effettua questi treni, ha una disponibilità di soli 56 posti a sedere.= Perciò dovrà essere osservato il seguente contingentamento (sia per l'andata che per il ritorno):
Bari 20 posti - Brindisi 12 posti - Taranto 12 posti - Potenza 12 posti, tutti per Salerno e viceversa.=

7°) - MODALITA' PER OTTENERE IL PERMESSO.=
a) - Per ottenere l'autorizzazione a viaggiare con i treni in parola, i viaggiatori dovranno rivolgersi alla Regia Questura Centrale della località in cui intendono iniziare il viaggio di cui al punto 2°), con una domanda in cui deve essere indicato:
= Nome e cognome del viaggiatore e indirizzo;
= Scopo del viaggio e tutte le altre eventuali informazioni che giustificano il viaggio stesso.=

b) - Le Regie Questure, in base ai criteri di ammissione di cui al punto 5°), tenuto conto dei posti che preventivamente saranno stati prenotati dall'A.C.C., autorizzeranno i viaggi in base al contingentamente di cui al punto 6°);

c) - Per quanto riguarda la concessione del permesso dei viaggi di ritorno, i viaggiatori, dovranno presentare alla R.Questura di Salerno, oltre alla domanda di cui al comma a), anche il permesso della R.Questura [illegible]

Declassified E.O. 12356 Section 3.3/NND No. 785018

rizzati dal Capo dell'Ufficio [illegible]
no recarsi alla Sede del Governo per esclusive ragioni di servizio;

d) - Professionisti in genere che si recano a Salerno per espletamento di compiti o di incarichi aventi esclusiva attinenza con il funzionamento di pubbliche Amministrazioni.=

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La R.Questura autorizzerà i viaggi in base alle norme di cui al precedente comma b), tenendo sempre in debito conto gli eventuali viaggi richiesti dai funzionari dell'A.C.C..=

./...

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8°) - TARIFFE.=
Dovranno rilasciarsi esclusivamente biglietti di 1^classe.=
I biglietti dovranno essere rilasciati dietro presentazione del permesso scritto, rilasciato dalla R.Questura e della Carta d'Identità o documento equipollente, che dovranno essere sempre esibiti a richiesta del personale di controlleria.=
Sul recapito di viaggio dovrà essere riportato il nome e cognome del viaggiatore.=
Anche i possessori di carta di libera circolazione, per essere ammessi nei treni in parola, dovranno seguire la procedura di cui al punto 7°).=

9°) - TRASPORTO DI PLICI E BAGAGLI.=
Questi treni non dovranno effettuare alcun servizio di merci, bagaglio e posta, e pertanto ogni viaggiatore potrà trasportare fino a 20 Kg. di bagaglio a mano (valigie, borse ecc.).=

10°) - SCORTE = VIGILANZA = SERVIZIO DI CONTROLLERIA.=
I treni, sia all'andata che al ritorno, saranno scortati :
= da un funzionario del movimento;
= da un graduato e due Carabinieri Reali.=
Il più severo servizio di controllo dovrà essere esercitato allo scopo di evitare abusi ed evasioni alle norme di cui alla presente circolare.=
Un servizio d'ordine dovrà essere predisposto nelle principali stazioni.=
La scorta mobile, viaggiante col treno, coadiuverà il personale dei treni e quella di stazione nelle fermate previste in orario, non ammesso al servizio, onde evitare che viaggiatori possano salire o discendere dai treni in parola.=

11°) - I Capi Compartimento di Napoli e Bari sono pregati disporre in conformità e confermare, per filo, ricevimento dalla presente, significando che analoghe comunicazioni sono state fatte da questa Sede alle R.Questure di Bari - Brindisi - Taranto - Potenza e Salerno.=

IL SOTTOSEGRETARIO DI STATO
f.to di Raimondo

Declassified E.O. 12356 Section 3.3/NND No. 785018

Declassified E.O. 12356 Section 3.3/NND No. 785018

100/94/303
FPR/rg

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/42/27

Date : 3 June 44.

TO : Ministero delle Comunicazioni,
(Gabinetto) Salerno.

SUBJECT : Bari-Naples Bi-Weekly Trains.

1. It is agreed that the bi-weekly trains between Naples and Bari and vice verse are over-crowded.

2. The suggestion that additional trains be run has received consideration, but so far it has not been possible for the service to be extended owing to various reasons.

3. This proposition is already on the agenda to be considered at the next meeting of the Transportation Committee at the end of this month.

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

2723

HQ ACC, APO 394
Sec'y Gen.
Rec'd 4 June 44 0/5
By DFE

MINISTERO DELLE COMUNICAZIONI
GABINETTO

Salerno, 30 May 1944

~~4R/34~~
100/44

N. F/11/2/2976.

Risposta al N. .....

OGGETTO: Passengers trains between Potenza & Metaponto.

TO : General Sir Noel Mason MacFarlane,
K.C.B. D.S.O. M.C.
Allied Control Commission,
N A P L E S

On the railroad segment Potenza-Metaponto, no passengers train for civilians purpose is at present running, other than the be-weekly one Naples-Bari, which has no stoppage at the intermediate stations. Consequently, the populations of the crossed area are provided with no useful train.

In order to cope with the just requirements of those people, we would recommend that a couple (i.e. two trains running in opposite sense) of passengers trains be established between the railway stations of Potenza and Metaponto with stoppages at all intermediate stations thereof.

Your view in the matter will be greatly appreciated by me.

Sul tratto di linea Potenza-Metaponto non circola alcun treno viaggiatori utile per i civili, ad eccezione del bisettimanale Napoli-Bari, il quale non ha alcuna fermata nelle stazioni intermedie del tratto suddetto. Per tanto non resta nessun treno utile per le comunicazioni della popolazione della zona attraversata.

Sarebbe perciò necessario, per poter soddisfare in qualche modo le esigenze di vita della popolazione stessa, che venisse istituita una coppia di treni viaggiatori tra le stazioni di Potenza e Metaponto, con fermata su tutte le stazioni intermedie.

Mi sarà grato conoscere al riguardo il Vostro intendimento.

Francesco Cerabona
FRANCESCO CERABONA
THE MINISTER

2728

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Unclassified E.O. 12356 Section 3.3/NND No. 785018

Declassified E.O. 12356 Section 3.3/NND No. 785018

100/94 ~~4-2-45~~

HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

590.1-E/O

29 May 1944

SUBJECT: Proposed Train Service Between Naples and Salerno.

TO : Internal Transportation Sub-Commission.
Att: Lt. Col. Brown.

1. The following information is furnished at the request of Major Enoch Brown, Liaison Division, Headquarters Allied Control Commission.

2. A three day check of passengers between Naples and Salerno showed that 32 traveled by courier and dispatched vehicles.

3. A reasonable estimate of people traveling in sub-commission vehicles between the two points over a three day period would be 15.

4. The dispatched and courier vehicles between the two points numbered 20 for the three day period and a reasonable estimate of sub-commission vehicles making the trip would be 10.

5. In addition to passengers, this Headquarters sends an average of four sacks of mail (personal and official) to Salerno, and Salerno sends an equal amount to this Headquarters.

James A. Davis.
JAMES A. DAVIS,
1st Lt., Q.M.C.,
Exec. Off. Staff.

2757

/nf 100994

COPY

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A.P.O. 400
26 MAY 1944

SUBJECT: CHANGE IN TRAIN SCHEDULES

TO : GENERAL DI RAIMONDO, BUILDING
ING. POMARICI, I.S.R., BUILDING
CAPO DI COMPARTIMENTO, I.S.R., REGGIO
CAPO DI COMPARTIMENTO, I.S.R., BARI
CO, 701 RAILWAY GRAND DIVISION, APO 400
DDTN, RAILWAYS, BARI - THRU: ADTN 5 (BR), BUILDING

1 REQUEST HAS BEEN MADE TO CHANGE THE DAYS OF OPERATION OF THE FOLLOWING TRAINS - TM-9034, 7133, 4844, AND 9035 - IN ORDER TO PROVIDE BETTER CONNECTIONS WITH THE BARI-NAPLES BI-WEEKLY PASSENGER TRAINS, THEREFORE, EFFECTIVE 11 JUNE 1944 TM-9034 SHOULD BE OPERATED ON MONDAY, THURSDAY, AND SATURDAY; 7133 ON TUESDAY, FRIDAY, AND SUNDAY; 4344 ON MONDAY, THURSDAY AND SATURDAY; AND 9035 ON MONDAY, THURSDAY, AND SATURDAY.

2 PLEASE ARRANGE

FOR THE DIRECTOR GENERAL.

CHARLES F. DOUGHERTY
COLONEL, T. C.
ASSISTANT GENERAL MANAGER
TRANSPORTATION DEPARTMENT

CC - DQMG (M), HQ, AAI, CASERTA
TRANSPORTATION SUB-COMMISSION, A.C.C., APO 394

2726

Declassified E.O. 12356 Section 3.3/NND No. 785018

Declassified E.O. 12356 Section 3.3/NND No. 785018

100/94
42/25

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A.P.O. 400
25 MAY 1944

SUBJECT: CIVILIAN PASSENGER TRAIN SERVICE (NAPLES-SALERNO)

TO: DQMG(M), HQ AAI, CASERTA
TRANS. SUB-COMM., A.C.C., APO 394
GENERAL DI RAIMONDO, UNDERSECRETARY FOR ITALY

1. REFERRING TO CORRESPONDENCE ORIGINATING WITH REQUEST FROM GENERAL DI RAIMONDO FOR ESTABLISHMENT OF DAILY ROUND-TRIP PASSENGER SERVICE BETWEEN SALERNO AND NAPLES, BELOW IS QUOTED SCHEDULE FOR THIS SERVICE WHICH WILL BE INAUGURATED 1 JUNE 1944. THE PASSENGER CARRYING CAPACITY OF THIS TRAIN WILL BE APPROXIMATELY 350 PERSONS.

READ DOWN WESTBOUND TV-1943 ARRIVE	DEPART	STATION	READ UP EASTBOUND TV-1940 ARRIVE	DEPART
	0520	SALERNO	2000	
0544	0545	VIETRI	1945	1946
0601	0606	CAVA DEI TIRRENI	1932	1937
0615	0616	NOCERA SUPERIORE	1909	1910
0622	0625	NOCERA INFERIORE	1857	1900
0629	0630	PAGANI	1846	1847
0637	0638	ANGRI	1838	1839
0647	0648	SCAFATI	1828	1829
0653	0654	POMPEI	1822	1823
0701	0704	TORRE ANN. CENTRAL	1811	1816
0709	0710	TORRE ANN. CITTA	1805	1806
0717	0718	SAN MARIA LA BRUNA	1757	1758
0728	0729	TORRE DEL GRECO	1746	1747
0736	0737	PORTICI	1738	1739
0741	0742	PIETRARSA	1732	1733
0746	0747	S.GIOVANNI BARRA	1726	1728
0800		NAPLES CENTRALE		1715

FOR THE DIRECTOR GENERAL:

CHARLES F. DOUGHERTY
COLONEL, T. C.
ASST. GEN. MANAGER
TRANSPORTATION DEPARTMENT

CC - ING. POMARICI
ING. MORANDI, CAPO COMPARTIMENTO,
I.S.R., NAPLES

2723

Declassified E.O. 12356 Section 3.3/NND No. 785018

8758

100/944/303

REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394
ADMINISTRATIVE SECTION

10/2.1/AS

24 May 44

SUBJECT : Bari - Salerno Train Service.

TO : Economic Section. Admn. Sect

1 Reference Transportation Sub-Commission letter ACC/TN/42/13 dated 16 May 44 subject above, the following comments have been made by the Sub-Commission Chiefs of the Administrative Section.

a Education Sub-Commission: The Bari - Salerno train service will be utilized by the officials of the Ministry of Education from time to time.

b Interior Sub-Commission: There are no ACC officers or Italian officials known to this Sub-Commission who would be likely to require the use of the service in question.

c Legal Sub-Commission: The Ministry of Justice states that the number of Italian Officials who would require weekly use of the service mentioned is about 8 - 10.

d Monuments, Fine Arts & Archives Sub-Commission: No officers of this Sub-Commission or associated Italian officials are likely to be regular users of the service.

e Property Control Sub-Commission: No use for the service.

f Public Health Sub-Commission: It is estimated that officers of this Sub-Commission and Italian officials working with the Sub-Commission would require the train service on an average of not more often than one (1) officer or official in three (3) weeks.

g Public Safety Sub-Commission: No use for the service.

R.R. Cripps, Jr.
R.R. CRIPPS, Jr.
Lieut. Colonel,
for VP Admin Section.

HEADQUARTERS
25 MAG 1944
A. C. C.

2724

1 JUN 1944

100/124/303

MINISTERO DELLE COMUNICAZIONI

GABINETTO

Salerno, 23 May 1944

N. F/XII/40/20035

Risposta al N.

Communications
Dist - Com.

HQ ACC, APO 394
Sec'y Gen.
Rec'd 30 May 1505
By

OGGETTO: Request of other passengers trains Naples-Bari and viceversa.

TO : General Sir Noel Mason MACFARLANE,
K.C.B. D.S.O. M.C.,
ACC,
NAPLES

Between the two most important centers of the liberated peninsular Italian territory, i.e. Naples and Bari, only a couple twice a week is running. This proves by no means sufficient for the need of the populations

The above trains serve, other than the aforesaid centers, all the populations of Campania, Basilicata and Puglie areas, and, moreover, receive the passengers to and fro' Calabria & Sicily.

To forward to Communications

This Ministry, therefore, would recommend You to turn the above twice-weekly service into a daily one, in order to secure the minimum transportation utility for said populations.

Your F/XII/40/2035 of 23 May 44.

Your kind consideration in the matter will be highly appreciated by this Ministery.

Subject:- Bari - Naples Bi Weekly Trains.

Sincerely Yours.

(a) It is agreed that the Bi weekly Train Between Naples & Bari & vice Versa for civilian passenger traffic are encouraged.

Cerabona
(Francesco Cerabona)
THE MINISTER

ER/

2723

(b) The suggestion that additional trains be run has received consideration, but so far it has not been possible for the Service to be extended owing to various reasons

(c) This proposition is already on the agenda to be considered at the next meeting of the

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Between the two most important centers of the liberated peninsular Italian territory, i.e. Naples and Bari, only a couple twice a week is running. This proves by no means sufficient for the need of the populations

The above trains serve, other than the aforesaid centers, all the populations of Campania, Basilicata and Puglie areas, and, moreover, receive the passengers to and fro' Calabria & Sicily.

To: Deputy Chief of Communications

This Ministry, therefore, would recommend You to turn the above twice-weekly service into a daily one, in order to secure the minimum transportation utility for said populations.

from FX11/45/203 of 23 may 44.

Your kind consideration in the matter will be highly appreciated by this Ministery.

Subject:- Bari - Naples Bi Weekly Trains.

Sincerely Yours.

Carabona
(Francesco Carabona)
THE MINISTER

(a) It is agreed that the Bi Weekly Train between Naples - Bari & vice versa for civilian passengers traffic be encouraged.

ER/

2723

(b) The suggestion that additional trains be run has received consideration but so far it has not been possible for the Service to be extended owing to various reasons

(c) This proposition is to be considered Transportation this month.

already on the Agenda of the next meeting of the Committee at the end of

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100/94

Naples 21st of may 1944
Nº 713.C.3./142

Object: Institution of a be-weekly autorail train from Salerno to Bari.

To : General Gray
: Lt. Col. Vining.

1. Reference to the letter of the 11th of may of D.G.M.R.S. and letter nº. A.C.C./Tn.42 of the 16Th of may of Internal Transportation Sub-Commission.

2. I submit,for examination,a copy of draft circular which should be distributed to dependent Railway men for the institution of the service of the autorail service from Salerno to Bari.

3. I hope for a favourable reply for the date the service way be put into operation.

The Secretary of State
Gen. Di Raimondo.

2722

B

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE

OGGETTO :

Istituzione treno bisettimanale con automotrice tra Salerno e Bari.=

Napoli, li 21 Maggio 1944 194

N.° M.13.0.3/142

Al N.° _____ del _____

AL BRIGADIER GENERAL CARL R. GRAY
DIRECTOR GENERAL MILITARY RAILWAY SERVICE
N A P O L I
Piazza Nicola Amore 2

AL TEN. COL. L.E. VINING
DIRETTORE SOTTOCOMMISSIONE TRASPORTI INTERNI
N A P O L I
Piazza della Carità

^^^^^^^^^^^^^^^^^^

1°) - Mi riferisco alla lettera dell'11 andante della D.G.M.R.S. e.lettera n° A.C.C./Tn.42 del 16 andante della Sottocommissione Trasporti Interni.=

2°) - Trasmetto per esame copia della bozza di Circolare da diramare ai dipendenti Organi ferroviari per l'istituzione del servizio con automotrice tra Salerno e Bari.=

3°) - Resto in attesa di conoscere il Vostro benestare e la data di attivazione del provvedimento.=

IL SOTTOSEGRETARIO DI STATO
F/to di RAIMONDO

Declassified E.O. 12356 Section 3.3/NND No. 785018

RAILWAY SERVICE
N A P O L I
Piazza Nicola Amore 2

AL TEN. COL. L.E. VINING
DIRETTORE SOTTOCOMMISSIONE TRASPORTI
INTERNI

N A P O L I
Piazza della Carità

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IL SOTTOSEGRETARIO DI STATO
F/to di RAIMONDO

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B O Z Z A

URGENTISSIMA

1°) - A partire dal giorno ..... è istituito un treno viaggiatori bisettimanale con automotrice da Bari a Salerno e viceversa.-

2°) - ITINERARIO:

Bari-Brindisi-Taranto-Potenza-Salerno.

3°) - ORARIO:

Andata: Partenza da Bari tutti i giorni di Domenica e Giovedì alle ore 7,00.

Ritorno:Partenza da Salerno tutti i giorni di Mercoledì e Sabato alle ore 12,00 -

4°) - SERVIZIO VIAGGIATORI :

Sono ammessi solo viaggiatori di prima classe in partenza da Bari - Brindisi - Taranto-Potenza diretti Salerno e viceversa.-

Conseguentemente nessun viaggiatore potrà salire o scendere dai treni in questione in tutte le rimanenti stazioni del percorso.-

5°) - AMMISSIONE DEI VIAGGIATORI:

Nei predetti treni possono essere ammessi soltanto le seguenti categorie di persone,regolarmente autorizzate,secondo la seguente graduatoria:

a) - Funzionari designati dall'A.C.C. -

b) - Funzionari dei vari Dicasteri autorizzati dai rispettivi gabinetti o segreterie.-

c) - Funzionari delle varie Amministrazioni dello Stato,autorizzati dal Capo dell'Ufficio dal quale dipendono,che si debbono recare alla Sede del Governo per esclusive ragioni di servizio.-

d) - Professionisti in genere che si recano a Salerno per espletamento di compiti od incarichi aventi esclusiva attinenza con il funzionamento di pubbliche Amministrazioni.-

Essi dovranno presentare un documento dal quale risulti il motivo del viaggio dichiarato sotto la personale responsabilità dell'interessato.-Agli Avvocati,che dimostrino di doversi recare presso la Sede della Corte di Cassazione per motivi professionali,sarà data la precedenza.

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6°) - CONTINGENTAMENTO :

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L'automotrice, che effettua questi treni, ha una disponibilità di soli 56 posti a sedere.- Perciò dovrà essere osservato il seguente contingentamento (sia per l'andata che per il ritorno) :

- Bari 20 posti - Brindisi 12 posti - Taranto 12 posti - Potenza 12 posti, tutti per Salerno e viceversa.-

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7) - MODALITA' PER OTTENERE IL PERMESSO :

a) - Per ottenere l'autorizzazione a viaggiare con i treni in parola i viaggiatori dovranno rivolgersi alla R.Questura Centrale della località in cui intendono iniziare il viaggio,di cui al punto 2), con una domanda in cui deve essere indicato :

- Nome e cognome del viaggiatore ed indirizzo;
- Scopo del viaggio e tutte le altre eventuali informazioni che giustificano il viaggio stesso.-

b) - La R.Questura,in base ai criteri di ammissione di cui al punto 5),tenuto conto dei posti che preventivamente saranno stati prenotati dall'A.C.C.,autorizzeranno i viaggi in base al contingentamento di cui al punto 6).-

c) - Per quanto riguarda la concessione del permesso dei viaggi di ritorno,i viaggiatori,dovranno presentare alla R.Questura di Salerno,oltre alla domanda di cui al comma a),anche il permesso della R.Questura utilizzato per il viaggio di andata,che darà titolo a precedenza rispetto agli altri viaggiatori.

La R.Questura autorizzerà i viaggi in base alle norme di cui al precedente comma b),tenendo sempre in debito conto gli eventuali viaggi richiesti dai Funzionari dell'A.C.C. -

8) - TARIFFE :

Dovranno rilasciarsi esclusivamente biglietti di prima classe.-

I biglietti dovranno essere rilasciati dietro presentazione del permesso scritto,rilasciato dalla R.Questura e della carta d'Identità o documento equipollente,che dovranno essere sempre esibiti a richiesta del personale di controlleria.-

Sul recapito di viaggio dovrà essere riportato il nome e cognome del viaggiatore.-

Anche i possessori di carta di libera circolazione,per essere ammessi nei treni in parola dovranno seguire la procedura di cui al punto 7).-

9) - TRASPORTO DI MERCI E BAGAGLI :

Questi treni non dovranno effettuare alcun servizio di merce, bagaglio e posta,e pertanto ogni viaggiatore potrà trasportare fino a 20 Kg. di bagaglio a mano (valigie,borse ecc.)

Declassified E.O. 12356 Section 3.3/NND No. 785018

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10) - SCORTE = VIGILANZA = SERVIZIO DI CONTROLLERIA :

I treni,sia all'andata che al ritorno,saranno scortati:

- da un Funzionario del Movimento;
- da un graduato e due carabinieri Reali.

Il più severo servizio di controllo dovrà essere esercitato allo

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scopo di evitare abusi ed evasioni alle norme di cui alla presente circolare.-

Un servizio d'ordine dovrà essere predisposto nelle principali stazioni.

La scorta mobile, viaggiante col treno, coadiuverà il personale dei treni e quello di stazioni nelle fermate previste in orario, non ammesse al servizio, onde evitare che viaggiatori possano salire e discendere dai treni in parola.

11°) - Attendesi conferma.

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100/94

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/42/17.

Date : 20 May 44.

TO : D.G.M.R.S. - Naples.

SUBJECT : Civilian Train Service.

1. Reference your letter of 7 May 1944; request from General di Raimondo for establishment of daily round-trip passenger service between Salerno and Naples.

2. Reply to letter was delayed as it was necessary to ascertain what the potential ACC traffic would be between two points.

3. It is recommended that the proposed service be given a trial, and a record kept of the number of passengers travelling.

4. So soon as you have arranged schedules, and nominated date for inauguration, will you please advise this Sub-Commission, in order that we may notify all ACC. personnel in order that they make maximum use of facilities.

5. It is presumed that in reply to General di Raimondo you will restate the necessity for policing and care to prevent unauthorised civilians using trains.

6. In conclusion I may add, that the new Minister for Communications at an interview with the Chief Commissioner on the 18th inst. pressed for abetter passenger train service between Naples and Salerno.

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

Ufficio Comunicazioni Alleate

LEV/rg

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Declassified E.O. 12356 Section 3.3/NND No. 785018

100/94

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/42/15

Date : 16 May 44.

TO : Undersecretary of State for Italian Railways and Highways.

SUBJECT : Railway Connection - Bari-Salerno.

1. The D.C.M.R.S. has communicated to Transportation Sub-Commission, ACC your letter of 21 April 1944, No. M13.4.1 on above subject, attached to his letter to this Sub-Commission, dated 11 May 1944 - of which copy was sent you.

2. Proposed installations of a diesel rail car train between Bari and Salerno, and vice versa, seems most highly desirable and Transportation Sub-Commission, ACC is fully favorable.

3. However, based on experience with difficulty in controlling civilians attempting to get on trains and frequent unruly individuals, it does not appear that train should be inaugurated until definite and positive arrangements have been completed to insure that only proper persons (of the Ministries, lawyers, or ACC officers) will be permitted on train. Also, that there be assigned competent, vigilant guards, to prevent unauthorised persons boarding the train.

4. It seems most important that permit control and guards be provided before operation is started - may we have your assurances that these have been arranged. May we have your advices very promptly?

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

CGB/rg

2717

Declassified E.O. 12356 Section 3.3/NND No. 785018

160/94

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

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TO : Undersecretary of State for Italian Railways and Highways.

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4. It seems most important that permit control and guards be provided before operation is started - may we have your assurances that these have been arranged. May we have your advices very promptly?

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

CGB/rg

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Declassified E.O. 12356 Section 3.3/NND No. 785018

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

160/94/303

Our reference : ACC Tn/42/13

Date : 16 May '44.

TO : HQ. ACC., Economic Section.

SUBJECT : Bari - Salerno Train Service.

1. Undersecretary Gen. di Paimondo initiated request to D.G.M.R.S. for establishment of an improved passenger train service between Bari and Salerno, particularly in response to request by Minister of Justice, to provide for movement of court officers.

2. After investigation, D.G.M.R.S. has advised Transportation Sub-Commission that there is available suitable diesel electric car, capacity 56 passengers, and that he is prepared to inaugurate service promptly.

3. It is desirable that this Sub-Commission have, very quickly, some estimate of number of ACC legal or other officers who might find such a direct train service desirable for movement Bari to Salerno and vice versa, in order that, in arrangements for control of seating some provision may be made for ACC space.

4. Detailed schedule of timing, as well as days on which train will operate are, as yet, to be determined, but it is probable that it will make 3 round trips per week - leaving each end in alternate days.

5. May this Sub-Commission be advised, at earliest possible date, the general opinion of ACC agencies as to probable use they will make of train and any suggestions they may wish to advance?

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L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

CGB/rg

2716

100/94

Ministry of Communications
Undersecretariate of State for Railroads
Central Movement Dep.

Naples - may 28st 1944.
Ref.M.13.C.5/147
Enclosures: 1

SUBJECT: Distribution of passenger contingents upon the by-weekly trains between Naples and Bari.

TO : The chief of the Compartment of Naples-Bari-Reggio Cal. and for knowledge.
: To ACC-HQ.-Tn. S/C.
: to Brig. Gen. Ch.R. Gray DGMRS
: to the Chief of the Compartment of Palermo
: to the ISR Delegation - Cagliari
: to the Commercial Dept. - Here.

1. Effective June 2nd 1944 the passengers riding on the by-weekly train btw Naples and Bari shall be contingented according to attached prospect (encl.1) which replaces that attached to the circular M.13.5.2322 dated february 7th 1944.
2. Remaining instructions given with circulars M.13.5.2322 of Feb. 7 and April 4 are still valid.
3. It is confirmed that:
a) The prospect of the distribution of the passengers as per encl. 1,shall be affixed to the public in the hall of the Station Building,near to the ticket-window.
b) No more tickets than those granted by above prospect can be sold.
c) The tickets connot be sold but at the ticket- window.
d) The tickets shall be sold following the order of precedence according which the passengers line-up before the ticket-window.
4. In sofar as it concerns the passengers arriving at Metaponto and Battipaglia for Sicily and Calabria,with destination Naples,detailed instructions shall be issued by the Chief of Compartment of Reggio,who shall distribute the available tickets among the stations of his Compartment according to the local requirements.
5. It is to be understoood that,in sofar as the Bari-Naples direction is concerned,both 60 places for Metaponto and 80 places for Battipaglia shall be reserved to the passengers arrivingfrom Sicily and Calabria and above stations of Metaponto and Battipaglia shall therefore absolutely obstain from issuing tickets for passengers bound for Naples.
6. Confirmation by telegram is expected.

2715

THE UNDERSECRETARIATE OF STATE
Sgd G. Di RAIMONDI.

Declassified E.O. 12356 Section 3.3/NND No. 785018

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THE UNDERSECRETARIATE OF STATE
Sgd G. Di RAIMONDI.

Declassified E.O. 12356 Section 3.3/NND No. 785018

MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO
PER LE FERROVIE
Ufficio Centrale Movimento

Napoli, 21 maggio 1944

N°M.13.C.5/147

OGGETTO: Contingentamento viaggiatori treni bisettimanali tra Napoli e Bari.

Alleg.1

AI CAPI COMPARTIMENTO - SEZIONI MOVIMENTO - SEZIONI COMMERCIALE - COMMISSARIATO COMPARTIMENTALE DI P.S. NAPOLI - BARI - REGGIO C.

e p.c.:

ALLA COMMISSIONE ALLEATA DI CONTROLLO - Sottocommissione Trasporti Interni -(Largo Carità) N A P O L I

AL BRIGADIERE GENERALE CHARLES R.GRAY
Director General Military Railway Service
(Piazza Nicola Amore 2) N A P O L I

AL CAPO COMPARTIMENTO P A L E R M O
ALLA DELEGAZIONE F.S. C A G L I A R I
ALL'UFFICIO CENTRALE COMMERCIALE S E D E

1°) A partire dal giorno 2 giugno p.v., sui treni bisettimanali Bari-Napoli e viceversa, dovrà essere effettuato il contingentamento risultante dall'allegato n°1 che annulla e sostituisce quello diramato con circolare n°M.13.5.2322 del 7-2 c.a.

2°) Rimangono in vigore le rimanenti disposizioni emanate con le circolari n°M.13.5.2322 del 7-2 e 5-4 c.a.

2714

3°) Si conferma che:

a) la tabella del contingentamento di cui all'allegato n°1 dovrà essere esposta al pubblico nell'atrio del Fabbricato Viaggiatori in vicinanza dello sportello della Biglietteria;

b) non potrà essere venduto un numero di biglietti superiore a quello stabilito;

c) la vendita dei biglietti dovrà essere fatta esclusivamente allo sportello;

Declassified E.O. 12356 Sec. 3.3/NND No. 785018

e p.c.:

→ ALLA COMMISSIONE ALLEATA DI CONTROLLO
- Sottocommissione Trasporti Interni -(Largo Carità)

N A P O L I

AL BRIGADIERE GENERALE CHARLES R.GRAY
Director General Military Railway Service
(Piazza Nicola Amore 2)

N A P O L I

AL CAPO COMPARTIMENTO — P A L E R M O

ALLA DELEGAZIONE F.S. — C A G L I A R I

ALL'UFFICIO CENTRALE COMMERCIALE — S E D E

^^^^^^^^^^^^

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2714

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b) non potrà essere venduto un numero di biglietti superiore a quello stabilito;

c) la vendita dei biglietti dovrà essere fatta esclusivamente allo sportello;

d) nella vendita, dovrà essere eseguito rigorosamente l'ordine di precedenza in cui i viaggiatori si presentano allo sportello.

-/-

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4°) Per quanto riguarda l'ammissione dei viaggiatori provenienti dalla Sicilia e Calabria, diretti verso Napoli, nelle stazioni di Metaponto e Battipaglia, darà opportune disposizioni di dettaglio il Capo Compartimento di Reggio C., che ripartirà i posti tra le dipendenti stazioni in base ad equa valutazione delle esigenze locali.

5°) Resta inteso che per quanto riguarda il viaggio di andata Bari-Napoli, i 60 posti per Metaponto e 80 per Battipaglia, saranno lasciati ad esclusivo servizio dei viaggiatori provenienti dalla Sicilia e dalla Calabria, e quindi le stazioni di Metaponto e Battipaglia si dovranno astenere, nella maniera più assoluta di emettere biglietti ai viaggiatori diretti verso Napoli.

6°) Attendo conferme per telegrafo.

IL SOTTOSEGRETARIO DI STATO

Lucio Ferrari

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ALLEGATO nº 1 alla circolare nº M.13-C-5/147 del 21 Maggio 1944

Tabella per il contingentamento dei viaggiatori per il treno NAPOLI-BARI

	SALERNO	BATTIPAGLIA	SICIGNANO	POTENZA	METAPONTO	TARANTO	BRINDI
NAPOLI	70	90	40	50	50	50	50
SALERNO	-	-	-	20	-	20	10
BATTIPAGLIA	-	-	-	20	10	20	20
SICIGNANO	-	-	-	10	-	10	10
POTENZA	-	-	-	-	10	20	20
METAPONTO	-	-	-	-	-	25	20
TARANTO	-	-	-	-	-	-	50
BRINDISI	-	-	-	-	-	-	-

Tabella per il contingentamento dei viaggiatori per il ~~treno~~ BARI-NAPOLI

	BRINDISI	TARANTO	METAPONTO	POTENZA	SICIGNANO	BATTIPAGLIA	SALERN
BARI	175	110	25	50	10	10	20
BRINDISI	-	50	15	20	10	20	10
TARANTO	-	-	20	20	10	40	20
METAPONTO	-	-	-	-	-	-	-
POTENZA	--	-	-	-	10	10	20
SICIGNANO	-	-	-	-	-	-	-
BATTIPAGLIA	-	-	-	-	-	-	-
SALERNO	-	-	-	-	-	-	-

(+) a completa disposizione dei viaggiatori provenienti dalla Calabria e Sic

Declassified E.O. 12356 Section 3.3/NND No. 785018

alla circolare n° M.13-C-5/147 del 21 Maggio 1944

ingentamento dei viaggiatori per il treno NAPOLI-BARI

AGLIA	SICIGNANO	POTENZA	METAPONTO	TARANTO	BRINDISI	BARI
	40	50	50	50	50	200
	-	20	-	20	10	20
	-	20	10	20	20	20
	-	10	-	10	10	10
	-	-	10	20	20	50
	-	-	-	25	20	25
	-	-	-	-	50	95
	-	-	-	-	-	180

ingentamento dei viaggiatori per il treno BARI-NAPOLI

NTO	METAPONTO	POTENZA	SICIGNANO	BATTIPAGLIA	SALERNO	NAPOLI
	25	50	10	10	20	200
	15	20	10	20	10	50
	20	20	10	40	20	50
	-	-	-	-	-	60 (+)
	-	-	10	10	20	50
	-	-	-	-	-	40
	-	-	-	-	-	80 (+)
	-	-	-	-	-	70

isposizione dei viaggiatori provenienti dalla Calabria e Sicilia.

Declassified E.O. 12356 Section 3.3/NND No. 785018

150/944/308 2711

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A.P.O. 400
11 MAY 1944

SUBJECT: BARI-SALERNO RAIL CAR TRAIN

TO: TRANSPORTATION SUB-COMMISSION, ALLIED CONTROL COMMISSION, APO 394, U S ARMY

1. ATTACHED HERETO IS COPY OF COMMUNICATION FROM GENERAL DI RAIMONDO, 21 APRIL 1944, REQUESTING OPERATION OF A BI-WEEKLY DIESEL-ELECTRIC PASSENGER TRAIN BETWEEN SALERNO AND BARI ON A FAST SCHEDULE.

2. WE HAVE AVAILABLE FOR THIS SERVICE A SUITABLE DIESEL-ELECTRIC CAR, CAPACITY 56 PASSENGERS, AND ARE PREPARED TO INAUGURATE THE SERVICE PROMPTLY.

3. IT IS BELIEVED THE SERVICE IS NECESSARY AND SHOULD BE AUTHORIZED IMMEDIATELY.

4. I AM SENDING COPY OF THIS COMMUNICATION TO GENERAL DI RAIMONDO WITH REQUEST THAT HE ADVISE DAYS ON WHICH HE PREFERS THE TRAIN TO BE OPERATED AND THAT HE SUBMIT DETAILED SCHEDULE OR TIMING IN BOTH DIRECTIONS, SHOWING STATIONS AT WHICH IT IS DESIRED TO STOP AND PICK UP OR DISCHARGE PASSENGERS.

5. IN THE EVENT THIS TRAIN IS PUT ON IT WILL, OF COURSE, DEVOLVE UPON A.C.C. IN CONJUNCTION WITH GENERAL DI RAIMONDO TO FORMULATE SOME SUITABLE PERMIT SYSTEM FOR PASSENGERS DESIRING TO USE THE SERVICE AND WILL DEVOLVE UPON GENERAL DI RAIMONDO AND THE ITALIAN STATE RAILWAYS TO PROVIDE NECESSARY GUARD AND POLICE PROTECTION TO AVOID TRAIN BEING OVERRUN BY UNAUTHORIZED TRAFFIC.

FOR THE DIRECTOR GENERAL:

CHARLES F. DOUGHERTY
COLONEL, T. C.
ASSISTANT GENERAL MANAGER
TRANSPORTATION DEPARTMENT

INCL.
COPY GEN. DI RAIMONDO'S LETTER
DTD 21 APRIL 44

CC - GENERAL DI RAIMONDO
ING. POMARICI, BUILDING
CO, 701ST RY GR DIV, APO 400

2711

Declassified E.O. 12356 Section 3.3/NND No. 785018

COPY OF TRANSLATION

SUBJECT: RAILWAY CONNECTION BETWEEN BARI AND SALERNO

NAPLES, 21 APRIL 1944

NO M 13.4.1

TO: BRIG. GEN. C. R. GRAY
DIRECTOR GENERAL OF M.R.S.
NAPLES

1. THE EXECUTIONER (MINISTER OF JUSTICE), CONSIDERING THAT THE COURT OF CASATION WILL BE SOON ESTABLISHED IN SALERNO, SUGGEST THE NECESSITY OF IMPROVING COMMUNICATIONS BETWEEN SALERNO AND BARI, AN IMPORTANT LAW COURT CENTER IN APULIA, BY ESTABLISHING A FAST BI-WEEKLY RAILCAR RUN.

2. THE PRESENT COMMUNICATIONS (A BI-WEEKLY TRAIN NAPLES TO BARI) ARE VERY PRECARIOUS, OWING TO THE WELL KNOWN PRESENT CIRCUMSTANCES, AND THE OVERRUNNING OF PASSENGERS HIGHLY ENHARDENS THE SERVICE NOW EXISTING BETWEEN SALERNO AND BARI.

3. I POINT OUT THAT THIS REQUESTED RUN IS NOT ONLY NECESSARY TO THE EMPLOYES OF THE MINISTRY OF JUSTICE BUT ALSO TO THOSE OF THE OTHER MINISTRIES LOCATED IN SALERNO HAVING TO MOVE ALL OVER THE TERRITORY NOW ADMINISTERED BY THE ITALIAN GOVERNMENT TO HANDLE THEIR BUSINESS.

4. IN CASE REQUEST OF THIS RAILCAR RUN WILL BE ACCEPTED, THIS UNDERSECRETARIAT WOULD TAKE CARE OF ISSUING PERMITS DIRECTLY AND TIME BY TIME, IN ORDER TO PREVENT MISUSE.

5. I BEG YOU, THEREFORE, TO SUGGEST THIS NECESSITY TO THE COMPETENT AUTHORITY SO THAT OUR REQUEST MAY BE FAVOURABLY CONSIDERED.

2710

THE UNDERSECRETARY OF STATE

SIGNED: G. DI RAIMONDO

Declassified E.O. 12356 Section 3.3/NND No. 785018

100/94

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. O. 400
7 MAY 1944

SUBJECT: CIVILIAN TRAIN SERVICE

TO: DIRECTOR, INTERNAL TRANSPORTATION SUB-COMMISSION, A.C.C., TRANSPORTATION COMMITTEE, C/O MOV & TN, HQ, A.A.I. (ADMIN ECH), REAR, C.M.F.

1. WE HAVE A REQUEST FROM GENERAL DI RAIMONDO, UNDER-SECRETARY ITALIAN STATE RAILWAYS AND HIGHWAYS, TO ESTABLISH DAILY ROUND-TRIP PASSENGER TRAIN SERVICE BETWEEN SALERNO AND NAPLES, LEAVING SALERNO IN THE MORNING AND RETURNING IN THE LATE AFTER-NOON.

2. THIS REQUEST FOR YOUR CONSIDERATION. WE ARE PREPARED TO INAUGURATE THIS SERVICE WITH A 6-CAR PASSENGER TRAIN AT ANY TIME IF IT IS YOUR OPINION THIS SERVICE IS ESSENTIAL FOR CIVIL REQUIREMENTS. WE HAVE IN MIND THE FACT SALERNO IS AT PRESENT THE SEAT OF THE ITALIAN GOVERNMENT.

FOR THE DIRECTOR GENERAL:

CHARLES F. DOUGHERTY
COLONEL, T. C.
ASSISTANT GENERAL MANAGER
TRANSPORTATION DEPARTMENT

CC - D.Q.M.G. (MOVEMENTS), HQ, AAI, ADM ECH, CASERTA
GENERAL DI RAIMONDO, UNDER-SECY ITALIAN STATE RAILWAYS & HIGHWAYS
ING. POMARICI, I.S.R. LIAISON OFFICER, BUILDING

2759


0246

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

ACC AC/100/94 10000/148/1593 (1 OF 2) NA

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

10000/148/1593 (1 OF 2) NAPLES - BRINDISI

PCH/af

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

Tel.: 843238

25 July 45

Ref.: AC/100/94/Tn.4

SUBJECT: Passenger service Taranto-Brindisi.

TO : M.R.S. Bldg. (Major Wilson)

1. Trains 809 - 4848 now operate as civilian passenger trains between Francavilla and Brindisi, and as military trains between Francavilla and Taranto.

2. I.S.R. now request that they be permitted to carry passengers on these trains between Francavilla and Taranto.

3. Will you kindly look into this and advise if it is possible to grant the request.

For the Chief Commissioner:

P.G.MATSON,
Major,

2882

Declassified E.O. 12356 Section 3.3/NND No. 788021

MINISTRY OF TRANSPORT
ISR◆MOVEMENT SERVICE

Rome 13 July 1945

M.211.3189.194

SUBJECT: Communications between Taranto and Francaville.

TO: In Sub-Commission A.C., Rail Division
Rome

1. At present are operating between Taranto and Francaville, as daily, the trains:

809	Taranto	dep.	0400	Francaville	arr.	0530	Transport on Allied behalf
8131	"	"	1235	"	"	1350	Transport on Allied behalf.
4848	Francavilla	"	1340	Taranto	"	1640	Loco return 8131.

2. In consideration that 809 and 4848 trains are operated also between Francavilla and Brindisi, by the following schedule for passenger service:

809	Francavilla	dep.	0513	Brindisi	arr.	0010
4848	Brindisi	"	1440	Francavilla	"	1542

We propose to assign to these trains passenger service also on Taranto-Francavilla section, in order to have continued communications between Taranto and Brindisi requested by Bodies and Authorities already many times to this I.S.R. Movement Direction, for obtain such forecast.

3. Non addition of rolling stock is required.

4. We beg to examine kindly the proposal and let us know your decision on the matter.

THE CHIEF MOVEMENT SERVICE
Signed BIONDI

2881

Declassified E.O. 12356 Section 3.3/NND No. 780021

the trains:

809	Taranto	dep.	0400	Francavilla	arr.	0530	Transport on Allied behalf
8131	"	"	1235	"	"	1350	Transport on Allied behalf.
4848	Francavilla	"	1346	Taranto	"	1040	Loco return 8131.

2. In consideration that 809 and 4848 trains are operated also between Francavilla and Brindisi, by the following schedule for passenger service:

809	Francavilla	dep.	0513	Brindisi	arr.	0610
4846	Brindisi	"	1440	Francavilla	"	1542

We propose to assign to these trains passenger service also on Taranto-Francavilla section, in order to have continued communications between Taranto and Brindisi requested by Bodies and Authorities already many times to this I.S.R. Movement Direction, for obtain such forecast.

3. Non addition of rolling stock is required.

4. We beg to examine kindly the proposal and let us know your decision on the matter.

THE CHIEF MOVEMENT SERVICE
Signed BIONDI

5/25

Brindisi
x
OK

Taranto
x

2881

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

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

MINISTERO DEI TRASPORTI

MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

Roma, 13 LUG 1945 194 - A.

N. M.211.3189.194

Al N. del

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria
ROMA

OGGETTO

Comunicazioni fra Taranto
e Francavilla.

ALLEGATI N.

I - Attualmente si effettuano come giornalieri fra Taranto e Francavilla i treni:

809 Taranto p. 4.00 - Francavilla a. 5.03, trasporti conto Alleati
8131 " " 12.35 - " " 13.50, " " " "
4848 Francavilla " 13.46 - Taranto " 16.40, ritorno locomotiva 8131

II - Poichè i treni 809 e 4848 si effettuano pure tra Francavilla e Brindisi, col seguente orario, per servizio viaggiatori:

809 Francavilla p. 5.13 - Brindisi a. 6.10
4848 Brindisi p.14.40 - Francavilla a.15.42

si propone di assegnare il servizio viaggiatori a questi treni anche nel tratto Taranto-Francavilla, allo scopo di costituire delle comunicazioni continuative fra Taranto e Brindisi, tanto reclamate da Enti ed Autorità, che più volte si sono rivolte a questa Sede per ottenere tale provvedimento.

III - Nessun maggiore impegno di materiale.

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

IL CAPO DEL SERVIZIO MOVIMENTO 2880

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

0 0 0 8

1GR/8E

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

Tel.: 84323B

16 July 1945

Ref.: AC/100/94 S/Tp.4

SUBJECT: Passenger service Potenza line.

TO : DEPOT Bldg (Major London)

1. Local passenger service on the Potenza line is requested and it is desired to extend present trains 3979 - 3970 to include Potenza.

2. Trains 3979 - 3970 now operate between Battipaglia and Metaponto and the service could be extended without additional stock or locomotives.

3. The only passenger service now between Metaponto and Potenza is the three day per week thru service to Brindisi.

4. Will you kindly examine the proposal and advise if application can be granted.

For the Chief Commissioner:

P. G. MATSON
MAJOR T.C.

P.G.MATSON,
Major.

Copy to:- Movement L.O. Capt. Gray AFHQ Bldg
" Rail Th Sub-Comm.

2879

MINISTRY OF TRANSPORTS
ISR DIRECTION GENERAL
MOVEMENT SERVICE.

Rome, 10 July 1945

Ref.: M.211/3181/194.

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

SUBJECT : Local communications
Sicignano-Potenza/

1. Following previous notices, we inform you about the absolute lack of local communications along the Sicignano-Potenza section on province of Potenza western area. This section being operated only by contingented trains 821 and 820 which are not stopping at intermediary stations.

2. Populations of that area are in a great difficulty because of this lack of connections with their chief-town and with province of Salerno, towards which most of their interests are converging. Public organisations and authorities are continually claiming in order that same action might be taken.

3. Prolongation until Potenza of local trains 3979 and 3970, presently operating between Battipaglia and Sicignano and in junction with Salerno trains 1937 and 1932, might improve the local communications in that area. Schedule of prolongation could approximately be the following:

3979 : Sicignano (arr.1632 hrs) dep.1640 hrs Potenza arr. 2130 hrs
3970 : Potenza " 0330 " Sicignano " 0545 " (dep.0555 hrs)

4. If this prolungation would not be possible, passenger service could be assigned to the two freight trains of the line:

7003 : Battipaglia dep. 0845 hrs Potenza arr. 1950 hrs
7000e: Potenza " 0532 " Battipaglia" 1655 "

5. Provision concerned in point III does not imply use of more material or rolling stock, while for the one concerned in point IV the allocation of a few cars with passenger service commodities is only required.

6. Please give youkind attention to our proposal and inform us about your decision.

THE DIRECTOR GENERAL
Signed: Di Raimondo

2878

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

2. Populations of that area are in a great difficulty because of this lack of connections with their chief-town and with province of Salerno, towards which most of their interests are converging. Public organisations and authorities are continually claiming in order that some action might be taken.

3. Prolongation until Potenza of local trains 3979 and 3970, presently operating between Battipaglia and Sicignano and in junction with Salerno trains 1937 and 1932, might improve the local communications in that area. Schedule of prolongation could approximately be the following:

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7003 : Battipaglia dep. 0845 hrs Potenza arr. 1950 hrs
7000 : Potenza " 0532 " Battipaglia" 1655 "

5. Provision concerned in point III does not imply use of more material or rolling stock, while for the one concerned in point IV the allocation of a few cars with passenger service commodities is only required.

6. Please give yourkind attention to our proposal and inform us about your decision.

THE DIRECTOR GENERAL
Signed: Di Raimondo

2878

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

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

MINISTERO DEI TRASPORTI

MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

Roma, 3 OTTO 1945 - 194 - A.

N. M.211/3181/194

Al N. ..... del .....

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

OGGETTO

Comunicazioni locali
Sicignano - Potenza

ALLEGATI N. ——

I) - Come già fatto presente in precedenti segnalazioni, le comunicazioni locali interessanti il lato occidentale della provincia di Potenza mancano del tutto nel tratto Sicignano-Potenza, dove si effettuano i soli treni contingentati 821 e 820, che non fermano nelle stazioni intermedie.

II) - Tale stato di cose crea grave disagio a quelle popolazioni, che non hanno possibilità di collegamento nè col proprio Capoluogo, nè con la provincia di Salerno, verso la quale pure convergono in gran parte gli interessi di quelle località, e ne consegue un continuo invio a questa Sede di vibrate proteste da parte di Enti ed Autorità, che reclamano adeguati provvedimenti.

III) - Per ovviare a tale grave situazione si propone di prolungare fino a Potenza i treni locali 3979 e 3970, attualmente limitati al tratto Battipaglia - Sicignano e collegati a Salerno con coincidenti treni 1937 e 1932. L'orario di prolungamento da assegnare ai suddetti treni sarebbe in via approssimativa, il seguente:

2877

3979 : Sicignano (a.18.32) p.18.40 Potenza a. 21.30
3970 : Potenza p. 3.30 Sicignano " 5.45 (p. 5.55)

IV) - Qualora non fosse possibile attuare il suddetto provvedimento, si propone in linea subordinata di assegnare il servizio viaggiatori ai due treni merci della linea:

/-

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

7003 Battipaglia p.8.45 Potenza a. 19.50
7000 Potenza " 5.32 Battipaglia " 16.55

V) - Il provvedimento di cui al punto III) non importa maggiore impegno di materiale e mezzi di trazione, e quello di cui al punto IV) solo l'assegnazione di qualche carro attrezzato per servizio viaggiatori.

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

IL DIRETTORE GENERALE

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

100/94

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

WKS/vp

A. P. O. 512
23 June 1945

531.7 T

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.

2876

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.		
1000 dep.	BARI	arr. 2020
		dep. 1750
1230 arr.	BRINDISI	
Tue.Thurs.Sat.		Tue.Thurs.Sat.

FOR THE DIRECTOR:

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

0015

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. 843238
Ref. AC/100/94/Tn 4

19 May 1945

SUBJECT : Battipaglia-Taranto passenger service.

TO : ISR - Bldg.

1. Reference M 211/2903/194 - 18 May 1945.

2. It is appreciated that additional passenger service is required between Battipaglia and Taranto but the populations involved must be induced to wait until the bulk of the vast movement of troops - prisoners of war, refugees and material, has been accomplished.

3. We are not in favor of making mixed trains on this line because it would merely injure freight movement.

P. Gonella Major
Do - Director

2875

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

MINISTRY OF TRANSPORTS
ISP. GENERAL DIRECTION
MOVEMENTS DEPT.

Rome, 18 May 1945
M.211/2903/194

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

SUBJECT: Battipaglia-Taranto line;
local communications.

1. Yours 30 March ult. file AC/100/94/Tn.4 refers.

2. This Ministry of Transports is being continually pressed by local Authorities in order that local train services be established btw. Taranto and Battipaglia, as the populations of that district are practically deprived of any kind of transportation facilities enabling them to attend to their cultural and professional activities.

3. We must therefore insist again on the necessity that one round trip of passenger trains be operated daily btw. Battipaglia and Potenza and that freight trains 8126/8130/KKB and 8135/8137 btw. Taranto and Potenza be transformed into mixed trains for conveyance of both passengers and freight as already suggested with our letter M.210/2590/41-A of 16 March ult.

4. Please kindly investigate again the possibility to grant present application.

The Director General
G. di Raimondo

2874

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

MINISTERO DEI TRASPORTI
MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 18 AG 1945 194 A.

M.211/2903/194

Al N. del

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

OGGETTO

Comunicazioni locali sulla
Battipaglia - Taranto.

ALLEGATI N.

I- Si fa riferimento alla vostra lettera AC/100/Tn 4 del 30 marzo u.s.

II- Continuano a pervenire personali premure a S.E. il Ministro dei Trasporti, da parte di Enti ed Autorità interessate, per l'istituzione di servizi locali sulla linea Battipaglia - Taranto, dove tutte quelle popolazioni mancano completamente di mezzi di trasporto, che consentano di esplicare le loro attività professionali e culturali.

III- Si è pertanto costretti ad insistere sull'inderogabile necessità di istituire una coppia di treni giornalieri tra Battipaglia e Potenza, e di assegnare il servizio viaggiatori ai treni merci 8126/8130/KKB e 8135/8137 fra Taranto e Potenza, come da nostra precedente proposta M.210/2590/41A del 16 marzo u.s.

IV- Si prega riesaminare con benevola comprensione la questione e far conoscere qualedecisione sarà presa al riguardo.

IL DIRETTORE GENERALE

2873

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

TRANSPORTATION SUB-COMMISSION A.C.
SENIOR TRANSPORTATION OFFICER
c/o ALLIED MILITARY GOVERNMENT
NAPLES

30 April 1945.

55/RAIL/836
Tel: 52030

SUBJECT: Increased Train Service

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

1. Reference your AC/100/94/Tn.4 of 19 April reference to I.S.R. request for additional daily passenger service Salerno - Potenza.

2. As you are not agreeable to increasing passenger service on this line for the present, there is nothing further that we can say about it.

For the Senior Transportation Officer:

Irving Strand

IRVING STRAND,
1st Lt., CAC.
Rail Transportation Officer.

IS/dl
Copy to: S.T.O.'s File
File.

2872

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

100/94 S

PGM/aV

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

Tel. 643238
Ref: AC/100/89/90/94/Tn 4

27 April 1945

SUBJECT : Thru coaches Rome-Bari.

TO : I.S.R. Bldg.

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

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

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

H. Maclean Mayer
Dy. DIRECTOR

2,871

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

PGM/BV

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

Tel. 543285
Ref: AC/100/248/Tn 4

27 April 1945

SUBJECT : Passenger service Hodeira-Salerno.

TO : I.S.R. Bldg.

1. Reference yours 18 April M.211/5735/192-B above subject.

2. Due to the present freight congestion in the Naples area and shortage of box wagons, the service requested cannot be authorised.

3. We suggest however as soon as the difficulties mentioned are cleared up that your application be re-submitted because we look favorably upon your recommendation for this service.

H. McLean Major
For DIRECTOR

2870

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

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

SEL/cd

A.P.O. 512
25 April 1945

531.7 T

SUBJECT: Passenger Service, Nocera - Salerno.

TO: AC Tn Sub-Commission, Rail Division, Building
ATTENTION: Major P. G. Watson

1. Reference is to your letter of 20 April, file AC/100/948/Tn 4, above subject.

2. We will not give favorable consideration to any applications for civil passenger service until the ISR has demonstrated a capacity to handle the military traffic more satisfactorily than they are doing at present.

3. For the past week or ten days, there has been an accumulation of 750 to 1,000 loads daily in the Naples Area awaiting movement and as long as a condition of this kind continues it is not advisable to authorize additional train service of any kind.

FOR THE DIRECTOR:

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

2869

FCM/av

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

Tel. 8483238
Ref: AC/100/948/Tn 4

20 April 1945

SUBJECT : Passenger Service Nocera - Salerno.

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

1. It is desired that a connection be established at Nocera with trains 1940-1943 to operate between Nocera and Salerno.

2. 1940-1943 now operate between Avellino and Naples Via Nocera as follows:

1940	DAILY	1943
0610	Naples	1720
0620	Nocera	1905
0420	Avellino	2120

3. A connection with 1940-1943 Nocera-Salerno would operate approximately thus:

DAILY		
0610	Nocera	1915
0510	Salerno	2015

4. Additional locomotive would not be required because the loco presently handling trains 3975-3978 could be used.

5. Electric energy used would not be sufficient to interfere with present traffic.

6. Four Box Cars would be required to handle this increased service.

2868

For the Chief Commissioner:

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

SUBJECT : Passenger Service Nocera - Salerno.

TO : D.M.T.S.I. AIAG.
(Major London)

1. It is desired that a connection be established at Nocera with trains 1940-1943 to operate between Nocera and Salerno.

2. 1940-1943 now operate between Avellino and Naples Via Nocera as follows:

1940	DAILY	1943
0610	Naples	1720
0620	Nocera	1906
0420	Avellino	2120

3. A connection with 1940-1943 Nocera-Salerno would operate approximately thus:

DAILY		
0610	Nocera	1915
0510	Salerno	2015

4. Additional locomotive would not be required because the loco presently handling trains 3975-3976 could be used.

5. Electric energy used would not be sufficient to interfere with present traffic.

6. Four Box Cars would be required to handle this increased service.

For the Chief Commissioner:

2868

P.G. WATSON, Major T.C.

Copy to: Maj. Bowers - Naples - Comments please.
" " Maj. Howes L.O. G-4 Mov.Tn. A.F.H.Q. Bldg.
" " Movements Rail Tn S/C.

Declassified E.O. 12356 Section 3.3/NND No. 782021

0024

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

Rome, 18 April 1945
M.211/2785/193-B

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOVEMENTS DEPT.

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

SUBJECT: Rail Communications,
Salerno District.

1. The General Direction ISR is continually receiving complaints and representations for the lack of local rail communications btw. the provinces of Napoli and Salerno, where many important traffic centres are situated.

2. As already requested in the past, we must again insist on the necessity that trains 1940/1943 operating btw. Napoli and Salerno be extended from Salerno to Nocera.

The same electric loco presently operating trains 3975/3976 btw. Salerno and Nocera could be used for the new service.

Btw. Salerno and Nocera the new trains could be made up with 4 box cars.

Being an electrically operated line, no coal would be required.

3. Please, if possible, grant authorization.

THE DIRECTOR GENERAL
C. DI RAIMONDO

2867

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

MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 18 APR 1945 194 - A.

N. M.211/2725/193-B

Al N. del

SOTTOCOMMISSIONE TRASPORTI DELL'A.C.
Divisione Ferroviaria
R O M A

OGGETTO

Comunicazioni di Salerno.

ALLEGATI N.

I) - Continuano a pervenire lagnanze e proteste per la mancanza di comunicazioni locali continuative fra le due provincie di Salerno e Napoli, comprendenti importanti centri di traffico.

II) - Richiamando le precedenti segnalazioni fatte al riguardo si deve insistere sulla necessità che siano prolungati i treni 1940 e 1943 della comunicazione Avellino - Napoli nel tratto Salerno - Nocera.

Per il prolungamento può essere utilizzato lo stesso locomotore del Deposito di Salerno che attualmente effettua i treni 3975 e 3976 fra Nocera e Salerno.

Nel tratto Nocera - Salerno i nuovi treni possono essere composti di 4 carri.

Trattandosi di linea esercitata con trazione elettrica non si avrebbe alcun consumo di carbone.

Si prega voler dare benestare, se codesta Sottocommissione non ha in linea pregiudiziale

IL DIRETTORE GENERALE
Ugo Ridolfi

PGM/ag

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

Tele : 843238 19 April 1945
Our ref: AC/100/94/Tn.4

TO : Chief Transportation Officer
AC., Naples.

SUBJECT: Additional Passenger Service
Salerno-Potenza.

1. I.S.R. have submitted request for additional passenger service Salerno-Potenza Daily as follows:

0405 Salerno 2025
0840 Potenza 1530

2. The reason for the request is that Diesel power is to be replaced by steam, and tonnage per present passenger train will be reduced from 450 tons to 380 tons, thereby reducing seating capacity.

3. We are not favorable to increasing passenger service on this line for the present however your comments and suggestions would be appreciated.

By command of Rear Admiral Stone:

P.G. MATSON.,
Major.

2865

Copy to: Major Howes Bldg L.O.
(G-4 Mov & Tn. AFHQ.)

Declassified E.O. 12356 Section 3.3/NND No. 786021

Our ref: AC/100/94/In.4

TO : Chief Transportation Officer
AC., Naples.

SUBJECT: Additional Passenger Service
Salerno-Potenza.

1. I.S.R. have submitted request for additional passenger service Salerno-Potenza Daily as follows:

0405 Salerno 2025
0840 Potenza 1530

2. The reason for the request is that Diesel power is to be replaced by steam, and tonnage per present passenger train will be reduced from 450 tons to 380 tons, thereby reducing seating capacity.

3. We are not favorable to increasing passenger service on this line for the present however your comments and suggestions would be appreciated.

By command of Rear Admiral Stone:

P.G. MATSON.,
Major.

2865

Copy to: Major Howes Bldg L.O.
(G-4 Mov & Tn. AFHQ.)

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

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

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOVEMENTS DEPT.

Roma, 15 April 1945
M.211/2721/194

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

SUBJECT: Rail Communications
Battipaglia-Potenza.

1. This General Direction ISR has been advised that all Diesel-electric engines presently in operation on the Battipaglia-Potenza line are going to be withdrawn, to be replaced with steam engines, on account of whose lower pulling power the max. weight of passenger trains will have to be reduced to 380 tons.

2. Having considered that existing trains 1941/1942 have a total waight of abt. 450 tons, the result will be a reduction of the seating capacity of a/m trains, while the number of passengers keeps increasing.

3. We are therefore obliged, to suggest the operation of one couple of local trains btw. Salerno and Potenza, with following approximate schedules:

Salerno dep. 0405	Potenza arr. 0840
Potenza dep. 1530	Salerno arr. 2025

4. Above new trains, besides meeting local requirements, would also help the operation of trains 1941/1942, which are already running very heavy.

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

THE GENERAL DIRECTOR
SGD. G.DI RAIMONDO

2864

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

MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO

DIREZIONE GENERALE

MINISTERO DEI TRASPORTI

(1) _____

Roma, 15 APR 1945 193 - Anno _____

NM.211/2721/194

Al N. _____ del _____

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

OGGETTO

Comunicazioni tra
Battipaglia e Potenza.

ALLEGATI N. _____

1) - Risulta che prossimamente saranno ritirati i locomotori Diesel in servizio sulla linea Battipaglia-Potenza, che verranno sostituiti con locomotive a vapore, in relazione alla cui prestazione il peso massimo dei treni viaggiatori non potrà superare le 380 tonnellate.

2) - Tenuto conto che gli attuali treni 1941 e 1942 hanno un peso di circa 450 tonnellate, ne deriverà una minore disponibilità di prestazione a tutto detrimento del trasporto viaggiatori, il cui numero tende sempre più ad aumentare.

3) - Si è perciò costretti a proporre l'istituzione di due treni locali sulla linea Napoli-Potenza che potrebbero impostarsi col seguente orario approssimativo:

Salerno	p. 4,05	Potenza	a. 8,40
Potenza	p.15,30	Salerno	a.20,25.

4) - Con tale provvedimento, oltre a soddisfare alle pressanti esigenze locali si solleverebbe il già troppo gravoso servizio dei treni 1941 e 1942.

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

Il Direttore Generale

Ugo Rocco

1859 Tipo-Litografia FF. SS. - Roma 6-1934-XII

(1) Servizio.

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

PGM/ag

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

14 April 1945

Tel: 843238
Our ref: AC/100/94/Tn. 4.

TO : Director General
I.S.R. Building

SUBJECT: Train Service Taranto-Francavilla.

1. Reference your file n° 210/2526/196/TCCA/3173/28 of 10 March.

2. Your application for Revision of passenger schedules Taranto-Francavilla are approved.

3. Advise schedule and effective date.

For the Chief Commissioner:

P.C. MATSON
Major T.C.

28£2

Copy to: Chief Transportation Officer Bari.

0031

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

Allied Force
MILITARY RAILWAY SERVICE ITALY
Office of the Director

Tele:Firebox 13
Tn.A3(O)/24/6

13 Apr 45

Subject: Passenger service
TARANTO - FRANCAVILLA.

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

Your reference AC/100/94/Tn4.

The proposed additional train from TARANTO - FRANCAVILLA and return is agreed on condition that no additional fuel or rolling stock is utilised.

F.H.L. Maynard Capt., R.E.
for Brigadier,
Director, Military Railway Service.

2861

00321

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

PGM/eg

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

Tel : 843238
Our ref: AC/100/948/Tn.4.

14 April 1945

TO : DIRECTOR GENERAL
I.S.R. Building

SUBJECT: Rail Communications Battipaglia-Salerno.

1. Your file Nº 211/2653/193-B of March refers.

2. The application to extend trains 1937-1932 Battipaglia to Salerno is approved.

3. Advise schedule and effective date that it is desired to Commence this Service.

For the Chief Commissioner:

P.G. MATSON
Major T.C.

Copy to: Movements Rail, Tn. S.C.
Chief Tn. Officer AC. Naples Maj. Bowers
Movements L.O. MRS Building.

2860

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

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

SEL/cd

A.P.O. 512
13 April 1945

531.7 T

SUBJECT: Extension Trains 1937-1932 between Battipaglia-Salerno.

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

1. Reference your letter of 5 April, file AC/100/94S/Tn 4, subject as above.

2. M.R.S. approves extension of the service as proposed.

FOR THE DIRECTOR:

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

2859

0 0 3 4

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/100/24/Tn 4

11 April 1943

SUBJECT : Passenger Service Taranto-Francavilla

TO : M.T.S. - Bldg.

1. Train N°4853 now leaves Taranto at 1615 Daily and requires two engines.

2. It is desired to split this train using only one engine to Brindisi and the second half will only run as far as Francavilla on the following schedule daily :

1722 TARANTO 0700
1838 FRANCAVILLA 0550

3. No additional fuel or stock will be required.

4. The request is made for the accommodation of workers at the Taranto Navy Yard.

P.G. [illegible]RON, Major

Copy to: Movements Rail,Tn Sub-Comm. HQ AC
" " Movements T.S.O. Bldg.

28 K 8

0 0 3 6

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

Transportation Sub-Comm.(Rail)
Allied Commission
c/o Movements E.Italy
Ref : M 16/313
Date :4 Apr. 45

SUBJECT: Increase Rail Service.

TO: Transp. Sub-Comm. AC.
Rail Division
c/o Transp. Increment C.M.F.

Regarding your Ref. AC/100/94/TN4 ISR's request for additional service TARANTO to FRANCAVILLA for workers at Taranto.

Train 4642 from BRINDISI and train no 4853 from TARANTO now requere two Engines to haul train from TARANTO to GROTTAGLIE.

It is desired by the ISR to split this train and run a single Engine trains changing time on one of them to carry these workers to and from their work.

This office reccommends that this be done as it involves no additional rolling stock or fuel.

S.C.Hall

S.C.Hall Captain T.C.
Rail Transp. Officer
Bari

SCh/CF

2857

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

PGM/lc

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

Tel. 843238
Ref. AC/100/946/ Tn 4

5 April 1945

TO : A.F. DMRS Italy HQ 774 Ry Grand Division
APO 512 (attention Major London)

SUBJECT : Extension Trains 1937-1932 between Battipaglia-Salerno.

1. Request is made that trains 1937-1932 be extended to Salerno on following schedule :

1932		1937
0740	BATTIPAGLIA	1550
0818	SALERNO	1509

2. No additional stock will be required.

3. Reason for request is that Battipaglia is merely a junction point while Salerno is the provincial capital and by extending these trains as requested overcrowding of other trains would be reduced.

P.C. MATSON, Major. T.C.

Copy to: Movements Tn Sub-Comm. HQ AC
" " " L.C. Bldg.

2856

0 0 3

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

MINISTERY OF TRANSPORTS
ISR GENERAL DIRECTION

Roma, 30 March 1945
M.211/2653/193-B

SUBJECT: Rail communications with Salerno.

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

1. Most of the localities served by trains 1932/1937 recently put into operation, belong to the Salerno province.

2. To fully cover the requirements above trains are intended for, it would be necessary to extend them as far as Salerno, provincial Capital, as insistently requested by Authorities and other Bodies.

3. As the section Battipaglia-Salerno is electrically operated, we suggest that above requests be granted, in as much as no more shcr is required, and we therefore submit following schedules

train 1937 : Salerno dep 1509 - Battipaglia arr 1550 (dep.1600)
train 1932 : Battipaglia (arr 0725) dep 0740 - Salerno arr 0818

4. Please grant authorisation.

G.DI RAIMONDO
Director General

2855

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

MINISTERO DEI TRASPORTI
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

ROMA, 30 MAR 1945 19.. - A.

N. M.211/2653-193 B

Al N. ..... del .....

OGGETTO

Comunicazioni di Salerno.

ALLEGATI N. .....

Alla Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

R O M A

I) Molte località servite dai treni 1932 e 1937, istituiti di recente fra Sapri e Battipaglia, dipendono dalla provincia di Salerno.

II) Perchè i nuovi treni possano maggiormente corrispondere alle effettive esigenze per cui vennero istituiti dovrebbero essere prolungati fino Salerno, Capoluogo di provincia, come viene richiesto da Enti ed Autorità.

III) Poichè sulla tratta Battipaglia-Salerno è ripristinato l'esercizio a trazione elettrica, si riterrebbe opportuno prolungare per la tratta suddetta i treni 1932 e 1937, col seguente orario senza maggior impegno di materiale e di mezzi di trazione:

1937: Salerno p. 15,09 Battipaglia a.15.50 (p.16.00)

1932: Battipaglia (a. 7.25) p. 7.40 Salerno a. 8.18

IV) Si prega dare benestare.

IL DIRETTORE GENERALE

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

100/94

PGM/ic

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

Tel. 843191-11
Ref. AG/100/94/Tn 4

29 March 1945

TO : Regional Commissioner Southern Region, Naples
(Attention Zone Transportation Officer, ~~Reggio~~ Bari).

SUBJECT : Workers train Taranto-Francavilla.

1. ISR have requested service between Taranto and Francavilla as follows :

Taranto	Lv.	1722 hours
Francavilla	Ar.	1838 "
Francavilla	Lv.	0550 "
Taranto	Ar.	0700 "

2. Will you look into the necessity for this additional service keeping in mind the scarcity of Rolling Stock and fuel.

3. Your recommendation is requested.

P.G.MATSON, Major T.C.

2853

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

Subject:
Workers train Taranto - Francavilla.

Rome 10 MAR 1945
M.211/2526/196 Decca/3173/28

Allied Commission
Transportation Sub Commission
Railway Division
R o m e

1. Reference is made to former suggestions concerning inauguration of a traine couple between Taranto and Francavilla, with the following timing:

Taranto	lv.1722 hrs.	Francavilla	ar. 1838 hrs.
Francavilla	"0550 "	Taranto	" 0700 "

2. This service should mable the several workers on duty at the Naval Yards Franco Tosi of Nasisi (Taranto), who stop their work at 1615 hrs, to go back home in the evening.

3. As pointed out at para 4 of letter dated 9 December 1944, file M.211/9116/194, the train T.4853 is to be hauled by two engines from Taranto up to Km.23;therefore, would the new couple of trains be inaugurated, said train, that is now overcrowded, should be relieved and the reinforcement engine, no longer required, could be utilised for the new couple of trains.

4. Required equipment too could be availed by half coupling the train T.4853.

Director General
Signed: Di Raimondo

2852

Ca.9.3.cb.

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

Francavilla.

Railway Division

R o m e

1. Reference is made to former suggestions concerning inauguration of a trains couple between Taranto and Francavilla, with the following timing:

Taranto	lv.1722 hrs.	Francavilla	ar. 1838 hrs.
Francavilla	"0530 "	Taranto	" 0700 "

2. This service should mable the several workers on duty at the Naval Yards Franco Tosi of Nasisi (Taranto), who stop their work at 1615 hrs, to go back home in the evening.

3. As pointed out at para 4 of letter dated 9 December 1944, file M.211/916/194, the train TV.4853 is to be hauled by two engines from Taranto up to Km.23;therefore, would the new couple of trains be inaugurated, said train, that is now overcrowded, should be relieved and the reinforcement engine, no longer required, could be utilized for the new couple of trains.

4. Required equipment too could be availed by half coupling the train T.V.4853.

Director General
Signed: Di Raimondo

2852

Ca.9.3.cb.

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

U.S.A.2

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

MINISTERO DEI TRASPORTI
MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, li 10 MAG 1945 194 - A

N. M.210/2526/194 Acc/3173/28

Al N. del

Servizio Movimento

Alla Sottocommissione Trasporti
dell'A.C.
Divisione Ferroviaria
ROMA

OGGETTO

Treno per operai
Taranto-Francavilla

ALLEGATI N.

I- Ci riferiamo alle precedenti proposte per l'istituzione di una coppia di treni fra Taranto e Francavilla col seguente orario:

Taranto	p.17.22	Francavilla	a. 18.38
Francavilla	p. 5.50	Taranto	a. 7.00

II- Il nuovo treno agevolerebbe la sera il ritorno in famiglia dei numerosi operai dei Cantieri Navali Franco TOSI di Nasisi(Taranto)che cessano il lavoro alle ore 16.15.

III- Come fatto presente al punto IV della lettera M.211/9116/194 del 9-12-1944,l'attuale treno T.V.4853 ha bisogno della doppia trazione da Taranto al Km.23 e pertanto,con la concessione della nuova coppia richiesta il treno 4853,già eccessivamente affollato verrebbe allegerito e di conseguenza la locomotiva di rinforzo,non più necessaria,potrebbe servire per effettuare la proposta nuova coppia.

IV- Anche il materiale necessario potrebbe essere ricavato quasi per intero dal dimezzamento dell'attuale treno T.V.4853.

IL DIRETTORE GENERALE
Ledi Lanzarotta

2851

100/94

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR ITALY

531/7 OP

A.P.O. 512
20 February 1945

SUBJECT: Operation by Italian State Railways.

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

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

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

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

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

Declassified E.O. 12356 Section 3.3/NND No. 780211

2850

Commanding Officer, 715th Railway Operating Battalion.

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

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

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

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

2850

0041

Declassified E.O. 12356 Section 3.3/NND No. 782021

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

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

For the Director:

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

cc-Commanding Officer, 701st Railway Grand Division.
Commanding Officer, 715th Railway Operating Battalion.
Commanding General, P.B.S.
G-4, AFHQ.
Chief of Transportation, MTOUSA.
Commanding Officer, PENSOUTH.
Rail Division, Tn Sub-Commission, Allied Commission.
Asst. to Deputy Director, MRS, AFHQ.
Supt. Transportation, 774th Railway Grand Division.
Commanding Officer, Military Railway Police.
Director, Naples Compartimento, Italian State Railways.
Director, Naples Compartimento, Italian State Railways.

Declassified E.O. 12356 Section 3.3/NND No. 782021

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

For the Director:

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

cc-Commanding Officer, 701st Railway Grand Division.
Commanding Officer, 715th Railway Operating Battalion.
Commanding General, P.B.S.
G-4, AFHQ.
Chief of Transportation, NATOUSA.
Commanding Officer, PEMCOUTH.
Rail Division, Cn Sub-Commission, Allied Commission.
Asst. to Deputy Director, MRS, AFHQ.
Supt. Transportation, 774th Railway Grand Division.
Commanding Officer, Military Railway Police.
Director, Naples Compartimento, Italian State Railways.
Director, Naples Compartimento, Italian State Railways.

Declassified E.O. 12356 Section 3.3/NND No. 782021

JWB/ele

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division - Rail)

Tel : 478704

8 March 1945

288/15/Tn 3

SUBJECT : Perishable Traffic for Rome

TO : Regional Commissioner, Southern Region
(Attn. Regional Transportation Officer)

Action copies to : Major V.R. Bowers, HQ Southern Region
Major C.W.G. Taylor, c/o HQ Movements, East Italy
Capt. B.C. Boddy, Transportation Officer, AO Reggio (Cal)

1. Reference is made to the special service for Rome Perishable traffic, operating w.e.f. 5 March '45 and advised in the Transportation Sub-Commission Train Service Circular No 9 dated 24 Feb '45.

2. It is essential that Consignors be instructed that loading must be completed in time to connect with this service and every effort must be made to ensure that all Rome Perishable traffic from Calabria and Naples Area does, in fact, travel on this train.

3. In instances where perishable traffic moving is less than the train capacity, train should be made up to full tonnage with other urgent traffic for Rome.

4. In the case of perishable traffic moving from East Italy, close liaison must be maintained with MRS - Movements Joint Operating Office.

By Command of Rear Admiral STONE

2803

Declassified E.O. 12356 Section 3.3/NND No. 782021

(Attn. Regional Transportation Officer)

Action copies to : Major V.R. Bowers, HQ Southern Region
Major C.W.G. Taylor, c/o HQ Movements, East Italy
Capt. B.N. Boldy, Transportation Officer, AC Reggio (Cal)

1. Reference is made to the special service for Rome Perishable traffic, operating w.e.f. 5 March '45 and advised in the Transportation Sub-Commission Train Service Circular No 5 dated 24 Feb '45.

2. It is essential that Consignors be instructed that loading must be completed in time to connect with this service and every effort must be made to ensure that all Rome Perishable traffic from Calabria and Naples Area does, in fact, travel on this train.

3. In instances where perishable traffic moving is less than the train capacity, train should be made up to full tonnage with other urgent traffic for Rome.

4. In the case of perishable traffic moving from East Italy, close liaison must be maintained with MRS - Movements Joint Operating Office.

By Command of Rear Admiral STONE

28/9

for J.D. Balmer Lt. Col.
MERRITT H. TAYLOR
Director, Transportation Sub-Commission

Copy to : Transportation Sub-Commission
Rail Division (for information)

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

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

SEL/cwd

531.7 T

A.P.O. 512
26 February 1945

SUBJECT: Daily Freight Train Service, Calabria to Rome

TO : AC Tn Sub/Comm, Rail Divn, Building
Director General, ISR, Rome
Capo Compartimento, ISR, Rome
Capo Compartimento, ISR, Naples
Capo Compartimento, ISR, Reggio

1. Effective Monday, 5 March 1945, a special freight train from Calabria Division to Rome Ostiense is authorized and will operate on the following daily schedule:

Train No. TM 7000		
Potenza		d 0505
Battipaglia	a 1730	
Train No. 8728		
Reggio (Calab.)		d 2032
Catanzaro	a 0316	
Train No. 8518		
Catanzaro		d 0850
San Eufemia	a 1117	
Train No. TV 9074		
Gioia Tauro		d 2020
Nicotera	a 2045	
Train No. 1962M		
Nicotera		d 0505
San Eufemia	a 0808	
Train No. 8816		
San Eufemia		d 1155
Paola	a 1354	d 1529
Sapri	a 1834	d 1938
Agropoli	a 2006	d 2308
Battipaglia	a 0008	
Train No. SS		
Battipaglia		d 0510
Salerno	a 0746	d 0830
Nocera Inf.	a 0946	d 1015
Pagani	a 1020	d 1043
Angri	a 1052	d 1115
Scafati	a 1126	d 1152
Torre Central	a 1219	d 1300
Torre Greco	a 1333	d 1400
S. Giovanni B.	a 1431	d 1520
Naples P. G.	a 1536	d 1550
Naples Campi F.	a 1614	d 1685
Giuliano	a 1725	d 1740
Villa Literno	a 1756	d 1830
Falciano	a 1902	d 1922
Formia	a 2035	d 2040
Fondi	a 2142	d 2156
Fossanova	a 2301	d 2315
Sezze R.	a 2344	d 2358
Campoleone	a 0200	d 0212
Rome Tuscolana	a 0415	d 0420
Rome Ostiense	a 0430	

2818

2. This train will handle civilian perishable traffic as first priority and then be filled to tonnage capacity with other available non-perishable civilian traffic. If sufficient civilian traffic not available, train may be filled to tonnage capacity with military traffic. This service is being inaugurated to insure prompt movement of perishable foodstuffs and to reduce to a minimum spoilage and wastage of such products. All concerned are urged to give special attention to the movement of this train in order to effect 0430 hours arrival each day at Rome.

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

Capo Compartimento, ISR, Reggio

1. Effective Monday, 5 March 1945, a special freight train from Calabria Division to Rome Ostiense is authorized and will operate on the following daily schedule:

Train No. TM 7000		
Potenza		d 0505
Battipaglia	a 1730	
Train No. 8728		
Reggio (Calab.)		d 2032
Catanzaro	a 0316	
Train No. 8518		
Catanzaro		d 0850
San Eufemia	a 1117	
Train No. TV 9074		
Gioia Tauro		d 2020
Nicotera	a 2045	
Train No. 1962M		
Nicotera		d 0505
San Eufemia	a 0808	
Train No. 8816		
San Eufemia		d 1155
Paola	a 1354	d 1529
Sapri	a 1834	d 1938
Agropoli	a 2006	d 2308
Battipaglia	a 0008	
Train No. SS		
Battipaglia		d 0510
Train No. SS, Continued		
Salerno	a 0746	d 0830
Nocera Inf.	a 0946	d 1015
Pagani	a 1020	d 1043
Angri	a 1052	d 1115
Scafati	a 1126	d 1152
Torre Central	a 1219	d 1300
Torre Greco	a 1333	d 1400
S. Giovanni B.	a 1431	d 1520
Naples P. G.	a 1536	d 1550
Naples Campi F.	a 1614	d 1635
Giuliano	a 1725	d 1740
Villa Literno	a 1756	d 1830
Falciano	a 1902	d 1922
Formia	a 2035	d 2040
Fondi	a 2142	d 2156
Fossanova	a 2301	d 2315
Sezze R.	a 2344	d 2358
Campoleone	a 0200	d 0212
Rome Tuscolana	a 0415	d 0420
Rome Ostiense	a 0430	

2818

2. This train will handle civilian perishable traffic as first priority and then be filled to tonnage capacity with other available non-perishable civilian traffic. If sufficient civilian traffic not available, train may be filled to tonnage capacity with military traffic. This service is being inaugurated to insure prompt movement of perishable foodstuffs and to reduce to a minimum spoilage and wastage of such products. All concerned are urged to give special attention to the movement of this train in order to effect 0430 hours arrival each day at Rome.

For the Director:

R. P. Moss

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

cc:-CO, 701 RGD
CO, 715 ROB
G-4 (Mov & Tn), AFHQ
Movements Rome
AC Tn Sub/Comm, Mov. Divn.
Lt. Col. E. F. Barnes, ADDMRS

Declassified E.O. 12356 Section 3.3/NND No. 782021

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

Perishable traffic

100/94

We have carefully investigated Allied Authorities' suggestions concerning the timings of the new perishable freight service to be operated daily between Battipaglia and Roma Ostiense, and we beg to submit a new schedule amended according to your instructions.

The depature from Battipaglia has been established at 0510 hrs in order to ensure the connection with the stock coming from Sicily and Calabria ~~wwx~~ with train 8816, as lateretrain, scheduled at Battipaglia at 0008 hrs, ~~xxxx~~ could be late. A longer deadtime at Battipaglia is also required to make-up the trains with both stocks arriving from Potenza and Reggio.

An over-all schedule of about 24 hrs instead of 28 hrs as suggested by Allied Authorities has been chosen for following reasons:

1. The necessity to arrive at Roma in the early hours of the morning in order that the commodities, and especially the perishable ones, may be put on sale in the same morning. Sould the train arrive later on, that is after 5 o'clock, the commodities could actually be sold to the public only in the following day.

2. In spite of the reduction of abt. 4 hrs on the over-all schedule suggested by Allied Authorities, the running of the trains has been worked out in such a way as to ensure a regular operation along the section Battipaglia-Napoli, in spite of the overcrowding, as well a sufficient deadtime in all stations for attaching the cars destined to the north.

the Chief of the Movements Dept ISR
sgd?% Biondi

28-7

P R O M E M O R I A

Presa conoscenza di quanto viene osservato dalle Autorità Alleate circa l'orario già proposto per l'attivazione giornaliera di un treno derrate da Battipaglia a Roma Ostiense, l'orario stesso è stato modificato ed i relativi estremi vengono riassunti nell'unito schema.-

Si è ritenuto opportuno fissare la partenza da Battipaglia alle ore 5,10 per assicurare la coincidenza in quella stazione ai carri derrate provenienti dalla Sicilia e dalla Calabria col treno 8816 il quale pure arrivando d'orario a Battipaglia alle ore 0,08 è suscettibile di ritardi.

Il percorso del treno sull'intera tratta è stato contenuto in poco meno di 24 ore anzichè portato a 28 ore come suggerito dagli Alleati per le seguenti considerazioni:

1 - la necessità di arrivare a Roma nelle prime ore del mattino e permettere l'immissione dei prodotti, specie di quelli deperibili, nei mercati di vendita al pubblico nella stessa giornata. Arrivando a Roma più tardi e cioè dopo le ore 5 i carri perderebbero i mercati della giornata e subirebbero nella distribuzione un ritardo di 24 ore;-

2 - nonostante la riduzione di quattro ore sul percorso totale rispetto alla percorrenza di 28 ore indicata dalle Autorità Alleate, la marcia del treno è stata studiata in modo che essa possa svolgersi senza difficoltà sulla tratta Battipaglia - Napoli rispetto alla condizioni di esercizio di quella linea, assicurando in ogni stazione della linea stessa la sosta necessaria per raggiungere i carri derrate in partenza per il Nord.-

28-6

Declassified E.O. 12356 Section 3.3/NND No. 782021

ore 5,10 per assicurare la coincidenza [illegible]
rate provenienti dalla Sicilia e dalla Calabria col treno 8816 il quale pure arrivando d'orario a Battipaglia alle ore 0,08 è suscettibile di ritardi.

Il percorso del treno sull'intera tratta è stato contenuto in poco meno di 24 ore anzichè portato a 28 ore come suggerito dagli Alleati per le seguenti considerazioni:

1 - la necessità di arrivare a Roma nelle prime ore del mattino e permettere l'immissione dei prodotti, specie di quelli deperibili, nei mercati di vendita al pubblico nella stessa giornata. Arrivando a Roma più tardi e cioè dopo le ore 5 i carri perderebbero i mercati della giornata e subirebbero nella distribuzione un ritardo di 24 ore;-

2 - nonostante la riduzione di quattro ore sul percorso totale rispetto alla percorrenza di 28 ore indicata dalle Autorità Alleate, la marcia del treno è stata studiata in modo che essa possa svolgersi senza difficoltà sulla tratta Battipaglia - Napoli rispetto alle condizioni di esercizio di quella linea, assicurando in ogni stazione della linea stessa la sosta necessaria per raggiungere i carri derrate in partenza per il Nord.-

28-6

Declassified E.O. 12356 Section 3.3/NND No. 780021

SCHEMA DI ORARIO PER L'ATTIVAZIONE DI UN TRENO GIORNALIERO PER TRASPORTI DERRATE DA BATTIPAGLIA A ROMA OSTIENSE IN COINCIDENZA COL TRENO 8816 DA BATTIPAGLIA -

STAZIONE	TRENO	ORE
Potenza	TM.7000	p. 5,05
Battipaglia		a.17,30
Reggio Calabria	8728	p.20,32
Catanzaro		a. 3,16
"	8518	p. 8,50
S.Eufemia L.		a.11,17
Gioia Tauro	TV.9074	p.20,20
Nicotera		a.20,45
"	1962M	p. 5,05
S.Eufemia L.		a. 8,08
S. Eufemia L.	8816	p.11,55
Paola		a.13,54
"		p.15,29
Sapri		a.18,34
"		p.19,38
Agropoli		a.20,06
"		p.23,08
Battipaglia		a. 0,08
Battipaglia		p. 5,10
Salerno		a. 7,46
"		p. 8,30
Nocera Inf.		a. 9,46
"		p.10,15
Pagani		a.10,20
"		p.10,43
Angri		a.10,52
"		p.11,15
Scafati		a.11,26
"		p.11,52
Torre C/le		a.12,19

ATTO IN GIA' TRENI

STAZIONE	TRENO	ORE
S.Giov.B.		a.14,31
"		p.15,20
P.Garibaldi		a.15,36
"		p.15,50
Campi Flegr.		a.16,14
"		p.16,35
Giuliano		a.17,25
"		p.17,40
Villa Literno		a.17,56
"		p.18,30
Falciano		a.19,02
"		p.19,22
Formia		a.20,35
"		p.20,40
Fondi		a.21,42
"		p.21,56
Fossanova		a.23,01
"		p.23,15
Sezze R.		a.23,44
"		p.23,58
Campoleone		a. 2.—
"		p. 2,12
Tuscolana		a. 4,15
"		p. 4,20
Ostiense		a. 4,30

/ Da utilizzare per l'inoltro di 35-40 carri derrate pel peso massimo di tonnellate 700 al giorno.=/

Declassified E.O. 12356 Section 3.3/NND No. 780021

"	8518	p. 8,50
S.Eufemia L.		a.11,17
Gioia Tauro	TV.9074	p.20,20
Nicotera		a.20,45
"	t962M	p. 5,05
S.Eufemia L.		a. 8,08
S. Eufemia L.	8816	p.11,55
Paola		a.13,54
"		p.15,29
Sapri		a.18,34
"		p.19,38
Agropoli		a.20,05
"		p.23,08
Battipaglia		a. 0,08
Battipaglia		p. 5,10
Salerno		a. 7,46
"		p. 8,30
Nocera Inf.		a. 9,46
"		p.10,15
Pagani		a.10,20
"		p.10,43
Angri		a.10,52
"		p.11,15
Scafati		a.11,26
"		p.11,52
Torre C/le		a.12,19
"		p.13.—
Torre Greco		a.13,33
"		p.14.—

ATTO GIA' IN ENEMI

	p.15,50
Campi Flegr.	a.16,14
"	p.16,35
Giuliano	a.17,25
"	p.17,40
Villa Literno	a.17,56
"	p.18,30
Falciano	a.19,02
"	p.19,22
Formia	a.20,35
"	p.20,40
Fondi	a.21,42
"	p.21,56
Fossanova	a.23,01
"	p.23,15
Sezze R.	a.23,44
"	p.23,58
Campoleone	a. 2.—
"	p. 2,12
Tuscolana	a. 4,15
"	p. 4,20
Ostiense	a. 4,30

/ Da utilizzare per l'inoltro di 35-40 carri derrate pel peso massimo di tonnellate 700 al giorno.-/

2855

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

0 0 5 61

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

20 February 1945

Col. Moss:

Reference attached file.

I am not familiar with operating conditions in the Naples Area, but after reviewing the proposed schedule and considering what difficulties we have had in getting traffic through the Naples Area, I feel the overall schedule of 19 hrs and 57 mins from Battipaglia to Rome is a little too fast.

I suggest:

1. Cut the connection time in half at Battipaglia and leave there at 0300 hours instead of 0600 hours.

2. Run the train via the Nocera-Cancello cut-off to Caserta thence over Line 90 and by-pass the congested area around Naples. *BG Headle agrees with this*

3. Adjust the arrivals at Caserta (and this appears to offer no difficulty) so that the 30 car train from Bari and the 35 car train from Battipaglia may be consolidated at Caserta three days per week and run one 65 car train over Line 90, Caserta to Rome. *On other days of the week the Battipaglia train could be filled out with whatever tonnage is available.*

SEI

28 - 5

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

Ministry of Transports
ISR General Directior

Roma, 14 February 1945

177.A

Memorandum for Major Ping
Tn. S/C AC

see 178.A.

With reference to para M L of the minute of the Traffic S/Committee Meeting held on Feb. 1st ult. and to the verbal agreements, we beg to submit the schematic schedules for movement of perishable traffic from Reggio C. to Roma (via Napoli Subway-Villa Literno) daily and from Bari to Roma (via Foggia-Caserta-Cassino) tri-weekly.

The full utilization of above trains is ensured by eventual inclusion of non-perishable ~~xxxxx~~ commodities, provided that necessary authorizations of movement be granted.

sgd. G. di Raimondo
Director General

28.3

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

A778

APPROXIMATE SCHEDULE FOR TRI-WEEKLY MOVEMENT OF PERISHABLE TRAFFIC
FROM BARI TO ROMA OSTIENSE (via Foggia-Caserta-Cassino)

Station	Train		Time	Day
Bari	TM	dep	~~1715~~ 1720	A
Foggia		arr	~~0250~~ 0236	B
"	8208	dep	0327	B
Benevento		arr	0743	
"		dep	0818	
Caserta		arr	1055	
"	TM	dep	1500	
Cassino		arr	1849	
"		dep	1904	
Roma Tuscolana		arr	0154	C
" "		dep	0210	
Roma Ostiense		arr	0220	

To be utilized for conveying 30 cars, max. weight 600 tons.

Empty from West Coast
Recommend move via
Roca-Cutoff + 90

2812

1779

APPROXIMATE SCHEDULE FOR DAILY MOVEMENT OF PERISHABLE TRAFFIC FROM BATTIPAGLIA TO ROMA OSTIENSE (via Napoli Subway-Villa Literno), IN CONNECTION AT BATTIPAGLIA WITH BOTH TRAIN 8816 FROM S.EUFEMIA(Reggio) AND TRAIN 7000 FROM POTENZA.

Station	train		tima	day
Potenza	TM 7000	dep	0505	B
Battipaglia		arr	1730	B
Reggio Cal. C.le	8728	dep	2032	A
Catanzaro		arr	0316	B
"	8518	dep	0850	B
S.Eufemia Lamezia		arr	1117	B
Gioia Tauro	TV 9074	dep	2020	A
Nicotera		arr	2045	A
"	1962 M	dep	0505	B
S.Eufemia Lamezia		arr	0808	B
S.Eufemia Lamezia	8816	dep	1155	B
Paola		arr	1354	
"		dep	1529	
Sapri		arr	1834	
"		dep	1938	
Agropoli		arr	2006	
"		dep	2308	
Battipaglia		arr	0008	C

above this line, trains already in operation; under this line, new trains

Battipaglia	8000	dep	0600	C
Salerno		arr	0650	
"		dep	0705	
Napoli P. Garibaldi		arr	1141	
" "	TM-5068	dep	1153	
Napoli Campi Flegrei		arr	1211	
" " "		dep	1230	
Villa Literno		arr	1318	
" "	9462	dep	1405	
Formia		arr	1603	
"	8054	dep	1650	
Roma Tuscolana		arr	0032	D
" "	8210	dep	0150	
Roma Ostiense		arr	0157	

28 1

Declassified E.O. 12356 Section 3.3/NND No. 782021

Nicotera		arr	2045	A
"	1962 E	dep	0505	B
S.Eufemia Lamezia		arr	0808	B
S.Eufemia Lamezia	8816	dep	1155	B
Paola		arr	1354	
"		dep	1529	
Sapri		arr	1834	
"		dep	1938	
Agropoli		arr	2006	
"		dep	2308	
Battipaglia		arr	0008	C

above this line, trains already in operation; under this line, new trains

Battipaglia	8000	dep	0600	C
Salerno		arr	0650	
"		dep	0705	
Napoli P. Garibaldi		arr	1141	
" "	TM-5068	dep	1153	
Napoli Campi Flegrei		arr	1211	
" " "		dep	1230	
Villa Literno		arr	1318	
" "	9462	dep	1405	
Formia		arr	1603	
"	8054	dep	1650	
Roma Tuscolana		arr	0032	D
" "	8210	dep	0150	
Roma Ostiense		arr	0157	

2811

To be utilized for conveying 35/40 cars daily, max. weight 700 tons

Declassified E.O. 12356 Section 3.3/NND No. 780021

177D

MINISTERO DEI TRASPORTI — DIR. GEN. FERROVIE — UFFICIO MOVIMENTO

PROMEMORIA PER IL SIG. MAGGIORE PINO
Della Sotto Commissione Alleata Trasporti

In relazione al punto 'L' del verbale della prima riunione del traffico tenuta il primo corrente ed alle preliminari intese intercorse si trasmette il progetto di orari per l'effettuazione di treni derrate alimentari da Reggio Calabria a Roma (via Napoli Piazza Garibaldi - Villa Literno) e da Bari a Roma (via Caserta-Cassino)da effettuarsi il primo tutti i giorni ed il secondo tri-settimanalmente.-

L'utilizzazione dei treni proposti viene assicurata nella misura prevista anche con completamento di merci non deperibili sempre quando non manchino le autorizzazioni necessarie per eseguire i trasporti.-

IL DIRETTORE GENERALE
Ugo Raimondo

Roma, 14 febbraio 1945 -

2359

Declassified E.O. 12356 Section 3.3/NND No. 780021

SCHEMA DI ORARIO PER L'ATTIVAZIONE DI UN TRENO GIORNALIERO PER TRASPORTI DERRATE DA BATTIPAGLIA A ROMA OSTIENSE IN COINCIDENZA COL TRENO 8816 A BATTIPAGLIA.

177E

STAZIONE	TRENO	ORE	GIORNO
Potenza	TM.7000	d P. 5,05	B
Battipaglia		a. 17,30	B
Reggio Cal.C/le	8720	d P. 20,32	A
Catanzaro		a. 3,16	B
"	8518	d P. 8,50	
S.Eufemia Lamezia		a. 11,17	
Gioia Tauro	TV.9074	d P. 20,20	A.
Nicotera		a. 20,45	
"	1962M	d P. 5,05	B
S.Eufemia Lamezia		a. 8,08	
S.Eufemia Lamezia	8016	d P. 11,55	B
Paola		a. 13,54	
"		d P. 15,29	
Sapri		a. 18,34	
"		d P. 19,39	
Agropoli		a. 20,06	
"		d P. 23,08	
Battipaglia		a. 0,08	C
Battipaglia	8000	d P. 6,00	C
Salerno		a. 6,50	
"		d P. 7,05	
Napoli P.Garibaldi		a. 11,41	
"	TM.5068	d P. 11,53	
Napoli Campi Flegr.		a. 12,11	
"		d P. 12,30	
Villa Literno		a. 13,18	
"	9462	d P. 14,05	
Formia		a. 16,03	
"	8054	d P. 16,50	
Roma Tuscolana		a. 0,32	D
"	8210	d P. 1,50	

TRENI GIA' IN ATTO
Trains already in operation

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S.Eufemia Lamezia		a.11,17	
Gioia Tauro	TV.9074	d r.20,20	A.
Nicotera		a.20,45	
"	1962M	d r. 5,05	B
S.Eufemia Lamezia		a. 8,08	
S.Eufemia Lamezia	8816	d r.11,55	B
Paola		a.13,54	
"		d r.15,29	
Sapri		a.18,34	
"		d r.19,38	
Agropoli		a.20,06	
"		d r.23,08	
Battipaglia		a. 0,08	C
Battipaglia	8000	d r. 6,00	C
Salerno		a. 6,50	
"		d r. 7,05	
Napoli P.Garibaldi		a.11,41	
"	TM.5068	d r.11,53	
Napoli Campi Flegr.		a. 12,11	
"		d r.12,30	
Villa Literno		a.13,18	
"	9462	d r.14,05	
Formia		a.16,03	
"	8054	d r.16,50	
Roma Tuscolana		a. 0,32	D
"	8210	d r. 1,50	
Roma Ostiense		a. 1,57	

TRENI GIA' IN ATTO
Trains already in operation

-Da utilizzare per l'inoltro di 35/40 carri derrate pel peso massimo di tonnellate 700 al giorno.-

2809

Declassified E.O. 12356 Sec. 3.3/NND No. 780021

SCHEMA DI ORARIO PER L'ATTIVAZIONE DI UN TRENO TRISETTIMANALE PER TRASPORTI DERRATE DA BARI A ROMA OSTIENSE (via Foggia-Caserta-Cassino)

STAZIONE	TRENO	OPER	GIORNO
Bari	TM....	p. 17,20	A
Foggia		a. 2,36	B
"	8203	p. 3,27	
Benevento		a. 7,43	
"		p. 8,18	
Caserta		a. 10,55	
"	TM....	p. 15,—	
Cassino		a. 18,49	
"		p. 19,04	
Roma Tuscolana		a. 1,54	C
"		p. 2,10	
Roma Ostiense		a. 2,20	

Da utilizzare per l'inoltro di 30 carri derrate pel peso massimo di tonn. 600

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Bari	TM....	p. 17,20	A
Foggia		a. 2,36	B
"	8208	p. 3,27	
Benevento		a. 7,43	
"		p. 8,18	
Caserta		a. 10,55	
"	TM....	p. 15,—	
Cassino		a. 18,49	
"		p. 19,04	
Roma Tuscolana		a. 1,54	C
"		p. 2,10	
Roma Ostiense		a. 2,20	

Da utilizzare per l'incltro di 30 carri derrate pel peso massimo di tonn. 600

2838

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

100/94

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

SEL/cwd

A.F.O. 512
26 February 1945

531.7 T

SUBJECT: Daily Freight Train Service, Calabria to Rome

TO : AC Tn Sub/Comm, Rail Divn, Building
Director General, ISR, Rome
Capo Compartimento, ISR, Rome
Capo Compartimento, ISR, Naples
Capo Compartimento, ISR, Reggio

1. Effective Monday, 5 March 1945, a special freight train from Calabria Division to Rome Ostiense is authorized and will operate on the following daily schedule:

Train No. TM 7000		
Potenza		d 0505
Battipaglia	a 1730	

Train No. 8728		
Reggio (Calab.)		d 2032
Catanzaro	a 0316	

Train No. 8518		
Catanzaro		d 0850
San Eufemia	a 1117	

Train No. TV 9074		
Gioia Tauro		d 2020
Nicotera	a 2045	

Train No. 1962M		
Nicotera		d 0505
San Eufemia	a 0808	

Train No. 8816		
San Eufemia		d 1155
Paola	a 1354	d 1529
Sapri	a 1834	d 1938
Agropoli	a 2006	d 2308
Battipaglia	a 0008	

Train No. SS		
Battipaglia		d 0510
Salerno	a 0746	d 0830
Nocera Inf.	a 0846	d 1015
Pagani	a 1020	d 1043
Angri	a 1052	d 1115
Scafati	a 1126	d 1152
Torre Central	a 1219	d 1300
Torre Greco	a 1333	d 1400
S. Giovanni B.	a 1431	d 1520
Naples P. G.	a 1536	d 1550
Naples Campi F.	a 1614	d 1635
Giuliano	a 1725	d 1740
Villa Literno	a 1756	d 1830
Falciano	a 1902	d 1922
Formia	a 2035	d 2040
Fondi	a 2142	d 2156
Fossanova	a 2301	d 2315
Sezze R.	a 2344	d 2358
Campoleone	a 0200	d 0212
Rome Tuscolana	a 0415	d 0420
Rome Ostiense	a 0430	

2. This train will handle civilian perishable traffic as first priority and then be filled to tonnage capacity with other available non-perishable civilian traffic. If sufficient civilian traffic not available, train may be filled to tonnage capacity with military traffic. This service is being inaugurated to insure prompt movement of perishable foodstuffs and to reduce to a minimum spoilage and wastage of such products. All concerned are urged to give special attention to the movement of this train in order to effect 0430 hours arrival each day at Rome.

2837

For the Director:

Declassified E.O. 12356 Section 3.3/NND No. 782021

Capo Compartimento, ISR, Naples
Capo Compartimento, ISR, Reggio

1. Effective Monday, 5 March 1945, a special freight train from Calabria Division to Rome Ostiense is authorized and will operate on the following daily schedule:

Train No. TM 7000		
Potenza		d 0505
Battipaglia	a 1730	
Train No. 8728		
Reggio (Calab.)		d 2032
Catanzaro	a 0316	
Train No. 8518		
Catanzaro		d 0850
San Eufemia	a 1117	
Train No. TV 9074		
Gioia Tauro		d 2020
Nicotera	a 2045	
Train No. 1962M		
Nicotera		d 0505
San Eufemia	a 0808	
Train No. 8816		
San Eufemia		d 1155
Paola	a 1354	d 1529
Sapri	a 1834	d 1938
Agropoli	a 2006	d 2308
Battipaglia	a 0008	
Train No. SS		
Battipaglia		d 0610
Salerno	a 0746	d 0830
Nocera Inf.	a 0946	d 1015
Pagani	a 1020	d 1043
Angri	a 1052	d 1115
Scafati	a 1126	d 1152
Torre Central	a 1219	d 1300
Torre Greco	a 1333	d 1400
S. Giovanni B.	a 1431	d 1520
Naples P. G.	a 1536	d 1550
Naples Campi F.	a 1614	d 1635
Giuliano	a 1725	d 1740
Villa Literno	a 1756	d 1830
Falciano	a 1902	d 1922
Formia	a 2035	d 2040
Fondi	a 2142	d 2156
Fossanova	a 2301	d 2315
Sezze R.	a 2344	d 2358
Campoleone	a 0200	d 0212
Rome Tuscolana	a 0415	d 0420
Rome Ostiense	a 0430	

2. This train will handle civilian perishable traffic as first priority and then be filled to tonnage capacity with other available non-perishable civilian traffic. If sufficient civilian traffic not available, train may be filled to tonnage capacity with military traffic. This service is being inaugurated to insure prompt movement of perishable foodstuffs and to reduce to a minimum spoilage and wastage of such products. All concerned are urged to give special attention to the movement of this train in order to effect 0430 hours arrival each day at Rome. 2837

For the Director:

R. P. Moss

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

cc:-CO, 701 RGD
CO, 715 ROB "
G-4 (Mov & Tn), AFHQ
Movements Rome
AC Tn Sub/Comm, Mov. Divn.
Lt. Col. E. F. Barnes, ADDMRS

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

COPY

700/30/94

HEADQUARTERS
SOUTHER REGION, ALLIED COMMISSION
Transportation Division
(Railways)
C.M.F.

322/32

Phone: Naples 50050 Ex.12
Clerks " Ex. 4
Movements " Ex.11

Our Ref: 6/191
Date: 9 Febr.45

New pagr train Bari-Naples

SUBJECT: Capo Compartimento - Naples Division - I.S.R.

TO : Movement Section - Naples Division - I.S.R.(Att.Ing.Martinelli)

Copy to: Headquarters - Southern Region - A.C. Transportation Division.

" Transportation Sub-Comm.Rail A.C. care Transportation Increment C.M.F.

" G-4 (Movement and Transportation)AFHQ

" Headquarters Movements West Italy

" Headquarters 701st Railway Grand Division Military Railway Service.

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

2. Please arrange for this to be done commencing Monday 12 February.

For the Regional Commissioner:

Major
(V.R.Bowers)

VB/td.

286

Ministry of Transports
ISE General Direction

Roma - 5 Feb.1945
N° M.211/2447/224

Subject: Civilian tri-weekly train service Napoli-Bari via Foggia.

Allied Authorities have approved of the operation of a couple of tri-weekly passenger trains Napoli-Foggia-Bari, with following schedule :

TV 815				TV 816	
	d. 21.05	Napoli Centrale	A. 9.40		
a.21.47	" 21.58	Aversa	" 8.41	d. 8.52	
" 22.36	" 23.00	Caserta	" 7.46	" 8.08	
" 1.16	" 1.46	Benevento	" 4.43	" 5.16	
" 3.18	" 3.29	Araino I.	" 3.25	" 3.27	
" 5.45	" 6.05	Foggia	" 0.30	" 0.45	
" 6.55	" 7.00	Cerignola	" 23.34	" 23.39	
" 7.47	" 7.57	Barcletta	" 22.23	" 22.33	
" 8.15	" 8.18	Trani	" 22.03	" 22.05	
" 8.30	" 8.33	Bisceglie	" 21.46	" 21.51	
" 8.45	" 8.48	Molfetta	" 21.32	" 21.35	
" 8.57	" 9.00	Giovinazzo	" 21.20	" 21.23	
" 9.10	" 9.12	Bari S.Spirito	" 21.08	" 21.10	
" 9.30		Bari Centrale	"	" 20.50	

Above trains to operate from Naples on Monday, Wednesday and Friday, beginning 12 Feb. next. and from Bari on Tuesday, Thursday and Saturday beginning 13 Feb. next.

Stock : 1 luggage, 1 mail, 6 3-class coaches.

The train will accommodate 480 passengers: the allocation of seats is regulated according to enclosed prospect; also the allocation of seats on both trains 781 and 782 between Napoli and Roma is altered as follows:

Treno 781

From	Roma	to Reccasecca	Seats 4/11	Instead of	8/22
	"	" Vairano	" 3/9	"	5/15
	"	" Sparanise	" 4/11	"	8/22
	"	" Capua	" 8/20	"	8/22
	"	" Caserta	" 2/8	"	18/37
	"	" Benevento	" 1/4	new allocation	
	"	" Foggia	" 2/8	"	
	"	" Barletta	" 3/12	"	
	"	" Molfetta	" 1/4	"	
	"	" Bari	" 10/35	"	

From	Reccasecca	to Caserta	Seats 1/4	Instead of	2/8
	"	" Napoli	" 3/7	"	5/15
"	Vairano	" "	" 3/9	"	5/15
	Sparanise	" "	" 4/11	"	8/22
	Capua	" "	" 8/20	"	8/22
	Caserta	" "	" 20/85	"	18/52

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Treno 782

From Napoli to Caserta Posti 20/85 anzichè 18/52

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"	6.55	"	7.00	Cerignola	"	23.34	" 23.39
"	7.47	"	7.57	Barcletta	"	22.23	" 22.33
"	8.15	"	8.18	Trani	"	22.03	" 22.05
"	8.30	"	8.33	Bisceglie	"	21.46	" 21.51
"	8.45	"	8.48	Molfetta	"	21.32	" 21.35
"	8.57	"	9.00	Giovinazzo	"	21.20	" 21.23
"	9.10	"	9.12	Bari S.Spirito	"	21.08	" 21.10
"	9.30			Bari Centrale	"		" 20.50

Above trains to operate from Naples on Monday, Wednesday and Friday, beginning 12 Feb. next. and from Bari on Tuesday, Thursday and Saturday beginning 13 Feb. next.

Stock : 1 luggage, 1 mail, 6 3-class coaches.

The train will accommodate 480 passengers: the allocation of seats is regulated according to enclosed prospect; also the allocation of seats on both trains 781 and 782 between Napoli and Roma is altered as follows:

Treno 781

From	Roma	to	Roccasecca	Seats	4/11	Instead of	8/22
	"	"	Vairano	"	3/9	"	5/15
	"	"	Sparanise	"	4/11	"	8/22
	"	"	Capua	"	8/20	"	8/22
	"	"	Caserta	"	2/8	"	13/37
	"	"	Benevento	"	1/4	new allocation	
	"	"	Foggia	"	2/8	"	
	"	"	Barletta	"	3/12	"	
	"	"	Melfetta	"	1/4	"	
	"	"	Bari	"	10/35	"	

From	Roccasecca	to	Caserta	Seats	1/4	Instead of	2/8
	"	"	Napoli	"	3/7	"	5/15
"	Vairano	"	"	"	3/9	"	5/15
	Sparanise	"	"	"	4/11	"	8/22
	Capua	"	"	"	8/20	"	8/22
	Caserta	"	"	"	20/85	"	18/52

Treno 782

From	Napoli	to	Caserta	Posti	20/85	anzichè	18/52
	"	"	Capua	"	8/20	"	8/22
	"	"	Sparanise	"	4/11	"	8/22
	"	"	Vairano	"	3/9	"	5/15
	"	"	Roccasecca	"	3/7	"	5/15
"	Caserta	From	train 816	Seats	17/68	New allocation	
	"	to	Roccasecca	"	1/4	Instead of	2/8
	"	"	Roma	"	2/8	"	13/37
	Capua	"	"	"	8/20	"	8/22
	Sparanise	"	"	"	4/11	"	8/22
	Vairano	"	"	"	3/9	"	5/15
	Roccasecca	"	"	"	4/11	"	8/22

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The passenger will be accepted according to following order of precedence.

a) AC Officers and Officials on duty

b) AC OR/EM on duty

c) Ministerial Officials duly authorized by their respective Cabinets.

d) Officials of Public Administrations duly authorized by their respective Office Chiefs.

e) Employees of Firms working for Public Administration and civilians travelling on business of use to the Community, duly authorized by the Chiefs of concerned Administrations or by other competent Authority.

f) General passengers.

For the passenger whereof sub-para a) and b) 2 compartiments totalling 16 seats, will be reserved in each direction. Above compartiments to be clearly labelled and to be kept scrupolously clean; no other passengers will be allowed to use said compartiments.

No passengers having contracts or seasonal tickets will be admitted on above ~~on~~ trains.

To may ride on said trains, all passenger must be provided of the regular ticket (or of a corresponding document granting free fare) as well as of a special personal pass issued by the booking Office - When booking the ticket and when requested to produce their ticket, all passengers must be able to produce also a suitable document of identification.-

The authorizationsand justifications whereof sub-para c)-d)-e) to remain at the booking Office.

The passengers whereof sub-para a) and b) will be provided with a special authorization (General Rly Warrant 494 A).

Above Warrants will be issued in duplicate, one copy to be surrendered at the departure to the railway employees controlling the entraining of the passengers, and the other copy at the arrival when leaving the station.

The seats reserved for the passengers whereof sub-para c)-d)-e)- to be booked one day ahead of the departure.

For the other passengers the sale of the tickets and the issue of the special passes will begin 24 hours before the departure, in rotation order.

In order to discipline the detraining and re-entraining at Caserta of the passengers from and to Rome, the first coach of train 815 to be employed exclusively for passengers bound for Caserta, as said coach is destined to accommodate 80 passengers bound for Foggia arriving from Roma with train 781, Likewise in train 782 the first coach to be employed exclusively for passengers bound for Caserta as said coach is destined to accommodate 80 passengers bound for Roma, arriving from Foggia with train 816.

Beginning 12 Feb. next the civilian passenger coaches on both trains 8235/TV3541 and TV3540/8242 will be cancelled.

The shuttle service between Foggia and Cervaro will be likewise cancelled beginning 12 Feb. next for trains TV 3566 and TV 3567 and beginning 13 Feb. next for trains TV 3564 and TV 3565.

As you are aware, passengers' discipline is being given the highest importance by Allied Authorities and the operation of new services, so essential for the economical revival of our Country, is subordinated to the [illegible] to be disciplined; in order to govern the

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

clearly labelled and to be kept scrupolously clean; no other passengers will be allowed to use said compartments.

No passengers having contracts or seasonal tickets will be admitted on above am trains.

To may ride on said trains, all passenger must be provided of the regular ticket (or of a corresponding document granting free fare) as well as of a special personal pass issued by the booking Office - When booking the ticket and when requested to produce their ticket, all passengers must be able to produce also a suitable document of identification.-

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As you are aware, passengers' discipline is being given the highest importance by Allied Authorities and the operation of new services, so essential for the economical revival of our Country, is subordinated to the fact that the passengers prove to be disciplined; in order to govern the entraining of the passengers, the dep. platform will be fenced at both Napoli and Bari Central Station and a watching service will be accessible or a barrier established where a severe control will be effected by both ISR employees and police.

In the intermediate stations all passages to be watched by an ISR employee and two police and in the stations where no passenger service is scheduled, said passages must be temporarily closed when the trains run by.

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In order to prevent that abusive passengers may board the trains, a special watching service will be established so that every w[illegible]ch be permanently escorted by an ISR employee, having the functions of tickets examiner, and two police.

Both trains 815 and 816 will carry form M.66.

Please arrange for issue of detailed instructions and give the largest publicity to the rules governing the admission of passengers on a/m trains so that the instructions herein contained as weel as those whereof circular C.311/8174/23 of 13 Jan. ust. be carefully carried out".

Movement Sections at both Napoli and Bari to forward to Movement Dept. the detailed schedules of the trains.

sgd. G. di Raimondo
Directog General

DISTRIBUTION

Capo Compartimento Napoli and for info. Movement Section Napoli
Capo Compartimento Bari " " " " " Bari
Copmercial & Traffic Dept. Bldg.
Material & Traction Dept. Firenze
Material & Traction Liaison Office Bldg.
Compartmental Police HQ Napoli
Compartmental Police HQ Bari
Ministry of Communications, General Inspectorate for Mail Services Roma

2823

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CONTINGENTAMENTO POSTI T... 31[illegible]

(Si effettua il martedì - Giovedì - sabato da Bar[illegible]

	BARI (1)	BARI S.Cpl. (2)	GIOVINAZZO (1)	GIOVINAZZO (2)	MOLFETTA (1)	MOLFETTA (2)	BISCEGLIE (1)	BISCEGLIE (2)	TRANI (1)	TRANI (2)	BARLETTA (1)	BARLETTA (2)	CANOSA (1)	CANOSA (2)	FOGGIA (1)	FOGGIA (2)	LUCERA (1)	LUCERA (2)
BARI	1	5	2	10	3	35	3	13	3	13	12	50	2	8	5	25	1	9
BARI S.STIR.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
GIOVINAZZO	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
MOLFETTA	–	–	–	–	–	–	–	–	–	–	–	–	1	3	1	3	–	–
BISCEGLIE	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	3	–	–
TRANI	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	3	–	–
BARLETTA	–	–	–	–	–	–	–	–	–	–	–	–	1	3	2	6	1	3
CERIGNOLA	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	9	–	–
FOGGIA	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	3
ARIANO	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
BENEVENTO	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
CASERTA	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
AVERSA	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

Due compartimenti (16 posti) a disposizione da Bari a Napoli dei Funzionari e milita

(1) – Viaggiatori di cui ai punti c), d), e), della graduatoria di [illegible]missione.

(2) – " " " al punto f), " " " " "

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...TO POSTI TELEGRAFICI - DIC...

...a il martedì - giovedì - sabato da Bari)

BARLETTA		CAMPOBASSO		FOGGIA		LECCE		NAPOLI		PESCARA		SALERNO		TARANTO		ROMA	
(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)
12	50	2	8	5	25	1	3	3	10	2	9	1	4	30	160	10	35
–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	5	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	10	–	–
–	–	1	3	1	5	–	–	–	–	–	–	–	–	3	25	1	4
–	–	–	–	1	3	–	–	–	–	–	–	–	–	2	10	–	–
–	–	–	–	1	3	–	–	–	–	–	–	–	–	2	10	–	–
–	–	1	5	2	6	1	2	–	–	–	–	–	–	5	25	3	12
–	–	–	–	2	8	–	–	–	–	–	–	–	–	2	8	–	–
–	–	–	–	–	–	1	3	2	8	–	–	–	–	7	30	2	8
–	–	–	–	–	–	–	–	1	6	–	–	–	–	2	8	–	–
–	–	–	–	–	–	–	–	–	–	1	3	–	–	4	15	1	4
–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	11	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

...ri a Napoli dei Funzionari e militari dell'A.C. in servizio.

...traduttoria di emissione.

" " "

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

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

COMPARTIMENTO POSTI TELEF. 816 DI MILANO A BARI

(si effettua il lunedì - mercoledì - venerdì da Napoli

	AVELLINO (1)	AVELLINO (2)	CASERTA (1)	CASERTA (2)	BENEVENTO (1)	BENEVENTO (2)	FOGGIA (1)	FOGGIA (2)	POTENZA (1)	POTENZA (2)	CERIGNOLA (1)	CERIGNOLA (2)	BARLETTA (1)	BARLETTA (2)	TRANI (1)	TRANI (2)
ROMA	--	--	--	--	1	4	--	--	2	8	--	--	3	12	--	--
NAPOLI	--	--	12	60	4	16	3	8	7	30	2	6	5	25	2	10
AVERSA	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CASERTA	--	--	--	--	1	6	--	--	--	--	--	--	--	--	--	--
BENEVENTO	--	--	--	--	--	--	1	5	2	8	--	--	--	--	--	--
ARIANO	--	--	--	--	--	--	--	--	1	2	--	--	1	5	--	--
FOGGIA	--	--	--	--	--	--	--	--	--	--	2	8	2	6	1	5
CERIGNOLA	--	--	--	--	--	--	--	--	--	--	--	--	1	5	--	--
BARI	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TRANI	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BISCEGLIE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
ANDRIA	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
GIOVINAZZO	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BARI S.C.S. Ma.	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Due compartimenti (16 posti) a disposizione da Napoli a Bari dei Funzionari e milit

(1)- Viaggiatori di cui ai punti c), d), e) delle prescrizioni di emissione.

(2)- " " " al punto f). " " " "

0 0 7 8

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

...ATO POSTI E... 315 DI NAPOLI A BARI

...e il lunedì - mercoledì - venerdì da Napoli)

ROMA (1)	ROMA (2)	CIRCOSC. (1)	CIRCOSC. (2)	BARLETTA (1)	BARLETTA (2)	TRANI (1)	TRANI (2)	BISCEGLIE (1)	BISCEGLIE (2)	MOLFETTA (1)	MOLFETTA (2)	GIOVINAZZO (1)	GIOVINAZZO (2)	BARI S.COST. (1)	BARI S.COST. (2)	BARI (1)	BARI (2)
2	6	--	--	3	12	--	--	--	--	1	4	--	--	--	--	10	35
7	30	2	6	6	25	2	10	2	10	5	25	2	10	1	5	30	100
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	4
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2	9
2	8	--	--	--	--	--	--	--	--	--	--	--	--	--	--	3	10
1	2	--	--	1	6	--	--	--	--	--	--	--	--	--	--	1	9
--	--	2	6	2	6	1	3	1	3	1	3	--	--	--	--	5	25
--	--	--	--	1	5	--	--	--	--	1	3	--	--	--	--	2	8
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	12	50
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	3	13
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	3	15
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	8	35
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2	10
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	5

...a Napoli e Bari dei Funzionari e militari dell'A.C. in servizio
...la graduatoria di anzianità.

0079

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

100/94

T R A N S L A T I O N

Ministry of Transports
IS General Direction
Movement Dept.

Rome, 27 Jan. 1945

TO
Tn. S/Commission AC

ref; M.210/2399/221-R 211 C

Subject: Tri-weekly train service Naoli-Foggia-Bari

1. Reference is made to your letter AC/100/94/Tn.4 of 23 Jan. ult.

2. The new tri-weekly civilian passenger service Naoli-Foggia-Bari, in replacement of present civilian passenger service Napoli-Foggia-Brindisi carried out by military trains, should be operated according to following schedule:

TV 815				TV 816	
dep 2105		Napoli			dep 0940
arr 2147	dep 2156	Aversa	arr 0641		dep 0852
" 2236	" 2300	Caserta	" 0746		" 0808
" 0116	" 0146	Benevento	" 0443		" 0516
" 0318	" 0329	Ariano Irpino	" 0325		" 0327
" 0545	" 0600	Foggia	" 0030		" 0045
" 0650	" 0655	Cerignola	" 2334		" 2339
" 0742	" 0750	Barletta	" 2220		" 2233
" 0808	" 0810	Trani	" 2201		" 2203
" 0833	" 0835	Molfetta	" 2136		" 2138
arr 0910		Bari	dep 2100		

3. In order to may ensure the connection from and to Rome with trains 791 and 792 which are operated respectively on Mondays, Wednesdays Fridays and on Tuesdays, Thursdays Saturdays, the new trains should be operated on both directions on Mondays, Wednesdays and Fridays from both Naoli and Bari, thus requiring two coplete stocks.

4. Should it not be possible to dispose of another stock, we are of the opinion to ensure the connection in the north-south direction and therefore the Napoli-Bari train should leave Napoli on Mondays, Wednesdays and Fridays, while the Bari-Napoli train should leave Bari on Tuesdays, Thursdays and Saturdays.

5. The seats on the new trains should be allocated and booked according to the rules established for the Roma-Napoli trains.

6. Your early reply will be very much appreciated, enabling us to timely issue detailed instructions to all concerned offices so that the new service may start operating at the beginning of February next.

The General Director
sgd. G. di Raimondo

0 0 8 0 1

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

100/94

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR ITALY

A.P.O. 512
7 February 1945

531.7 OP

SUBJECT: Halt of Trains at Ferrandina.

TO: Rail Division, Tn Sub-Commission, Allied Commission.

1. With reference letter 5 February, file AC/100/94/Tn 4, regarding halting of trains at Ferrandina.

2. There are no objections to the stopping of the civil passenger trains operating on the Naples-Potenza-Brindisi Line at Ferrandina for passengers' service. It must be thoroughly understood, however, that this involves only the civil passenger train which operates three days per week, and under no circumstances is the military passenger train to be halted at this station for passengers. The service now is three days per week military and three days per week civilian.

For the Director:

R. P. Moss

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

cc-AD Tn 3 (O)
Director General-I.S.R. (ISR file M 111.2378.194.16/ICCA/2498/28)

2829

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

ACP/ag

TRANSPORTATION SUB-COMMISSION, A.C.:
(RAIL DIVISION)
C/o Transportation Increment,
G.H.Q.

5 February 1945

Tel: 04 323
Our ref: AC/100/94/Tn 4

TO : Regional Commissioner
Southern Region
for Major Bowers.

SUBJECT: Passenger Coaches 18629, 10078, 17260, 41751, 17068, 50196 or 50966 loaded from depots to Naples 12 January 45.

1. These coaches are specially required for new Naples-Bari passenger service starting 12 February 45. Do not encroach with [illegible].

2. Please ensure they are used for no other purpose.

for C.H. LINLEY
Lt. Col. R.E.,
Chief, Rail Division.

Copy to: AFHQ. G-4
Mov & Tn.
Mov. Tn. S/C.
MMB Building
Ish Building.

2808

0 0 8 2

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

WIRE

31 January 1945

FROM: DMRI

TO : CO, 701 RGD, NAPLES

Following five (5) coaches:- 32629, 10078, 37262, 41751 and 37068 will arrive Naples from Reggio Wednesday night 31 Jan. and coach 50566 will arrive Naples Sunday evening 4 Feb. from Reggio. Notify ISR to have cars inspected and repaired if necessary and advise this headquarters when equipment is ready to enter passenger service between Naples and Bari via Foggia. CS 279
Signed London

cc - Major Ping, Bldg.
DAD Tn 3 (O) Bldg.
D.D.-Operation

H. H. HEADLEE
LT., TC
774 RGD
1640

Phone 701 Naples 17 Jan "Confidential"

2827

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

31 January 1945

FROM : DMRI

TO : CO, 701 RGD, NAPLES

Following five (5) coaches:- 32629, 10078, 37262, 41751 and 37068 will arrive Naples from Reggio Wednesday night 31 Jan. and coach 50566 will arrive Naples Sunday evening 4 Feb. From Reggio. Notify ISR to have cars inspected and repaired if necessary and advise this headquarters when equipment is ready to enter passenger service between Naples and Bari via Foggia. CS 279 Signed London.

H.H. HEADLEE
LT., TC
774 RGD
1640

cc - Major Ping, Bldg.
DAD Tn 3 (O) Bldg.
D.D.-Operation

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

AOT/mg

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

Tel: 843238
Our ref: AC/100/90/94

5 February 1945

TO : ISR.- Building.

SUBJECT: Train Schedules - Freight.

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

C.E. LINDBERG
Lt. Col. M.E.,
Chief, Rail Division.

Copy to: Movements
Tr. Sub-Commission.

2825

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

ACP/Io

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

Tel. 843238
Our Ref. AC/100/94/Tn 4

5 February 1945

TO : MRS
(Lt Col Moss)

SUBJECT : Halt of trains at Ferrandina.

Will you kindly let me have your comments in respect of the attached, which involves stops of the existing military train Naples-Brindisi-via Potenza.

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

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

Ministry of Transports
I S R (General Direction

Rome (T) 3 FEB 1945
M 111.2378.194.16/Acca/2498/20

Allied Commission
Transportation Sub Commission
Building

c.c. Cabinet of H.E. the Minister
Building

Subject: Halt of trains at Ferrandina -

1) It is urged by some Authorities that the trains 3537 and 3538, running on the Naples-Potenza-Brindisi line, be halted at Ferrandina for passengers service.

2) We point out that Ferrandina is the most accessible railway yard to reach Matera, chief-town of Province.

3) Please kindly examine the above request and let us know which handling will be taken on this regard.

Director General
signed Ri Raimondo

Ca ng 3/2

2823

0087

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

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

Roma li - 3 FEB 1945 194 - A.
N. M.211.2378.194.16/
Al N. ..... del Decaf 2498/28

OGGETTO. Fermata treni a Ferrandina

ALLA COMMISSIONE ALLEATA
- Sottocommissione Trasporti -
S E D E

p.n. Gabinetto di S.E. il Ministro
S E D E

I) - Viene insistentemente ed autorevolmente richiesto che i treni 3537 e 3538 della Comunicazione Napoli - Potenza - Brindisi, fermino nella stazione di Ferrandina per disimpegnarvi servizio viaggiatori.

II) - Si fa rilevare che Ferrandina è praticamente lo scalo di più facile accesso per Matera, capoluogo di Provincia.

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

IL DIRETTORE GENERALE

2822

Servizio.

0 0 8 8

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

ACF/lo

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel. 843238
Our Ref. AC/TCO/94/Tm 4

4 February 1945

TO : Regional Commissioner
Southern Region

SUBJECT : Reserved compartments for AC Personnel.

1. It is proposed to arrange for two compartment to be reserved on the Naples-Bari-Naples trains starting 12 February 45 for the use of AC personnel, in the same way that accommodation is reserved on the Rome-Naples train.

2. If this is not sufficient, please advise me, in order that suitable amendment may be made.

3. Please also let me know in due course the arrangements made at Bari for the issue of passenger warrant 494 A and ensure that a monthly abstract of warrants issued is sent this HQ as required by Train Service Circular № 2 dated 11 January 1945.

By Command of Rear Admiral Stone.

for. MERRITT H. TAYLOR
Director,

Copy to: Movements Tn Sub-Comm.
Statistical Section Tn Sub-Comm.

2821

Ministry of Transports
I.S.R. Movement Service

Subject:
Threeweekly train between
Naple - Foggia - Bari.

Rome 3 0 GEN 1945
.210/2399/224-R 211 C. Leg. 2°/2381 HH
AC./100/94/Tn.4/ dated
23 January 1945

TO: Allied Commission
Transportation Sub Commission
B u i l d i n g

1. The new three weekly service Naples Foggia Bari, in substitution of the present service for civilians, operating between Naples Foggia Brindisi utilizing troops, should have the following schedule with the stop as shown below:

T.V. 815			T.V. 816	
		Napoli		9.40
21.05		Aversa	8.41	9.52
21.47	21.58	Caserta	7.46	8.08
22.36	23.00	Benevento	4.43	5.16
1.16	1.46	Ariano	3.25	3.27
3.18	3.29	Foggia	0.30	0.45
5.45	6.00	Cerignola	23.34	23.39
6.50	6.55	Barletta	22.20	22.33
7.42	7.50	Trani	22.01	22.03
8.08	8.10	Molfetta	21.36	21.38
8.33	8.35	Bari	21.00	
9.10				

2. In order to ensure to these train the very important connection from and for Rome with the trains 791 and 792, operating on Mondays, Wednesdays and Fridays and Tuesdays, Thursdays and Saturdays, the new trains should operate on Mondays, Wednesdays and Fridays leaving from Naples and from Bari. For this purpose, more rolling stock is required.

3. When is not possible to get more material available, should be convenient to ensure the connection of the north-south train and therefore the Naples - Bari train should operate on Mondays, Wednesdays and Fridays leaving Naples and therefore the Bari-Naples train should be operated leaving Bari on
[illegible] and Saturdays.

2820

Declassified E.O. 12356 Section 3.3/NND No. 782021

1. The new three weekly service Naples Foggia Bari, in substitution of the present service for civilians, operating between Naples Foggia Brindisi utilizing troops, should have the following schedule with the stop as shown below:

T.V. 815			T.V. 816	
21.05		Napoli		9.40
21.47	21.58	Aversa	8.41	9.52
22.36	23.00	Caserta	7.46	8.08
1.16	1.46	Benevento	4.43	5.16
3.18	3.29	Ariano	3.25	3.27
5.45	6.00	Foggia	0.30	0.45
6.50	6.55	Cerignola	23.34	23.39
7.42	7.50	Barletta	22.20	22.33
8.08	8.10	Trani	22.01	22.03
8.33	8.35	Molfetta	21.36	21.38
9.10		Bari	21.00	

2. In order to ensure to these train the very important connection from and for Rome with the trains 791 and 792, operating on Mondays, Wednesdays and Fridays and Tuesdays, Thursdays and Saturdays, the new trains should operate on Mondays, Wednesdays and Fridays leaving from Naples and from Bari. For this purpose, more rolling stock is required.

3. When is not possible to get more material available, should be convenient to ensure the connection of the north-south train and therefore the Naples - Bari train should operate on Mondays, Wednesdays and Fridays leaving Naples and therefore the Bari-Naples train should be operated leaving Bari on Tuesdays, Thursdays and Saturdays. 2820

4. The new trains ought to be subject to an apportionment with the same rules in force for the trains between Rome and Naples.

./.

Go.30.cb

Declassified E.O. 12356 Section 3.3/NND No. 782021

5. It will highly appreciated if you would grant us as soon as possible your approval, in order to be able timely to issue new detailed dispositions to the depending services to start the new service at the beginning of February.

The General Director
Signed: Di Raimondo

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

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

MINISTERO DEI TRASPORTI
~~MINISTERO DELLE COMUNICAZIONI~~

FERROVIE DELLO STATO
DIREZIONE GENERALE

(1) Servizio Movimento

Roma, 30 GEN 1945 193 -Anno

N. M.210/2399/224-R 211 C
Segr. 2°/2385/28

Al N. A.C/100/94/Tn.4 del 23 corr.

ALLA COMMISSIONE ALLEATA
Sottocommissione Trasporti
S E D E

OGGETTO
Treno trisettimanale Napoli-Foggia-Bari.

ALLEGATI N.

I = La nuova comunicazione trisettimanale Napoli-Foggia-Bari, in sostituzione dell'attuale servizio per civili disimpegnato fra Napoli-Foggia-Brindisi con le tradotte militari, dovrebbe avere il seguente orario con le fermate in esso indicate:

T.V.815			T.V.816	
21.05		Napoli		9.40
21.47	21.58	Aversa	8.41	8.52
22.36	23.00	Caserta	7.46	8.08
1.16	1.46	Benevento	4.43	5.16
3.18	3.29	Ariano	3.25	3.27
5.45	6.00	Foggia	0.30	0.45
6.50	6.55	Cerignola	23.34	23.39
7.42	7.50	Barletta	22.20	22.33
8.08	8.10	Trani	22.01	22.03
8.33	8.35	Molfetta	21.36	21.38
9.10		Bari	21.00	

2819

II = Per poter assicurare a questi treni la coincidenza, molto importante, da e per Roma con i treni 791 e 792, che si effettuano rispettivamente nei giorni di lunedì, mercoledì, venerdì e martedì, giovedì, sabato, i nuovi treni dovrebbero aver luogo nei giorni

./.

(1) Servizio.

1 Stp Tip-Litografia FF. SS. - Roma 3-1944-XII

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

di lunedì, mercoledì e venerdì sia in partenza da Napoli che da Bari. Per poter fare ciò è necessario l'impiego di altro materiale.

III = Qualora non si potesse disporre di altro materiale sembrerebbe opportuno assicurare la coincidenza del treno nord-sud e pertanto il Napoli-Bari dovrebbe effettuarsi nei giorni di lunedì, mercoledì e venerdì in partenza da Napoli, ed il Bari-Napoli nei giorni di martedì, giovedì e sabato in partenza da Bari.

IV = I nuovi treni dovranno essere soggetti a contingentamento con le stesse norme adottate per i treni fra Roma e Napoli.

V = Vi saremmo oltremodo grati se vorreste darci al più presto possibile il vostro benestare per poter diramare tempestivamente le disposizioni di dettaglio agli organi dipendenti per l'inizio del nuovo servizio ai primi di febbraio p.v.

IL DIRETTORE GENERALE

0094

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

150/94 C

MESSAGE OUT.

FROM : TM ING 01

TO : BARI OPS OFFICE RPT. A.C. RAIL SECTION (BUILDING) ✓

979 TM.A.3(O) (.) RESTRICTED (.) CIVILIAN PASSENGER TRAIN NAPLES - BARI - NAPLES FOLLOWING SCHEDULES AGREED (.) DATE OF COMMENCEMENT AND COMPOSITION OF TRAIN WILL BE ADVISED LATER (.) A.C. TO ADVISE D.M.R.S. AS SOON AS POSSIBLE (.) NAPLES - BARI DEP MOR RED FRI TV615 NAPLES 2105 FOGGIA STR 0545/0600 CERIGNOLA 0650/0655 BARLETTA 0742/0750 TRANI 0806/0810 BISCEGLIE 0830/0835 MOLFETTA 0845/0848 GIOVINAZZO 0857/0900 S.SPIRITO 0910/12 BARI C. 0930 (.) BARI C. - NAPLES TUES THURS SAT TV615 BARI C. DEP 2050 S.SPIRITO 2106/10 GIOVINAZZO 2120/2123 MOLFETTA 2132/2135 BISCEGLIE 2146/2151 TRANI 2203/2206 BARLETTA 2223/2233 CERIGNOLA 2334/2339 FOGGIA STR. 0030/0045 NAPLES 0940 (.) STOPS AT PALESE IN BOTH DIRECTIONS NOT NECESSARY AND WILL NOT BE GIVEN (.) SHUTTLE SERVICE BETWEEN FOGGIA AND CERVARO WILL BE DISCONTINUED UPON INTRODUCTION OF THIS SERVICE (.) ACK

As Written..... Degree of Priority.
IMPORTANT.

Copy to:- Sqt. TM. (Building)
" Cer. Sqn.

2818

100,94.

MINISTRY OF COMMUNICATIONS
STATE RAILWAYS
The Director General

30th Dec. 1944

REF. : L.C.6/16/23621

TO : Allied C ommission,
Tn. Sub-Comm.

SUBJECT : Battipaglia-Reggio Cal. Line -
Reconstruction of the bridge
over the Petrace river at 350+113,50 Km.

1. According to verbal authorization to use, for the reconstruction of the bridge over the Petrace river at 350 + 113,5 Km. of the Battipaglia-Reggio Cal. line, a girder of 64 mt. and one of 54 mt. approx. which are available at the workshops of the firm S.A.C.F.E.M. Arezzo, I give you the following information:

2. It is necessary that instructions be given by Allied Command so that ~~wrought~~ frames and ~~nails~~ rivets required for said girders be not used on other works.

3. Same instructions should be given for the 64 mts. girder, to be used on the Pescara river bridge.

4 To load the materials on wagons it is requested that this Sub Commission provides to assign to S.A.C.F.E.M.Shopworks a crane with arm 8 to 10 mts. and of 6 tons capacity, same as the one used by Allied Command in said workshops. The time required for loading is about 50 days (for the girders of the Petrace bridge as well as for the Pescara one).

5. The wagons will be requested according to the dispatch programme, which will be agreed with the firm and according to some alterations to be acarried out on the 54 mts. girder.

6. For said works N° 12 oxygen tubes and N° 12 Acetylene tubes are required. 2817

7. In order to fix agreements with State Railway Work Service and to find out required special staff and tools, special permits to go by train and to circulate through southwards controlled line territory are required fo following officials of S.A.C.F.E.M. firm:

a) Dr.Eng. Leopoldo ROGAI fu Giovanni - identity card N°2290-

Declassified E.O. 12356 Section 3.3/NND No. 782021

over the Petrace river at 350+113,50 Km.

1. According to verbal authorization to use, for the reconstruction of the bridge over the Petrace river at 350 + 113,5 Km. of the Battipaglia-Reggio Cal. line, a girder of 64 mt. and one of 54 mt. approx. which are available at the workshops of the firm S.A.C.F.E.M. Arezzo, I give you the following information:

2. .It is necessary that instructions be given by Allied Command so that ~~wrought~~ frames and rails required for said girders be not used on other works.

3. Same instructions should be given for the 64 mts. girder, to be used on the Pescara river bridge.

4 To load the materials on wagons it is requested that this Sub Commission provides to assign to S.A.C.F.E.M. Shopworks a crane with arm 8 to 10 mts. and of 6 tons capacity, same as the one used by Allied Command in said workshops. The time required for loading is about 50 days (for the girders of the Petrace bridge as well as for the Pescara one).

5. The wagons will be requested according to the dispatch programme, which will be agreed with the firm and according to some alterations to be acarried out on the 54 mts. girder.

6. For said works N° 12 oxygen tubes and N° 12 Acetylene tubes are required.

2817

7. In order to fix agreements with State Railway Work Service and to find out required special staff and tools, special permits to go by train and to circulate through southwards controlled line territory are required fo following officials of S.A.C.F.E.M. firm:

a) Dr.Eng. Leopoldo ROGAI fu Giovanni - identity card N°2290- Arezzo.
b) Dr.Eng. Corrado RICCI fu Achille - identity card N° 2.210693- Cascina.

The Director General
Sd.: DI RAIMONDO.

Declassified E.O. 12356 Section 3.3/NND No. 780021

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

100/94

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

R/1531

27 January 1945.

SUBJECT: Train Service Naples-Bari.

TO : Headquarters Allied Commission,
Transportation Sub-Commission (Rail Section)

1. I wish to thank you for your letter AC/100/94/Tn 4 dated 23 January 1945, of which I have received a copy, and to remind you of my preoccupation with regards to the reopening and general maintenance of civilian rail communications in Southern Region.

J. K. DUNLOP
Brigadier,
Regional Commissioner.

Copy to: Major Bowers
Naples Division I.S.R. (rail)

2516

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

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

PGM/abs

Tel.: 843202
Our ref.: AC/100/94/Tn.4

29 January 1945

TO : Regional Commissioner Southern Region
Attn. Major C.W.G. Taylor.

SUBJECT : Passenger service Bari-Naples.

1.) Reference your file AC/Tn/BRI.16 18 dated Jan. 15th.

2.) Director M.R.S. regrets it is not possible to concede your request to stop trains 3536-3535 at local stations vicinity of Bari.

3.) It is contended that the existing service between Bari and Brindisi is quite ample for present needs.

O.H. LINDBERG,
Lieut. Colonel,
Rail Division.

2815

0099

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

Subject:- Passenger service - Bari - Naples.

Military Railway Service,
CMF.
Tele: Firebox 13,
Tn.A.3(O)/23/6.
26 Jan. '45.

To:- Tn. Sub. Commission,
(Rail Section) A.C.(Building).

Your reference AC/200/34/Tn.4 dated 23 Jan.

It is regretted that your request for stopping trains 3035 - 3036 at Ostuni - Fasano - Monopoli - Polignano and Bari cannot be granted. These trains are through services and it is not intended to advertise stops at intermediate stations. An adequate passenger service already serves stations between Bari and Brindisi.

K.H. Hayward
Capt., R.E.
for Brigadier,
Director, Military Railway Service.

JK.

2814

C/O MAAF.

ACP/ic

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

Tel. 543238
Our Reference: AC/100/94/Tn 4

23 January 1945

TO : ISR - General Direction

SUBJECT : Train Service Naples-Bari.

1. Owing to the need for fully utilising the existing coaches in the Naples-Bari service for military purposes, it is intended to withdraw civilian passenger facilities at the beginning of February.

2. To provide an alternative, AC suggests the introduction of a tri-weekly service Naples-Bari-Benevento, and you are reminded of the following train paths available :

NAPLES-BARI (Via Benevento)

2105	d	NAPLES	a 0545
0115	a	BENEVENTO	d 0518
0150	d		a 0455
0546	a	FOGGIA	d 0050
0605	d		a 0030
1040	a	BARI	d 2030

STOPS also to be arranged at AVERSA, CASERTA, ARIANO, FOGGIA CERIGNOLA, BARLETTA, TRANI and MOLFETTA.

2813

3. Perhaps you will say if you still consider these trains desirable, in the light of the operation of the service Rome-Naples.

4. For coaching stock, it is proposed to draw on three coaches from Reggio shops, and to transfer three coaches from Sicily. Enquiries are being made as to the Postal requirements.

5. Please let me have your early reply.

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

SUBJECT : Train Service Naples-Bari.

1. Owing to the need for fully utilising the existing coaches in the Naples-Bari service for military purposes, it is intended to withdraw civilian passenger facilities at the beginning of February.

2. To provide an alternative, AC suggests the introduction of a tri-weekly service Naples-Bari-Benevento, and you are reminded of the following train paths available :

NAPLES-BARI (Via Benevento)

2105	d	NAPLES	a 0945
0115	a	BENEVENTO	d 0518
0150	d		a 0455
0546	a	FOGGIA	d 0050
0605	d		a 0030
1040	a	BARI	d 2030

Stops also to be arranged at AVERSA, CASERTA, ARIANO, FOGGIA CERIGNOLA, BARLETTA, TRANI and MOLFETTA.

2813

3. Perhaps you will say if you still consider these timings desirable, in the light of the operation of the service Rome-Naples.

4. For coaching stock, it is proposed to draw on three coaches from Zeneio shops, and to transfer three coaches from Sicily. Enquiries are being made as to the Postal requirements.

5. Please let me have your early reply.

C.H.LIEDBERG
Lt.Col. R.E.,
Chief, Rail Section

Copy to: MRS (Lt.Col. Moss)
Movements In Sub-Commission
Regional Commissioner, Southern Region
Major V.R. Bowers, D/D MO Southern Region AC.
Major C.W.G.Taylor, D/o Mov East Italy.

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

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

PGM/ic

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

Tel: 843191/11
Our Reference: AC/100/94/Tn 4

23 January 1945

TO : Supt. of Transportation
Military Railway Service, Building

SUBJECT : Passenger Service Bari-Naples.

1. The Capo Compartimento of Bari has asked through our Representative if trains 3536-3535 may make stations stops at OSTUNI-FASANO-MONOPOLI POLIGNANO and MOLA to receive and discharge Passengers.

2. The DMRS representative at Bari has stated there is no operational objection to these stops as the trains now usually stop for other reasons than to receive and discharge passengers.

3. Your consideration of this request will be appreciated.

Sd PGM

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

2812

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

Transportation Sub-Comm. (Rails)
Allied Commission
c/o Movements East Italy
Ref.: AC.Tn/BD/M/16/18
Date: 15 Jan. 45

Subject: Passenger Service: BARI - NAPLES (via POTENZA)

To: Transportation Sub Commission AC (Rail Section)
c/o Transportation Increment C.M.F.

1. The Capo Compartimento this Division requests that the Civilian Passenger train BARI-NAPLES and return be permitted to take up and set down passengers between BRINDISI and BARI at OSTUNI, FASANO, MONOPOLI, POLIGNANO and MOLA.

2. It is understood from the LMRS rep. here that there is no operational objection to the above, as the train already has to stop at these points for crossing.

3. May this request be considered please.

W/Cdr Taylor RA

MAJOR C.W.G. TAYLOR RA.
A.C. Tn. Sub-Commission

2811

100/94

COPY

(Translation) Rome 20 Dec.1944

Ministry of Communications
I S R - Direction General

N.S.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	" 0630

With the operation of these trains, indispensable for the travel of students, as a compensation, the workers trains 5102 and 6349, 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	" 2139

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 Salerno and Naples by 1940 and 1943 trains, operated at present between Nocera and Naples for the communications with the Province of Avellino -

2810

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 N. 211/9116/194 dated 9 dec. We point out that in case your Commission would think

Declassified E.O. 12356 Section 3.3/NND No. 782021

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	Capri	a. 2105
Capri	" 0350	Salerno	" 0830

With the operation of these trains, indispensable for the travel of students, as a compensation, the workers trains 3102 and 8849, that are at present operating from Battipaglia to Capri - 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 Salerno and Naples by 1940 and 1943 trains, operated at present between Nocera and Naples for the communications with the Province of Avellino -

2810

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 N. 211/9116/194 date 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. 780021

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	"	1625	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

Rocchetta	d.	0525	Potenza	2809 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

Declassified E.O. 12356 Section 3.3/NND No. 782021

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	"	0430	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 nowedays 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

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

2889

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	"	2006
(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. 782021

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

100/94

COPY

SUBJECT : Communication between FRANCAVILLA & TARANTO

TO : The Director
c/c Tn Inc.

Transportation Sub-Commission
(Rail)
Allied Commission
C/o Movements E.Italy
Ref : AC/Tn/BD/M/16/208
Date: 29 Dec.44

Reference AC 100/94/Tn dated 14 Dec.44

It is not agreed that double traction on train TV 4853 could be dispensed with, and as the provision of additional Power & Stock at the present time is not possible, under the circumstances the additional service is not recommended or considered necessary in the Allied Cause.

sgd: EWB Jeffrey
Major R.E.
AC Tn Sub-Comm.Repr

See Pending file

0109

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

100/94

Subject:- Utilization of Allied Forces trains Naples - Bari via Taranto - Brindisi.

Military Railway Service,
CMF.
Tele: Firebox 13,
Tn.A.3(O)/24/5-173A.
31 Dec.'44.

To:- D.Q.M.G.(M),
A.F.H.Q.

Copy to:- Transportation Sub. Comm.,
Rail Section (Building) Your
AC/100/94/Tn. refers. — 2944

The attached letter should have been sent to you and not to this Headquarters.

R.A.D

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

JK.

2807

Ministry of Communications
I.S.R. General Direction

Rome 2 OTTOBRE 1944

No. 321/1023/60 - 2/1CCA/177/28

100/94

Subject:
Utilization of Allied Forces
trains Naples-Bari Via Taranto-Brindisi.

Allied Commission
Transport Sub Commission
R o m e

1. Some I.S.R. Travelling inspectors report that several seats are available on the trains 8021/3537/3536 and 3535/3538/8090 between Naples and Bari via Taranto Brindisi, on the days when they are used by Allied Forces, on regard of the number of coaches included in the train consist.
2. In order to improve the passenger service on the said trains, on the days when they are used by civilians, it is believed that proper coaches might be assigned to italian troops, on the days when the trains are used by allied forces.
3. The whole train consist could be thus available for civil travellers, whoese number, as you know, is large, on the prescribed days.

For Director General
Signed: Lo Cigno

Ca.20.cb.

2 copies file

2816

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

R o m e

1. Some I.S.R. Travelling inspectors report that several seats are available on the trains 8021/3537/3536 and 3535/3538/8000 between Naples and Bari via Taranto Brindisi, on the days when they are used by Allied Forces, on regard of the number of coaches included in the train consist.
2. In order to improve the passenger service on the said trains, on the days when they are used by civilians, it is believed that proper coaches might be assigned to italian troops, on the days when the trains are used by allied forces.
3. The whole train consist could be thus available for civil travellers, whoese number, as you know, is large, on the prescribed days.

For Director General
Signed: Lo Cigno

Ca.20.cb.

2

2806

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, 2 DIC. 1944 194 A.

N. M.221/1023/60-2/ICA/1779/28

Al N. del

COMMISSIONE ALLEATA
Sottocommissione Trasporti

R O M A

OGGETTO

Frequentazione treni per le forze alleate fra Napoli e Bari via Taranto-Brindisi.

ALLEGATI N.

I - Nostri Controllori Viaggianti riferiscono che i treni 8021/3537/3536 e 3535/3538/8000 fra Napoli e Bari via Taranto-Brindisi, nei giorni in cui vengono utilizzati dalle forze alleate, offrono largo margine di posti disponibili rispetto alla quantità delle carrozze in composizione.

II - Per migliorare il servizio viaggiatori dei treni stessi, nei giorni in cui essi vengono utilizzati per civili, si ritiene opportuno che sia esaminata la possibilità di far viaggiare i militari italiani in apposite carrozze nei giorni in cui i treni sono utilizzati dalle forze alleate.

III - Si lascerebbe così a completa disposizione dei civili tutta la composizione, nei giorni in cui i treni si effettuano per i viaggiatori ordinari che, come è noto, sono numerosi.

IL DIRETTORE GENERALE

Tolegyo

285

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

100/94

Allied Force
MILITARY RAILWAY SERVICE-ITALY
Headquarters 774th Railway Grand Division
Office of Director

A.P.O. 512
16 December 1944

Subject: Naples-Bari Passenger Service (Via Benevento.)

To : A.C. Transportation Sub-Commission
Attention: Chief Rail Section.

1. Reference your letter 9 December, file 100/94/Tn., above subject.

2. Equipment is not yet available to establish the proposed service. M.R.S. does not favor any action in the matter until civilian service of some character has been inaugurated between Rome and Naples.

For the Director:

S. E. LONDON
Captain, T.C.
Superintendent Transportation

100/94

ACP/ic

TRANSPORTATION SUB-COMMISSION(AC)
(Rail Section)
C/o Transportation Increment
C. M. F.

Tel: 843207
Our Reference: AC 100/94/Tn

14 December 44.

TO : Major ENB JEFFREY
c/o Mov.East Italy C.M.F.
BARI

SUBJECT : Communications between Francaville and Taranto.

1. Please see the enclosed submission by ISR and let me know if you consider the additional services are needed.

2. It might be pointed out that MRS at the moment is not anxious to extend services in the Bari Compartimento, and any recommendation you make should be made on the desirability of additional services for workers primarily engaged on work for the Allied Forces.

C.N. LINDBERG
Lt. Col. R.E.,
Chief, Rail Section.

2[illegible]3

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

100/94

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

Rome - 9 DIC 1944

M. 211-9116.194/1CCA/1629/28

Subject:
Communications between
Francavilla and Taranto.

To Allied Commission
Transportation Sub-Commission
R o m e

1. The Chief Compartimento of Bari informs us that several requests have been made by Grottaglie "Camera del Lavoro" by the workers of dock-yard of Nasisi asking the operation of a new couple of local trains between Taranto and Francavilla; one to arrive in the morning at Taranto (a 0700 hrs) and the other to leave Taranto in the afternoon at 1650 hrs.

2. Those trains would suit with the working hours of the several workers of the area.

3. We submit such request to the examination and approval of your Commission, making reference to what has been proposed with the general scheme, that approximately foresaw the requested couple of trains.

4. We inform that the present train TV4853 requires a double traction from Taranto to Km.23 and if the requested addition could be granted with a consequently relief of the same train TV4853 that is toocrowded, said double traction locomotive could be utilized to operate the new requested couple between Taranto and Francavilla.

The General Director

F.to DI RA MONDO

Go.7.cb.

Declassified E.O. 12356 Section 3.3/NND No. 780021

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

MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

ROMA, 10 DIC. 1944 194 A.

N. M.211-9116-194/1CCA/1629/28

Al N. del

OGGETTO

Comunicazioni tra
Francavilla e Taranto

Alla Commissione Alleata
Sottocommissione Trasporti

R O M A

ALLEGATI N.

I) Il Capo Compartimento di Bari segnala insistenti richieste della Camera del Lavoro di Grottaglie e degli operai dei Cantieri Navali di Nesisi per ottenere l'istituzione di una nuova coppia di treni locali fra Taranto e Francavilla: uno al mattino in arrivo a Taranto alle ore 7.00, e l'altro in partenza da Taranto al pomeriggio alle ore 16.15.

II) Tali treni coinciderebbero con gli orari di lavoro dei numerosissimi operai di quella zona.

III) Si sottopone la suddetta richiesta all'esame ed approvazione di codesta Commissione, richiamando al riguardo quanto venne proposto col progetto generale che già prevede, in via approssimativa, la desiderata coppia di treni.

IV) Si fa presente che l'attuale treno TV4853 ha bisogno della doppia trazione da Taranto fino al Km.23 e pertanto, qualora fosse concesso l'aumento richiesto che porterebbe di conseguenza l'alleggerimento dello stesso treno TV4853 già eccessivamente affollato, la suddetta locomotiva di doppia trazione potrebbe essere utilizzata per effettuare la nuova coppia richiesta fra Taranto e Francavilla.

28 1

IL DIRETTORE GENERALE

ACF/ic

TRANSPORTATION SUB-COMMISSION(AC)
(Rail Section)
C/o Transportation Increment

Tel: 843207
Our Reference : ICC/84/Tn. 9 December 44.

TO: MRS - Rome

SUBJECT : Naples-Bari Passenger Service (via Benevento).

1. Request is made for information as to whether rolling stock is available for the operation of this train, which it was agreed would be brought into operation "as soon after 1 December 44 as stock is available".

2. Proposed timings in detail are given in the attached document.

G.R. LINDBERG,
Lt.Col. R.E.
Chief, Rail Section.

Copy :
ISM
AFHQ (G4)
Mv. & Tn.

28.9

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

100/94

Translation

- 4 Dec. 1944

Rome

Ministry of Communications
I.S.R. Direction General
Movement Service -

R 211/9087/244 (R 211 C)/100/1577/28
Re: AC/100/94/Tn of 18 Nov.1944

Subject:
New service between Naples and Bari via Foggia

To Allied Commission
Transport Subcommission
Rome

We forward the time table concerning the new couple of trains to be operated on the Naples-Bari via Foggia line, with timings of the halts for passengers service only at the stations outlined in the above referred note.

2105	dep.	Naples	arr.	0940
2147	arr.	Aversa	dep.	0852
2158	dep.		arr.	0841
2236	arr.	Caserta	dep.	0808
2300	dep.		arr.	0746
0116	arr.	Benevento	dep.	0518
0146	dep.		arr.	0443
0319	arr.	Ariano	dep.	0327
0329	dep.		arr.	0325
0545	arr.	Foggia	dep.	0045
0605	dep.		arr.	0030
0655	arr.	Cerignola	dep.	2339
0700	dep.		arr.	2334
0747	arr.	Barletta	dep.	2233
0758	dep.		arr.	2220
0910	arr.	Bari	dep.	2105

Director General

F.to DI RAIMONDO

Ca/ng 3

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

SERVIZIO MOVIMENTO

Roma, - 4 DIC 1944 194 A.

N. M.211/9027/244(R.211 C) ICCA 1577/28
Al AC/100/94/Tn del 29 and.

Alla Commissione Alleata
Sottocommissione Trasporti

R O M A

OGGETTO

Nuovo servizio tra Napoli
e Bari via Foggia.

ALLEGATI N. Si comunica l'orario dei nuovi treni previsti sulla Napoli - Bari, via Foggia con gli estremi di arrivo e partenza nelle fermate per servizio viaggiatori nelle sole stazioni indicate con la nota cui si risponde:

21.05	p.	Napoli	a.	9.40
21.47	a.	Aversa	p.	8.52
21.58	p.		a.	8.41
22.36	a.	Caserta	p.	8.08
23.00	p.		a.	7.46
1.16	a.	Benevento	p.	5.18
1.46	p.		a.	4.43
3.18	a.	Ariano	p.	3.27
3.29	p.		a.	3.25
5.45	a.	Foggia	p.	0.45
6.05	p.		a.	0.30
6.55	a.	Cerignola	p.	23.39
7.00	p.		a.	23.34
7.47	a.	Barletta	p.	22.33
7.58	p.		a.	22.20
9.10	a.	Bari	p.	21.05

2798

IL DIRETTORE GENERALE
G. di Raimondo

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

100/94
/fa

TRANSLATION

MINISTRY OF COMMUNICATIONS
CABINET

Rome, 17 November 1944

Ref.: F/II/2.11424

Subject : AUTOMOTRICE SERVICE ROMA-NAPLES-BARI

Dear Col. Adams

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

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

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

Awayting for your advice and intentions.

Sincerely yours

Verabona

the Minister

2787

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

ACP/hl
160/94/

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

19 November 1944

Tel: 478701
Our Ref: AC/100/94/Tn

TO : Ministry of Communications
(Att: General Di Raimondo)-Your C/100A/988/28 refers.

SUBJECT: Proposed new train Naples-Bari via Foggia.

1. In continuation with the proposed new train, scheduled to operate as soon after 1st December '44, as rolling stock is available, our Bari representatives point out that stops at Molfetta and Trani are unnecessary. It is therefore suggested that stops would be at Aversa, Caserta, Benevento, Ananc, Foggia, Barigniola, Barletta, Bari.

2. Please let me have timings for the intermediate stops.

By Command of Commodore Stone

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

Copy to: D.M.R.S.

2796

Translation

Ministry of Communications
I & R Direction General

Rome 2 Nov. 1944 100/94/
M.211/8[illegible]7/41-B/Decr/1247/28

To Capi Compartimento Napoli and Reggio Cal.

omissis .....

To Direction General M.R.S. Rome

According to the agreements with Allied Authorities, following timings measures are to be put in force:

a) Effective 13 Nov.1944, operation of a couple of through trains for passegners, leaving respectively, Naples and Reggio Cal. according to the fillowing timings which are approximative for the intermediate stations:

2030	lv. Naples	ar. 0710		
2255 ar. / 2325 lv.	Salerno	lv. 0400 / ar. 0315	94	
0020 ar. / 0030 lv.	Battipaglia	lv. 0220 / ar. 0210	94	
0125 ar. / 0135 lv.	Agropoli	lv. 0130 / ar. 0120	92	
0350 ar. / 0400 lv.	Sapri	lv. 2300 / ar. 2245		
0630 ar. / 0700 lv.	Paola	lv. 2020 / ar. 1950		
0830 ar. / 0900 lv.	S.Eufemia	lv.1815 / ar.1750		
1140 ar.	Gioia Tauro (transhipment)	lv.1520	92	
1300 lv.	(Km.350+644)	ar.1400		
1500 ar.	Reggio C.	lv.1200		

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The numbers of the above mentioned trains will be assigned by Naples Compartimento.

b) Suppressions, between Nocera and Salerno, of 1943 train, effective 13 November 1944, and of 1940 train, effective 14 Nov.1944. Such trains, limited therefore to Naples-Nocera Inf.Section, will be respectively connected at Nocera Inf. with 2654 and 2653 trains of the Nocera Inf. Avellino line, with which they will form a sole communication (1943/ [illegible] between Naples and Avellino.

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According to the agreements with Allied Authorities, the following measures are to be put in force:

a) Effective 13 Nov.1944, operation of a couple of through trains for passegners, leaving respectively, Naples and Reggio Cal. according to the fllowing timings which are approximative for the intermediate stations:

2030	lv. Naples	ar. 0710		
2255	ar. Salerno	lv. 0400	94	
2325	lv. Salerno	ar. 0315		
0020	ar. Battipaglia	lv. 0220	94	
0030	lv. Battipaglia	ar. 0210		
0125	ar. Agropoli	lv. 0130	92	
0135	lv. Agropoli	ar. 0120		
0350	ar. Sapri	lv. 2300		
0400	lv. Sapri	ar. 2245		
0630	ar. Paola	lv. 2020		
0700	lv. Paola	ar. 1950		
0830	ar. S.Eufemia	lv.1815		
0900	lv. S.Eufemia	ar.1750		
1140	ar. Gioia Tauro (transhipment)	lv.1520	92	
1300	lv.(Km.350+644)	ar.1400		
1500	ar. Reggio C.	lv.1200		

2798

The numbers of the above mentioned trains will be assigned by Naples Compartimento.

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Consist - The new trains between Naples and Reggio C. will have a consist of 6 C- 1 D - 1 Ū cars.
Consequently has to be reduced the consist of 1933/9073 and 9072/1934 trains, between Salerno and Reggio C. limiting it to 4 C - 1 D Ū cars.
1943/2654 and 2653/1940 trains, between Naples and Avellino will have a consist of 3 C - 1 D Ū cars.

Passenger Service - Admissions and limitations
The passenger service on the new trains, between Naples and Reggio C. will be permitted only from Naples and Salerno stations for the stations of Agropoli, Sapri, Paola (for Cosenza line), S.Eufemia (for Catanzaro line) and Reggio Cal. and farther, towards Sicily and viceversa.
It is permitted also, the service between Naples (town) and Salerno (town).
The quantity of passengers admitted to ride will be limited, according to the herewith attached schedule,- Therefore, the sale of tickets will be made according to the quantity of the seats available.
Holders of season tickets of any kind are not to be admitted on these trains. The tickets issued for these trains will be nominal, and the passengers must present documents fit to prove their identity to the booking office as well as to the ticket- inspector. For passenger admission must be followed the priority sequence hereafter:

a) Officials charged by A.C.
b) Officials of Ministries, authorized by the respective Cabinet or Secretary's offices-
c) Officials of Public Administrations riding for duty, as for declarations issued, each time, by their office Chiefs
d) Agents of Firms or contractors working for Public Administrations holding an authority issued each time by the managers of said Administrations.
e) Professional people, who generally are riding for charges of Public Administrations, as for declarations issued each time by said Administrations.
f) Passengers no foreseen by the above mentioned categories -

The authorities or declarations whereof the above items, will be submitted in duplicate: one copy will be kept by the booking office, as a justification of the issue; one will be given back to the passenger, provided with the station stamp and the data of the issued ticket.

The passengers whereof para a) b) c) d) e) shall order in advance the ticket, namely on the day before the departure.

Concerning the other passengers no order in advance will be permitted and the tickets will be issued on departure day, according to the sequence of presentation at the booking office.

Passenger cautch as riding abusively on trains, must be get out at the first stop station after having been subjected to the payment of the foreseen additional taxes and penalities, and after the compilation of the infraction-minutes.

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The passenger service on the new trains, between Naples and Reggio C. will be permitted only from Naples and Salerno stations for the stations of Agropoli, Sapri, Paola (for Cosenza line), S.Eufemia (for Catanzaro line) and Reggio Cal. and farther, towards Sicily and viceversa.
It is permitted also, the service between Naples (town) and Salerno (town).
The quantity of passengers admitted to ride will be limited, according to the herewith attached schedule,- Therefore, the sale of tickets will be made according to the quantity of the seats available.
Holders of season tickets of any kind are not to be admitted on these trains. The tickets issued for these trains will be nominal, and the passengers must present documents fit to prove their identity to the booking office as well as to the ticket- inspector. For passenger admission must be followed the priority sequence hereafter:

a) Officials charged by A.C.
b) Officials of Ministries, authorized by the respective Cabinet or Secretary's offices-
c) Officials of Public Administrations riding for duty, as for declarations issued, each time, by their office Chiefs
d) Agents of Firms or contractors working for Public Administrations holding an authority issued each time by the managers of said Administrations.
e) Professional people, who generally are riding for charges of Public Administrations, as for declarations issued each time by said Administrations.
f) Passengers no foreseen by the above mentioned categories -

The authorities or declarations whereof the above items, will be submitted in duplicate: one copy will be kept by the booking office, as a justification of the issue; one will be given back to the passenger, provided with the station stamp and the data of the issued ticket.

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Concerning the other passengers no order in advance will be permitted and the tickets will be issued on departure day, according to the sequence of presentation at the booking office.

Passenger cautch as riding abusively on trains, must be get out at the first stop station after having been subjected to the payment of the foreseen additional taxes and penalities, and after the compilation of the infraction-minutes.

To avoid that trespassers ride secretly on trains, the Compartimenti Chiefs will make agreements with the Compartimentali Police Commissaries, in order to intensify the Policy Service, ordering that each passenger coach be permanently watched by a railway ticket inspector and at least 2 Policemen.

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At all the stop-stations of said trains are to be watched the entrance and exit each by a railway agent and 2 policemen. At the station, where the passegner service is not admitted, said entrance and exit are to be closed, timely, when trains are in transit.

We beg you to issue the relative orders, and to acknowledge receipt to the writer by wire, and to arrange so that the Movement Sections communicate at once to their Service the timing schedules.

The Director General
signed Di Raimondo

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SEATS AVAILABLE ON THROUGH TRAINS BETWEEN NAPLES AND REGGIO CALABRIA

From the stations of	FOR					
	SALERNO	AGROPOLI	SAPRI	Paola for Cosenza	S.Eufemia for Catanzaro	REGGIO C.
NAPOLI	50	5	10	40	75	300
SALERNO	====	5	5	10	10	20
AGROPOLI	====	=	==	==	==	10
SAPRI	====	=	==	==	==	15
PAOLA (from Cosenza line)	====	=	==	==	==	50
S.EUFEMIA (from Catanzaro line)	====	=	==	==	==	85

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SEATS AVAILABLE ON THROUGH TRAINS BETWEEN REGGIO C. AND NAPLES

From the Stations of	For					
	S.Eufemia for Catanzaro	Paola for Cosenza	Sapri	Agropoli	Salerno	Naples
Reggio Calabria	85	50	15	10	20	300
S.Eufemia (from Catanzaro line)----	—	—	—	—	10	75
Paola (from Cosenza line)---	—	—	—	—	10	40
Sapri	—	—	—	—	5	10
Agropoli	—	—	—	—	5	5
Salerno	—	—	—	—	—	50

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Declassified E.O. 12356 Sec. 3.3/NND No. 782021

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 2 novembre 1944
M. 11/0907/41-B/Gca/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.	22.00	
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.	16.15	
9.00	p.		a.	17.50	
11.40	a.	Gioia Tauro (trasbordo)	p.	13.20	
13.00	p.	Km.350+644	a.	14.00	
15.00	a.	Reggio C.	p.	12.00	

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I posti ai treni suddetti saranno assegnati a cura del Compart

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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.

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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.	3.20
0.30	p.		a.	2.10
1.25	a.	Agropoli	p.	1.30
1.35	p.		a.	1.20
3.50	a.	Sapri	p.	22.00
4.00	p.		a.	23.45
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
13.00	p.	Km.350+644	a.	14.00
15.00	a.	Reggio C.	p.	12.00

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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

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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 8C - 1D - 1U.

Conseguentemente dovra essere ridotta la composizione dei treni 1933/9073 e 9072/1934 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 controlleria, 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., 2789

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,,

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COMPOSIZIONE : I nuovi treni tra Napoli e Reggio C.dovranno essere composti di 6C - 1D - 1U.

Conseguentemente dovrà essere ridotta la composizione dei treni 1038/3073 e 3072/1084 tra Salerno e Reggio C. limitandola a 4C-1DU.

I treni 1948/2654 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.

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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:

a) - Funzionari incaricati dell'A.C., 2783

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 F.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 set-

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f) - Viaggiatori che non [illegible]

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.

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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. 782021

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

100/94

Translation

Ministry of Communications
Director General Office

Rome 24th Oct. 1944
N. 210/6917/194/ICCA/1114/28

Subject:

Travellers service

Potenza Taranto line

To Allied Control Commission

Rome

Att. General Direction N.K.S. - Building

1) By letter N.210/8791/11B dated 22nd August 1944 we proposed the transformation, into mixed, of the veights trains 8133/8137 Potenza - Metaponto - Taranto and 8136/8130 Taranto - Metaponto - Potenza for local service between Potenza and Taranto in consequence of the 3537 and 3538 Naples Brindisi Naples non making local service.

2) We insist again on such proposal considering the many calls wich are coming upon this Direction frol the workers occupied into naval dock yard of Taranto and from other works, who, owing to the lack of local communications are unable to see since long time, their families living in the towns between Taranto and Potenza.

3) Therefore, we beg you to authorize the addition of two or three cars to the same trains which, beside passenger service, should effect mail service by a special messenger in order to reach more regular and solicit the forwarding of the correspondance for the many places of the line actually in function with obvious delay and not regularly by motor services.

Director General

signed Lo Cigno

Go.ng24

2787

Roma, 24 OTT. 1944

M.210/8917/194/ICCA/1114/28

— Commissione Alleata Controllo
R O M A

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

Servizio viaggiatori
linea Potenza-Taranto

I - Con lettera M.210/8791/413 del 22 agosto u.s. proponemmo la trasformazione in misti dei treni merci 8133/8137 Potenza - Metaponto - Taranto e 8126/8130 Taranto - Metaponto - Potenza per il servizio locale fra Potenza e Taranto dato che i treni 3537 e 3538 Napoli - Brindisi - Napoli non disimpegnano servizio locale.

II - Si torna ora ad insistere su detta proposta poichè numerose pervengono a questa Sede le invocazioni degli operai, addetti ai Cantieri Navali di Taranto o ad altri lavori, che per mancanza di comunicazioni locali non rivedono da molto tempo la loro famiglia residente nei paesi fra Taranto e Potenza.

III - Si chiede pertanto l'aggiunta di 2 o 3 carrozze ai predetti treni i quali dovrebbero anche disimpegnare servizio postale a mezzo di un apposito messaggero in modo da rendere più sollecito e regolare l'inoltro della corrispondenza per le numerose località della linea oggi servita con sensibili ritardi e non regolarmente a mezzo degli autoservizi.

IL DIRETTORE GENERALE

per Lo Cigno

2786

Declassified E.O. 12356 Section 3.3/NND No. 782021

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

100/~~7~~894
CG/fd

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission

ACC Tn/100/95/96 28 October 1944

TO : Capt. S.C.Hall
c/o Rev. East Italy
CMF

SUBJECT : Travellers service Potenza-Taranto line

1. Reference attached copy of letter from Ministry of Communications.

2. Will you please consider the request and forward your recommendations to this Headquarters.

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

Copy to : Rail (Movements)
Tn. Sub-Comm.

2785

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

SUBJECT : Rail Transportation

TO : The Director
Transportation Sub-Comm.
ACC (Main)

Transportation Sub-Comm.
Allied Control Comm.
c/o Movements E. Italy

Date : 16 Sept. 44
Ref : ACC/Tn/BD/XI/

Ref. your ACC/Tn/244 dated 10 Aug. 44, and ACC/Tn/94 dated 9 Aug. 44.

1. Copy of this office letter ACC/Tn/BD/XI dated 12 Sept. 44 attached and Para. 3 BARI Divisional Monthly report for August 944 exlains the position.

2. The 2 letters attached to yours referred to above are returned herewith as requested.

HEADQUARTERS
22 SEP 1944
A. C. C.

Captain R.E. [illegible]
2784

EMBJ/BT

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

SUBJECT : Potenza Agricultural Report for August 44.

TO : Agricultural Officer
Bari Zone
ACC Southern Region

Transportation S.C.
Allied Control Comm.
c/o Movements E.I.

Date : 12 Sept.44
Ref : ACC/TN/BI/XIV/

Reference the above copy returned herewith.

Daily Statistics received from the ISR prove that wagons requested by the local Railway Station Masters are being supplied.

Wagons are not placed according to bids accepted, but only as Station Master requests them, provided they are authorized on the loading programme Station Masters only request the wagons, if they are contacted by the consignors before hand.

Since from 13 to 31 Aug. inclusive only 60 wagons out of 144 programmed were loaded at Rapollo Lavello and only 24 out of 57 at S.Nicola Melfi, it is apparent that the necessary contact between the consignors are the Station Masters is not being maintained.

Will you please impress on Consorzio Agrario Potenza that they must advise the Station Masters daily of the number of wagons they can load the following day, so that their requirements can be met.

Captain R.E.

EMJ/BT

2783

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

Trans S.C. 3648
8351

HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION II

Ref. ECA/2070/RL/199 1 Aug 44

Subj. Rail Transport.

To: Headquarters, ACC, APO 394 -
Transportation Sub-Commission.

1. A complaint has been received from Provincial Supply Officer, Potenza, stating that rail movement in his province is repeatedly being hampered by the failure of some station masters to allocate wagons, solely on our authorization. Although bids are accepted by you, and station masters informed, the wagons are very often not granted by these agents, who are under the impression that they must be authorized by Italian Railway authorities.

2. P.S.O., Potenza states that this has happened, among other places, at Lagonegro, Pietragalla, Montesano and Spezzano, and he is of the opinion that, while the larger stations seem to receive authorization from the railway authorities, the smaller ones do not.

3. May something please be done toward expediting rail movements in this province.

HEADQUARTERS
4 AUG 1944
A. C. C.

C.Knight, Major
Regional Economics &
Supply Officer-
for Regional Commissioner.

CK/pjh
Copies: Tptn. S/C, Bari -
~~Tptn.~~ S/C, ~~Reggio~~
PSO, ~~Potenza~~.

2782 Rhoad
Naples to take
subject up with
D.C.M.R.S. 5/8. 1500

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

MINISTERO DELLE CORPORAZIONI

Memorandum per Major Richardson

Transportation Subcommission

Rail Transport Division

The attached report from Agricultural officer Region IIX is passed to you for whatever information it may contain and whatever action that can be taken to clarify the situation.

Stanley Andrews, Major AUS
Ag Subcommission

Il Ministro

2781

2710

Luc/6.1/443

Maya Andrews

A. M. G.

GOVERNO MILITARE ALLEATO
POTENZA PROVINCE

ROW = A. C. C.

Potenza, 5 August 1944.

To : R.C. Region 2
Copy to Agriculture Sub-Commission - ROME ✓
" P.R.C. - Potenza.

From : Capt. T.W.N. Morgan - Agriculture Officer Lucania.

SUBJECT - Rail Transport. "Grano del Popolo".

(1) Situation acute.

(2) See my letter to R.S.O. , 12 July requesting Rail movement 3,000 tons a week commencing 24 July from Melfi - Lavello-Genzano area.

Warehouse accommodation now overfull impeding arrearing.

(3) Rail bids accepted Melfi Lavello from 31 July/ 6 August 10 waggons x 7 days = 70 waggons for week. ONLY 4 MADE AVAILABLE.

(4) R.T.O. Potenza had over 20 available waggons on 1 Aug. obtained permission from Movement Dept Italy to place at our disposal: Railway operating Company and Potenza Station Master refused to do so. Said waggons must come from Barletta.

Why this duality of control ? Who gives orders ?

(5) Lavello Station Master telegraphed Spinazzola, also Dipartimento Movimento at Bari. Neither had knowledge of acceptance bids allocation waggons to us.

What is wrong ?

(6) Unless we can rely on railway waggons when bids accepted there will be chaos.

T. W. N. Morgan

T.W.N. Morgan - Captain
Agriculture Officer - LUCANIA.

2780

Declassified E.O. 12356 Section 3.3/NND No. 780021

Potenza, 5 August 1944.

To : R.C. Region 2
Copy to Agriculture Sub-Commission - ROME ✓
" " F.C. - Potenza.

From : Capt. T.W.J. Morgan - Agriculture Officer Lucania.

SUBJECT - Rail Transport. "Grano del Popolo".

(1) Situation acute.

(2) See my letter to P.C.C. . 12 July requesting Rail movement 2.000 tons a week commencing 24 July from Melfi - Lavello-Gemano area.

Warehouse accommodation now overfull. Ingoing arranging.

(3) Rail bids accepted Melfi Lavello from 31 July/ 6 August 10 wagons x 7 days = 70 wagons for week. ONLY 4 CARS AVAILABLE.

(4) P.C.C. Potenza had over 20 available wagons on 1 Aug. obtained permission from Movement Post Italy to place at our disposal. Railway operating Company and Potenza Station Master refused to do so. Said wagons must come from Barletta.

Why this duality of control ? Who gives orders ?

(5) Lavello Station Master telegraphed Spinazzola, also Dipartimento Movimento at Bari. Neither had knowledge of acceptance bids allocation wagons to us.

What is wrong ?

(6) Unless we can rely on railway wagons when bids accepted there will be chaos.

T.W.J. Morgan

T.W.J. Morgan - Captain
Agriculture Officer - LUCANIA.

2781

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

ORARIO DELLA COMUNICAZIONE DIRETTA NAPOLI = REGGIO C.

A

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.	2.20
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 T. (trasbordo)	p.	15.20
13.00	p.		a.	14.00
15.00	a.	Reggio C.	p.	12.00

++++++++++++++++++++++++++

2773

OK Pubblicare
Agenzia
Ad

Declassified E.O. 12356 Section 3.3/NND No. 782021

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.	2.20	
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 T. (trasbordo)	p.	15.20	
13.00	p.		a.	14.00	
15.00	a.	Reggio C.	p.	12.00	

++++++++++++++++++++++++++

2779

OK Amsterdam
. Operaln-
Admisc stazio
Mil.

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

Ltr

BWB/b 100/94

ALLIED CONTROL COMMISSION
TRANSPORTATION SUB COMMISSION
A.P.O.394.

Telephone: 478701

Date: 12 Oct 44
Ref: ACC.Tn/42

Subject: Daily passenger train service (except Sundays)
NAPLES - POTENZA - TARANTO - BRINDISI - BARI.

To: Minister of Communications,
(for the Under Secretary of State
for Italian State Rlys)
ROME.

1 I attach copy of letter reference Mov.3/306F of 9 Oct. announcing changes in the operation of the above trains with effect from 16 Oct.

2 I shall be glad if you will please take steps at once to ensure that all your staff (Station Masters, Booking Staff, etc.) are advised of the changed arrangements so as to ensure that passengers only present themselves on the days of the week on which the trains will run for civilian traffic.

3 Will you please include arrangements for conspicuous notices to be posted at all the passenger stations effected and give these new arrangements any other publicity you may think necessary?

BwB

D. S. ADAMS.
Col. C.B.E.
Director. TN.S.C.

Copy : D. G. M. R. S., Rome.

2778

Declassified E.O. 12356 Section 3.3/NND No. 782021

Ref: ACC.TN/42

Subject: Daily passenger train service (except Sundays)
NAPIERS - POTENZA - TARANTO - BRINDISI - BARI.

To: Minister of Communications,
(for the Under Secretary of State
for Italian State Rlys)
ROME.

1 I attach copy of letter reference Nov.3/306E of 9 Oct. announcing changes in the operation of the above trains with effect from 16 Oct.

2 I shall be glad if you will please take steps at once to ensure that all your staff (Station Masters, Booking Staff, etc.) are advised of the changed arrangements so as to ensure that passengers only present themselves on the days of the week on which the trains will run for civilian traffic.

3 Will you please include arrangements for conspicuous notices to be posted at all the passenger stations effected and give these new arrangements any other publicity you may think necessary?

Bob B

D. S. ADAMS.
Col. C.E.
Director. TN.S.C.

Copy : D. G. M. R. S., Rome.

2778

Declassified E.O. 12356 Section 3.3/NND No. 782021

0148

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

BWB/b

ALLIED CONTROL COMMISSION
TRANSPORTATION SUB COMMISSION
A.P.O.394.

Telephone - 478701

Date: 12 Oct 44
Ref: ACC.Tn/42

Subject: Daily passenger train service (except Sundays)
NAPLES - POTENZA - TARANTO - BRINDISI - BARI.

To: Major Bowers, Tn.S.C.Rep. Naples
Capt. Hall, " Bari

1 Attached hereto is copy of G-4 Mov & Tn.A.F.H.Q. letter Mov.3/306E of 9 Oct. in regard to the running of the above train, giving details of modifications effective 16 Oct.

2 Please note specially para. 4 and take steps to ensure that all concerned are advised of the contents of this letter.

BwB

D. S. ADAMS.
Col. C.R.
Director, Tn.S.C.

2777

RESTRICTED

G-4 Mov & Tn.
Allied Force Headquarters,
C.M.F.

Tel. Nos. Freedom 320)
223)
878)

Mov. 3 (Rail, Road & M.F.O.)

Mov. 3/306E.

WORKING INSTRUCTION NO. 2.

Daily Passenger Train Service (Except Sundays) - NAPLES - POTENZA - TARANTO - BRINDISI - BARI.

1. Effective 16 October 1944 the existing combined military/civilian passenger train service operating daily except SUNDAYS between NAPLES and BARI via POTENZA will be modified as under :-

A. MILITARY personnel only - Tuesdays, Thursdays and Saturdays.

B. CIVILIAN personnel only - Mondays, Wednesdays and Fridays.

The first complete military train will run under the above revised arrangements Tuesday 17 October 1944.

2. Timings will remain unchanged :-

EASTBOUND

NAPLES Central	Depart 1600 Hrs.	
TARANTO	Arrive 0704 "	
TARANTO	Depart 0735 "	
BRINDISI	Arrive 0925 "	
BRINDISI	Depart 1015 "	
BARI	Arrive 1400 "	

WESTBOUND

BARI	Depart 1200 Hrs.	
BRINDISI	Arrive 1411 "	
BRINDISI	Depart 1501 "	
TARANTO	Arrive 1742 "	
TARANTO	Depart 1825 "	
NAPLES	Arrive 1000 "	

3. Procedure in respect of military personnel.

An O.C. Train will be appointed by the entraining R.T.O. in respect of each MILITARY journey. His compartment will be labelled accordingly and he will be furnished with timings and details of refreshment halts for the throughout journey together with a complete list of the personnel entrained. His signature will be obtained as evidence of receipt of this information by the entraining R.T.O. at BARI and NAPLES respectively.

Entraining R.T.O's at intermediate stations will furnish the O.C. train with complete details of military personnel joining the military special at such intermediate stations.

4. Procedure in respect of civilian travel.

2776

A.C. Allied Control Commission is requested to issue the necessary instructions implementing the above revised arrangements to all concerned and so ensure that only properly authorised passengers present themselves for travel. Also that the necessary measure of control is exercised throughout the train journey and at all entraining

Declassified E.O. 12356 Section 3.3/NND No. 780021

1. Effective 16 October 1944 the existing combined military/civilian passenger train service operating daily except SUNDAYS between NAPLES and BARI via POTENZA will be modified as under :-

A. MILITARY personnel only - Tuesdays, Thursdays and Saturdays.

B. CIVILIAN personnel only - Mondays, Wednesdays and Fridays.

The first complete military train will run under the above revised arrangements Tuesday 17 October 1944.

2. Timings will remain unchanged :-

EASTBOUND		WESTBOUND	
NAPLES Central	Depart 1600 Hrs.	BARI	Depart 1200 Hrs.
TARANTO	Arrive 0704 "	BRINDISI	Arrive 1411 "
TARANTO	Depart 0735 "	BRINDISI	Depart 1501 "
BRINDISI	Arrive 0825 "	TARANTO	Arrive 1742 "
BRINDISI	Depart 1015 "	TARANTO	Depart 1825 "
BARI	Arrive 1400 "	NAPLES	Arrive 1000 "

3. Procedure in respect of military personnel.

An O.C. Train will be appointed by the entraining R.T.O. in respect of each MILITARY journey. His compartment will be labelled accordingly and he will be furnished with timings and details of refreshment halts for the throughout journey together with a complete list of the personnel entrained. His signature will be obtained as evidence of receipt of this information by the entraining R.T.O. at BARI and NAPLES respectively.

Entraining R.T.O's. at intermediate stations will furnish the O.C. train with complete details of military personnel joining the military special at such intermediate stations.

4. Procedure in respect of civilian travel.

2776

H.Q. Allied Control Commission is requested to issue the necessary instructions implementing the above revised arrangements to all concerned and so ensure that only properly authorised passengers present themselves for travel. Also that the necessary measure of control is exercised throughout the train journey and at all entraining and detraining stations.

5. The arrangements contained in M.G., Mov. A.A.I. Mov. 3/49 dated 10 August 1944 are therefore cancelled w.e.f. 16 October 1944.

9 October 1944
GMS/ES

G.W. BROWN, Major,
for Brigadier,
D.O.M.G. (Mov & Tn).

DISTRIBUTION :- See Overleaf.

Copy: Maj. Richardson

Declassified E.O. 12356 Section 3.3/NND No. 782021

DISTRIBUTION :-

Internal.

C-in-C (British)
Mov. 2.
C-S
D.C.M.R.S. Rep.
Transportation (British) (2)
Transportation (American) (2)

External.

H.Q., Mov. A.A.I.
H.Q., Mov. West Italy (24)
H.Q., Mov. East Italy
H.Q., Mov. Rome.
Mov., I.O. MMA.
A.H.M.C. (M), H.Q., A.C.C. Rome.
H.Q., A.C.C. Rome (6)
D.M.R.S. Rome. (2)

RESTRICTED

Declassified E.O. 12356 Section 3.3/NND No. 782021

File 136 29

ACP/elc

100/94

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel: 478701

7 October 1944

ACC/TN/I36

TO : Ministry of Communications.

SUBJECT : Alteration of train service
- East Coast route.

1- Reference our ACC. Tn/I36/75 of 28 Sept.44.

2- Authorisation has been given for the two trains numbered 8123 and TV 4844 to be operated daily between Taranto and Metaponto, to connect with trains TV 9084 and TV 9085 running between Reggio and Metaponto.

3- Our representatives at Bari and Reggio have been instructed to advise the Capo Sezione Movimento at Reggio and Bari as per your telephone request.

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

2775

Declassified E.O. 12356 Section 3.3/NND No. 782021

Roma, 30 SET 944

136/28

M.211/944/10/Tca/881/28

100/94

Telu

SERVIZIO MOVIMENTO

Generale GRAY
Direttore Gnerale M.R.S.
/- S E D E

p.n. Commissione Alleata di Controllo
Sottocommissione Trasporti
R O M A

1°)- Come da autorizzazione data da codesta Sottocommissione Trasporti con lettera A.C.C. /Tn.136/14 del 6 and. diretta al Magg. W.F. Blair della Divisione Sopr. di Reggio C.; dal 1° ottobre p.v. i treni trisettimanali TV9034 e TV9035 fra Reggio C. e Metaponto saranno resi giornalieri,e, modificati nell'impostazione, avranno i seguenti estremi di orario, già approvati dal predetto Magg. Blair.

- Reggio C.	p.17.30	Metaponto	a.11.10
- Metaponto	p.11.40	Reggio C.	a. 7.10

2°)- Poichè i treni TV9034 e TV9035 costituiscono una comunicazione continuativa tra Reggio C. e Taranto, con allacciamento a Metaponto con i treni trisettimanali 7133 e 4844, si rende necessario se possibile pure dal 1° ottobre p.v., che anche nel tratto Metaponto Taranto, siano effettuati giornalmente i predetti treni 7133 e 4844 con gli orari lievemente modificati come appresso:

Gen Brown
M.R.S.

2774

Discussed this with Lt Col. Brown
this morning. He agreed to the
trains leaving one day instead of

Declassified E.O. 12356 Section 3.3/NND No. 782021

p.n. Commissione Alleata di Controllo
Sottocommissione Trasporti

R O M A

1°)- Come da autorizzazione data da codesta Sottocommissione Trasporti con lettera A.C.C. /Tn.136/14 del 6 and. diretta al Magg. H.F. Blair della Divisione Sopr. di Reggio C.; dal 1° ottobre p.v. i treni trisettimanali TV9034 e TV9035 fra Reggio C. e Metaponto saranno resi giornalieri,e, modificati nell'impostazione, avranno i seguenti estremi di orario, già approvati dal predetto Magg. Blair.

- Reggio C.	p.17.30	Metaponto	a.11.10
- Metaponto	p.11.40	Reggio C.	a. 7.10

2°)- Poichè i treni TV9034 e TV9035 costituiscono una comunicazione continuativa tra Reggio C. e Taranto, con allacciamento a Metaponto con i treni trisettimanali 7133 e 4844, si rende necessario se possibile pure dal 1° ottobre p.v., che anche nel tratto Metaponto Taranto, siano effettuati giornalmente i predetti treni 7133 e 4944 con gli orari lievemente modificati come appresso:

2774

Gen Burns
MRS

Discussed this with L/Col. Brown this morning. He agreed to the trains being run daily instead of tri-weekly between Metaponto & Taranto as this would bring the same stock back to the same depot each night & possibly the same loco also

L/Col 6/X

Declassified E.O. 12356 Section 3.3/NND No. 780021

11.41	p.		Metaponto	a.	11.02
11.59	"		Ginosa	p.	10.48
12.12	"		Termitosa	p.	10.32
12.34	"		Chiatona	"	10.17
12.57	a.		Taranto	"	9.45

Si prega voler dare urgente benestare.

IL DIRETTORE GENERALE

Declassified E.O. 12356 Section 3.3/NND No. 782021

Rome

211/346/10 Doc. 881/28

Ministry of Communications
I.S.R - General Direction
Transportation Service

To General Staff
Director General M.T.C.
Building

c.c. A.C.C.

Transportation Subcommission

Rome

1) According to authority given by transportation subcommission, ACC, by letter ACC/Tn.136/14 of 6 September, addressed to Major W F Blair Depr.Division, Reggio Calabria, the three-weekly trains TV 9034 and TV 9035 between Reggio Calabria and Metaponto, from 1st October 1944 will be modified in their consist and run daily, according to the following time table, which has been already approved by Major Blair:

Reggio Calabria	s.	1730
Metaponto	a.	1110
Metaponto	s.	1140
Reggio Calabria	a.	0410

2) As the trains TV 9034 and TV 9035 constitute a continuative facility between Reggio Calabria and Taranto, connected with the three-weekly trains 7138 and 4066 Metaponto, it is necessary that, from 1st October, said trains 7138 and 4066 be run daily also on the line section Metaponto-Taranto, with the following modified times:

1141	s.	Metaponto	a.	1102
1159	s.	Ginosa	a.	1048
1212	s.	Terlizzese	a.	1032
1236	s.	Gioia	a.	1017
1257	a.	Taranto	s.	0945

We beg you to authorize what above with urgency.

2773

Director General

Gs/ac/20 P/o DI RAIMONDO

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

To General OTAY
Director General M.R.S.
Building

c.c. A.C.C.

Transportation Subcommission

Rome

1) According to authority given by transportation Subcommission, ACC, by letter ACC/Tn.136/74 of 6 September, addressed to Major W F Blair Copr.Division, Reggio Calabria, the three-weekly trains TV 9034 and TV 9035 between Reggio Calabria and Metaponto, from 1st October 1944 will be modified in their consist and run daily, according to the following time table, which has been already approved by Major Blair:

Reggio Calabria	a.	1730
Metaponto	p.	1113
Metaponto	a.	1140
Reggio Calabria	a.	0710

2) As the trains TV 9034 and TV 9035 constitute a continuative facility between Reggio Calabria and Taranto, connected with the three-weekly trains 7139 and 7140 Metaponto, it is necessary (illegible) that, from 1st October, said trains 7139 and 7140 be run daily also on the line section Metaponto-Taranto, with the following modified times:

1151	a.	Metaponto	a.	1102
1159	a.	Gioia	a.	1048
1212	a.	Terlizzi	a.	1032
1234	a.	Colatona	a.	1017
1257	a.	Taranto	a.	0945

We beg you to authorize what above with urgency.

2773

Director General

Ce/ng/30

F.to DI RAIMONDO

Declassified E.O. 12356 Section 3.3/NND No. 782021

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

EWD/lr

130/74/1

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Telc. 478701

15 September 1944

ACC Tn/42.89

SUBJECT : Naples-Reggio Passenger Service

TO : Minister of Communications
(attn. Gen. di Raimondo)
Min. of. Comms. Bldg.
Rome

1. Reference is to your M/210/8761/193-0 of 7 August 1944, regarding an additional passenger service between Naples and Reggio.

2. This request was considered by the Transportation Sub-Commission at the meeting held on 28 August 1944 at which your Representative was present.

3. Owing to Military Commitments and scarcity of rolling stock it was not possible to accede to the request for an additional train.

4. It was recommended however that steps be taken to shorten the long wait at Gioia Tauro. If you will examine this and submit a revised schedule without interferance to other existing timings, the matter can reconsidered at the next Transportation Committee Meeting.

5. A copy of the minutes of the Transportation Committee Meeting is attached hereto.

for Eastman
D.S. ADAMS
Colonel, C.E.
Director, Tn. S.C.

2772

FPR/hl

100/94

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.

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

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SUBJECT: Proposed additional passenger train programme.

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5. Your para.3.
The Transportation Commuttee 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

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

Your para. 3 (c) Rome - Arezzo.

Your para. 3 (f) Rome - Foligno.

It is regretted that no passenger trains can be run north of Rome for security reasons, lack of power and rolling stock. With regard to movement of refugees from these points even south bound beyond Naples, it is pointed out that when parties are 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 operates tri-weekly and conveys a considerable quantity of Military timber at the present moment and it is felt that while this movement continues, the full tonnage will have to be given to freight. This decision is taken owing to the lack of rolling stock within that vicinity.

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

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

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

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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) Rocchetta-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, In.S/C.

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100/94

AGP/fd

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference: ACC Tn/42/68
date : 1 September 44

Tele : 476701

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/323/2066/309/98 of the 23 August 1944 were carefully considered at the meeting of the Transportation Sub-Committee held on Monday, 28 August 1944. The lack of rolling stock and locomotive parts at the present time it is impossible to consider additional services.

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

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

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

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5. The rolling stock needed to carry out the programme in your "appendix" attached to this letter, would require 2981 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.

Declassified E.O. 12356 Section 3.3/NND No. 780021

SUBJECT : Proposed additional freight programme

TO : Ministry of Communications
Italian State Railways
General Direction.

1. The additional freight services requested in your letter, reference M/323/8066/309/98 of the 22 August 1944 were carefully considered at the meeting of the Transportation Sub-Committee held on Monday, 28 August 1944. The lack of rolling stock and locomotive parts at the present time it is impossible to consider additional services.

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3. For your information, we are conveying a considerable tonnage of fresh vegetables daily into the cities and localities where these commodities are urgentlyrequired 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. 2703

5. The rolling stock needed to carry out the programme in your "appendix" attached to this letter, would require 2231 cars and owing to the serious shortage of rolling stock in liberated Italy, it was found impossible to consider your proposition for the time being.

6. This application will be kept closely before us and reconsidered at a later period by the transportation committee.

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

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100/94

TRANSLATION

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

MINISTRY OF COMMUNICATIONS
ITALIAN STATE RAILWAY
GENERAL DIRECTION

To Allied Control Commission
Transportation Sub-Commission
Rome

Copy to General Director
M.R.S.
Building

Subject:

Passenger trains
programme

1. Passenger service situation, as 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 between Salerno and Reggio C. with trains-shipment at Gioia Tauro (about 2 Km.) and stay in such locality of 10.09 hrs. in descending direction.

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

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

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

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

II. As for the enlargement of the liberated Italy's areas, and

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Declassified E.O. 12356 Section 3.3/NND No. 782021

Subject:

Passenger trains
programme

Copy to General Director
M.R.S.

Building

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The following inconvenientes are pointed out from such situation:

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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:

2777

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

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

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

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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-O, we propose you what follows to operate the needfull connection between Rome and liberated areas, and the displacing of the population immigrated, expecially 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-O.

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 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, expecially along the section Rome-Civitavecchia.

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

these trains will stop at the most important stations.

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

Rome	Lv.	1630	arr.	Arezzo	0400
Arezzo	Lv.	2000	arr.	Rome	0700

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. 1950

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These trains will stop at Littoria, Terracina, Ville 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.

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Grossete	Lv.	1230	arr. Rome		1930

these trains will stop at the most important stations.

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

Rome	Lv.	1830	arr. Arezzo	0400
Arezzo	Lv.	2000	arr. Rome	2705

these trains will be stopped at the most important stations.

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

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

these trains will stop at the most important stations.

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

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

2. Prolungation between Pesaro and Monopoli of the trains:

N. 4704	Pesaro lv. 0500
N. 1701	Pesaro arr.1948

b) Martina Fra-Brandisi line - 1) Transformation into mixed of the goods trains N.8133 and 8137 - Potenza-Taranto. (Potenza lv.0555 Metaponto arr. 1135-lv.1552 Taranto arr.1918) and N.8126/8130 Taranto-Potenza:
(Taranto lv.0552 Metaponto arr.0838-lv.0915 Potenza arr.1458)
to these trains will be added passengers cars.

2) Transformation into mixed of the trains:

N. 7000	Potenza lv.0505	Sicignano	arr. 1144
N. 7005	Sicignano lv.1152	Potenza	arr. 1900

To these trains will be allotted 2 passenger cars.

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

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

4) Prolungation between Taranto and Francavilla of the trains 4851 (Taranto lv.0445) and 4854 (Taranto arr.2150) 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 be-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)

Potenza arr. 0640

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Metaponto arr. 1135-lv.1152 Taranto arr.1515) and [illegible]

Taranto-Potenza:

(Taranto lv.0032 Metaponto arr.0655-lv.0915 Potenza arr.1455)

to these trains will be added passengers cars.

2) Transformation into mixed of the trains:

N. 7000 Potenza lv.0505		Sicignano arr. 1144	
N. 7005 Sicignano lv.1152		Potenza	arr. 1900

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Taranto lv. 1700		Potenza arr. 2300	
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4) Prolungation between Taranto and Francavilla of the trains 4851 (Taranto lv.0445) and 4854 (Taranto arr.0130) in order to operate a daily communication, between Taranto and Lecce, especially requested by the Taranto lawyers to reach Lecce, the Appeal Court Seat.

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

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

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

Rocchetta lv.0500		Potenza arr. 0830	
Potenza lv.1450		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. 0750	Manfredonia arr. 0950	
Manfredonia	lv. 1555	Foggia	arr. 1750

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e) Foggia-Manfredonia line- A couple of daily trains

Foggia	lv. 0730	Manfredonia	arr.0930
Manfredonia	lv.1655	Foggia	arr.1750

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

Foggia	lv. 0640	Lucera	arr. 0745
Lucera	lv. 1550	Foggia	arr. 1650

All the above mentioned trains (Foggia-Potenza line, Foggia-Manfredonia line and Foggia-Lucera line) should be composed each of 2 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 paragraphs d)-1)-e) and f) are justified by the decentralization of the Foggia public Offices and by the populations displacing owing to the destructions operated by air-bombings.

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

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

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

V. By the required measures 120 wheeled truck cars, or equivalent vehicles, 13 luggage wagons, 14 mail wagons should be used to ether with a daily average consumption of about 120 tons. of coal.

The General Director
sgd. Di Raimondo

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MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 22 DIC. 1944

N.210/8791/41/B

Alla Commissione Alleata di Controllo
Sottocommisione Trasporti
ROMA

p.c. Direttore Generale M.R.S.
SEDE

OGGETTO

Programma treni viaggiatori.

I - L'attuale situazione del servizio viaggiatori sulle linee dell'Italia liberata è quella risultante dall'unito fascicolo.

Da essa si rilevano i seguenti inconvenienti:

a) - La comunicazione in atto fra Napoli e Reggio è costituita da:
- una coppia giornaliera fra Napoli e Salerno con sosta in quest'ultima località di ore 7.20 nel senso discendente ed ore 8.19 nel senso ascendente;
- una coppia giornaliera fra Salerno e Reggio C. con trasbordo a Gioia Tauro (2 Km. circa) e sosta in questa località di ore 10.09 in senso discendente.

b) - Il treno giornaliero Napoli - Bari (esclusa la domenica) fa servizio viaggiatori esclusivamente nelle stazioni di: Napoli, Salerno, Battipaglia, Sicignano, Potenza, Metaponto, Taranto, Brindisi, Bari.

I numerosi viaggiatori delle stazioni intermedie, specie nella tratta Potenza - Taranto, non hanno possibilità di fruire di detta comunicazione.

Ciò oltre a creare malcontento, spinge la popolazione civile a servirsi dei treni merci e talvolta a prendere posto abusivamente sul treno viaggiatori medesimo nelle stazioni nelle quali non è prevista la fermata normale.

c) - Nessuna comunicazione esiste fra Roma e provincia e fra Roma e le altre provincie già liberate a Nord ed a Sud di essa,

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Programma treni viaggiatori. SEDE

Allegato 774

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b) - Il treno giornaliero Napoli - Bari (esclusa la domenica) fa servizio viaggiatori esclusivamente nelle stazioni di: Napoli, Salerno, Battipaglia, Sicignano, Potenza, Metaponto, Taranto, Brindisi, Bari.

I numerosi viaggiatori delle stazioni intermedie, specie nella tratta Potenza - Taranto, non hanno possibilità di fruire di detta comunicazione. 2773

Ciò oltre a creare malcontento, spinge la popolazione civile a servirsi dei treni merci e talvolta a prendere posto abusivamente sul treno viaggiatori medesimo nelle stazioni nelle quali non è prevista la fermata normale.

c) - Nessuna comunicazione esiste fra Roma e provincia e fra Roma e le altre provincie già liberate a Nord ed a Sud di essa, fra Napoli ed il Nord e le provincie di Benevento, Campobasso, Avellino e Foggia fra le località del versante adriatico a Sud di Ortona, fra Foggia e le località di sfollamento della provincia, ecc.

./.

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II - Coll'estendersi delle zone dell'Italia liberata e con lo sforzo cui tende la Nazione per una sollecita ripresa della normale attività, sia pure limitata dalle esigenze di guerra, è sentita la necessità di istituire qualche servizio per civili ove questo ancora non esiste e di colmare qualche più sentita lacuna ove già esiste un servizio per il pubblico.

In proposito pervengono continue e fondate richieste dall'esame delle quali risulta che è urgente attuare almeno il programma che segue.

III - Premesso che gli inconvenienti di cui al punto I-a) verrebbero eliminati con l'attuazione della comunicazione Napoli-Reggio Cal. proposta con la nota M.210/8751/193-C del 7 corrente, per gli indispensabili collegamenti delle zone liberate con la Capitale, per il rifornimento della Capitale stessa e per i servizi postali, nonchè per lo sfollamento della popolazione immigrata a Roma in dipendenza delle operazioni di guerra specialmente dall'Italia meridionale si propone:

a) - LINEA ROMA - NAPOLI (via Formia) - una coppia di treni fra Roma e Napoli, composta con almeno 8 carrozze, 1 bagagliaio e 1 postale, in corrispondenza con la nuova coppia Napoli-Reggio C. già proposta con la lettera M.210/8761/193-C del 7 corrente.

Roma	p. 7.00 -	Napoli	a. 14.00	con fermata a Littoria, Formia, Villa Literno, Aversa.
Napoli	p. 12.00 -	Roma	a. 19.00	

b) - LINEA ROMA - NAPOLI (via Cassino) - una coppia di treni composta con almeno 8 carrozze, 1 bagagliaio e 1 postale.

Roma	p. 17.17 -	Napoli	a. 5.45	con servizio di linea 2722
Napoli	p. 19.30 -	Roma	a. 7.39	

Con queste due comunicazioni si realizzerebbe il vantaggio di collegare la Capitale con l'Italia meridionale e di dare comunicazioni con Napoli e Roma a tutta la zona intermedia con i centri importanti di Frosinone, Cassino, Sparanise, Capua, Caserta.

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il pubblico.

In proposito pervengono continue e fondate richieste dall'esame delle quali risulta che è urgente attuare almeno il programma che segue.

III - Premesso che gli inconvenienti di cui al punto I-a) verrebbero eliminati con l'attuazione della comunicazione Napoli-Reggio Cal. proposta con la nota M.210/8761/193-C del 7 corrente, per gli indispensabili collegamenti delle zone liberate con la Capitale, per il rifornimento della Capitale stessa e per i servizi postali, nonchè per lo sfollamento della popolazione immigrata a Roma in dipendenza delle operazioni di guerra specialmente dall'Italia meridionale si propone:

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Roma	p. 7.00 -	Napoli	a. 14.00	con formata a Littoria, Formia, Villa Literno, Aversa.
Napoli	p. 12.00 -	Roma	a. 19.00	

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Con queste due comunicazioni si realizzerebbe il vantaggio di collegare la Capitale con l'Italia meridionale e di dare comunicazioni con Napoli e Roma a tutta la zona intermedia con i centri importanti di Frosinone, Cassino, Sparanise, Capua, Caserta.

c) - Per facilitare il defluire degli sfollati dalla città di Roma con evidente vantaggio dei rifornimenti alimentari della Capitale, trattandosi in maggioranza di popolazione residente normalmente nell'Italia meridionale, sarebbe anche opportuno utilizzare subito

./.

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sulla Roma - Napoli i treni militari che si effettuano normalmente per vuoti di ritorno verso il Sud.

d) - LINEA ROMA - GROSSETO - 1 coppia di treni trisettimanali composta con 8 carrozze, 1 bagagliaio e 1 postale da utilizzare in parte per operai specialmente nel tratto Roma-Civitavecchia

Roma p. 7.00 - Grosseto a. 14.00
Grosseto p. 12.30 - Roma a. 19.30
con fermata nelle principali stazioni.

e) - LINEA ROMA - AREZZO - 1 coppia di treni trisettimanali composta con almeno 8 carrozze, 1 bagagliaio e 1 postale

Roma p. 16.30 - Arezzo a. 4.00
Arezzo p. 20.00 - Roma a. 7.30
con fermata nelle principali stazioni.

f) - LINEA ROMA - FOLIGNO - 1 coppia di treni trisettimanali composta con 8 carrozze, 1 bagagliaio, 1 postale

Roma p. 7.10 - Terni 11.30 - 14.00 - Foligno a.16.40
Foligno p. 8.30 - Terni 11.10 - 13.40 - Roma a.19.00
con fermata nelle principali stazioni.

g) - LINEA NAPOLI - FOGGIA - BARI - 1 coppia di treni trisettimanali composta di 8 carrozze, 1 bagagliaio e 1 postale

Napoli p.22.00 - Foggia 4.50 - 5.00 - Bari a. 9.00
Bari p.20.00 - Foggia 24.00 - 0.10 - Napoli a. 7.00

Con questi treni oltre a creare un collegamento indispensabile fra la Capitale e le Puglie per la via più breve, si allaccerebbero anche a Napoli le provincie di Foggia, Benevento, Avellino e Campobasso ora prive di qualsiasi colunicazione ferroviaria.

IV - Per il miglioramento dellecomunicazioni delle Puglie attualmente molto deficienti si propone: 2761

a) - LINEA PESCARA - LECCE -

1°) - 1 coppia di treni fra Ortona e Bari composta di 6 carrozze, 1 bagagliaio e 1 postale

Declassified E.O. 12356 Sec. 3.3/NND No. 783021

operai specialmente nel tratto Roma-Civitavecchia

Roma	p. 7.00	-	Grosseto	a. 14.00
Grosseto	p. 12.30	-	Roma	a. 19.30

con fermata nelle principali stazioni.

e) - LINEA ROMA - AREZZO - 1 coppia di treni trisettimanali composta con almeno 8 carrozze, 1 bagagliaio e 1 postale

Roma	p. 16.30	-	Arezzo	a. 4.00
Arezzo	p. 20.00	-	Roma	a. 7.30

con fermata nelle principali stazioni.

f) - LINEA ROMA - FOLIGNO - 1 coppia di treni trisettimanali composta con 8 carrozze, 1 bagagliaio, 1 postale

Roma p. 7.10 - Terni 11.30 - 14.00 - Foligno a.16.40
Foligno p. 8.30 - Terni 11.10 - 13.40 - Roma a.19.00

con fermata nelle principali stazioni.

g) - LINEA NAPOLI - FOGGIA - BARI - 1 coppia di treni trisettimanali composta di 8 carrozze, 1 bagagliaio e 1 postale

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Bari p.20.00 - Foggia 24.00 - 0.10 - Napoli a. 7.00

Con questi treni oltre a creare un collegamento indispensabile fra la Capitale e le Puglie per la via più breve, si allaccerebbero anche a Napoli le provincie di Foggia, Benevento, Avellino e Campobasso ora prive di qualsiasi colunicazione ferroviaria.

IV - Per il miglioramento dellecomunicazioni delle Puglie attualmente molto deficienti si propone: 2701

a) - LINEA PESCARA - LECCE -

1°) - 1 coppia di treni fra Ortona e Bari composta di 6 carrozze, 1 bagagliaio e 1 postale

Ortona p. 7.00 - Termoli 9.30 - 15.00 - Bari a.22.30
Bari p. 6.00 - Termoli 13.30 - 16.30 - Ortona a.19.00

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2°) - prolungamento fra Fasano e Monopoli dei treni 4704 (Fasano p. 5.00) e 1791 (Fasano a. 19.46).

b) - LINEA BATTIPAGLIA - BRINDISI

1°) - trasformazione in misti dei treni merci 8133/8137 Potenza-Taranto.
(Potenza p. 6.55 - Metaponto 11.33 - 13.52 - Taranto 15.16)
e 8126/8130 Taranto-Potenza:
(Taranto p. 5.32 - Metaponto 6.56 - 9.15 - Potenza 14.56)
aggiungendo ai medesimi 3 carrozze per viaggiatori;
2°) - analoga trasfomazione in misti dei treni 7000 Potenza p. 5.05 - Sicignano a.11.44 e 7003 Sicignano p.11.52 - Potenza a.19.00 con l'assegnazione di 2 carrozze;
3°) - effettuazione nei giorni di sabato da Taranto a Potenza e di lunedì da Potenza a Taranto di una coppia di treni con fermate in tutte le stazioni per consentire agli operai dell'Arsenale (circa 500) di trascorrere in famiglia il riposo festivo (richiesta dell'Arsenale di Taranto);
Taranto p.17.00 - Potenza a.23.00 p. 1.00 - Taranto a. 6.00
4°) - prolungamento fra Taranto e Francavilla dei treni 4851 (Taranto p.4.45) e 4854 (Taranto a.21.30) onde costituire una comunicazione giornaliera Taranto-Lecce richiesta in modo speciale dagli Avvocati di Taranto per poter raggiungere Lecce, sede della Corte d'Appello.

2760

c) - LINEA SICIGNANO - LAGONEGRO

Rendere giornaliera l'attuale coppia trisettimanale, allo scopo di poter consentire l'afflusso degli studenti al Liceo di Sala Consilina e degli Avvocati ed altri Professionisti al Tribunale di Lagonegro.

d) - LINEA FOGGIA - POTENZA

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Taranto.
(Potenza p. 6.55 - Metaponto 11.33 - 13.52 - Taranto 15.16)
e 8126/8130 Taranto-Potenza:
(Taranto p. 5.32 - Metaponto 6.58 - 9.15 - Potenza 14.56)
aggiungendo ai medesimi 3 carrozze per viaggiatori;
2°) - analoga trasformazione in misti dei treni 7000 Potenza p. 5.05 - Sicignano a.11.44 e 7003 Sicignano p.11.52 - Potenza a.19.00 con l'assegnazione di 2 carrozze;
3°) - effettuazione nei giorni di sabato da Taranto a Potenza e di lunedì da Potenza a Taranto di una coppia di treni con fermate in tutte le stazioni per consentire agli operai dell'Arsenale (circa 500) di trascorrere in famiglia il riposo festivo (richiesta dell'Arsenale di Taranto);
Taranto p.17.00 - Potenza a.23.00 p. 1.00 - Taranto a. 6.00
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2720

e) - LINEA SICIGNANO - LAGONEGRO

Rendere giornaliera l'attuale coppia trisettimanale, allo scopo di poter consentire l'afflusso degli studenti al Liceo di Sala Consilina e degli Avvocati ed altri Professionisti al Tribunale di Lagonegro.

d) - LINEA FOGGIA - POTENZA

1°) - Una coppia giornaliera tra Foggia e Rocchetta in collegamento con quella già esistente Rocchetta-Potenza:

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Foggia	p. 9.50	-	Rocchetta	a. 12.00
Rocchetta	p. 12.45		Foggia	a. 14.07

2°) - 1 coppia trisettimanale Rocchetta-Potenza (martedì,giovedì e sabato)

Rocchetta	p. 5.00	-	Potenza	a. 8.30
Potenza	p. 14.30	-	Rocchetta	a. 18.00

allo scopo di consentire l'andata e il ritorno dal Capoluogo nella stessa giornata;

e) - LINEA FOGGIA - MANFREDONIA

1 coppia giornaliera:

Foggia	p. 7,30	-	Manfredonia	a. 9.30
Manfredonia	p. 15.55	-	Foggia	a. 17.50

f) - LINEA FOGGIA - LUCERA

1 coppia giornaliera:

Foggia	p. 6.40	-	Lucera	a. 7.45
Lucera	p. 15.50	-	Foggia	a. 16.50

Tutti i predetti treni delle linee Foggia-Potenza, Foggia-Manfredonia e Foggia-Lucera sarebbero composti ciascuno di 2 carrozze e 1 bagagliaio e potrebbero essere completati con carri merci, assumendo la funzione di treni misti.

Le richieste di cui ai punti d)-1), e) ed f) sono motivate dal decentramento degli Uffici pubblici di Foggia e dallo sfollamento delle popolazioni in conseguenza delle distruzioni operate dai bombardamenti aerei.

2709

g) - LINEA ROCCHETTA - GIOIA DEL COLLE

1 coppia di treni misti fra Spinazzola e Gioia del Colle,composta di 2 carrozze e 1 bagagliaio,onde consentire ai lavoratori della linea di recarsi a Bari e Taranto

Spinazzola	p. 2.00	-	Gioia del C.	a. 5.25
Gioia del C.	p. 16.00	-	Spinazzola	a. 19.30

i treni misti i bagagliai dovrebbero essere

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Potenza p. 14.30 - Rocchetta a. 18.00

allo scopo di consentire l'andata e il ritorno dal Capoluogo nella stessa giornata;

e) - LINEA FOGGIA - MANFREDONIA

1 coppia giornaliera:

Foggia	p. 7.30	-	Manfredonia	a. 9.30
Manfredonia	p. 15.55	-	Foggia	a. 17.50

f) - LINEA FOGGIA - LUCERA

1 coppia giornaliera:

Foggia	p. 6.40	-	Lucera	a. 7.45
Lucera	p. 15.50	-	Foggia	a. 16.50

Tutti i predetti treni delle linee Foggia-Potenza, Foggia-Manfredonia e Foggia-Lucera sarebbero composti ciascuno di 2 carrozze e 1 bagagliaio e potrebbero essere completati con carri merci, assumendo la funzione di treni misti.

Le richieste di cui ai punti d)-1), e) ed f) sono motivate dal decentramento degli Uffici pubblici di Foggia e dallo sfollamento delle popolazioni in conseguenza delle distruzioni operate dai bombardamenti aerei.

g) - LINEA ROCCHETTA - GIOIA DEL COLLE

1 coppia di treni misti fra Spinazzola e Gioia del Colle, composta di 2 carrozze e 1 bagagliaio, onde consentire ai lavoratori della linea di recarsi a Bari e Taranto

Spinazzola	p. 2.00	-	Gioia del C.	a. 5.25
Gioia del C.	p. 16.00	-	Spinazzola	a. 19.30

In tutti i treni viaggiatori i bagagliai dovrebbero essere utilizzati pure per trasporto di merci a collettame da spedire a G.V. con sopratassa di acceleramento ed anche a lunga distanza,

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per favorire il rifornimento dei vari centri di consumo ed i trasporti di merci deperibili.

VI - Con i provvedimenti richiesti si verificherebbe un impiego di 120 carrozze a carrelli, o veicoli equivalenti, 19 bagagliai, 14 postali ed un consumo medio giornaliero di circa 120 tonnellate di carbone.

IL DIRETTORE GENERALE
Ludi Raimondo

27.8

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PROVINCIAL TRADESMEN ASSOCIATION
di
REGGIO CALABRIA

Reggio Cal. Aug. 21th 1944
Via Logoteta N.6 tel. 21.77

Ref. N. 602

SUBJECT: Daily direct-trains Service

TO : ACC HQ - Rome -

This Tradesmen association begs that, pending the interruption at Gioia Tauro ~~a~~ account of the reconstruction of Petrace Bridge, a daily train-service from Reggio to Naples (till the entire line up to Rome will be re-operated) Via Catanzaro - S. Eufemia, be instituted.

Sicily will gain too by above trains with corresponding ferry-boats and they will certainly very willingly support our request.

We are sure that pending the present difficulties that ACC will quite understand the reasons for which all concerned cathegories of the Calabrian-Sicilian regions, whose contribution to the improvement of the regional and provincial economy is so great, ask to may travel, if not confortable, at least quickly in order they may reach the most importants towns of liberated Italy without wasting to much time and that said ACC will meet our wishes and support our requests to the concerned Ministries.

Sincerly your

2767

THE PRESIDENT
(Grand'Uff. A.Vilardi)

The Director.
(Dott. D.co Vitalone)

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BEST COPY POSSIBLE

TN. SC.

Associazione Provinciale Commercianti

di Reggio Calabria

N. di prot. 602 li, 21 agosto 1944

Oggetto: Servizio treni diretti mercalieri Via Ospoteta T.8 -telef.21.77

AL COMANDO GENERALE DELLA COMMISSIONE ALLEATA DI CONTROLLO

R O M A

.=.=.=.=.=.=.=.=.

Questa Associazione dei Commercianti fa voti, affinchè, data la interruzione dovuta alla ricostruzione del Ponte Petraco in Gioia Tauro, venga istituito un servizio di treni mercalieri con partenza da Reggio via Catanzaro-S.Eufemia fino a Napoli in attesa della ripristinazione della linea Napoli-Roma.

La Sicilia si gioverà anche essa di tale istituzione con corrispondenze di navi-traghetto e sarà certamente ben lieta di aderire alla nostra iniziativa.

Siamo certi che codesto On.Comando immedesimandosi delle avverse impossibilità di viaggiare e delle necessità che consigliano tutte le categorie delle regioni calabro-sicule, che apportano miglioramento all'economia regionale e provinciale di muoversi, se non comodamente almeno rapidamente onde potere raggiungere, senza eccessivi disagi e lunghe perdite di tempo, i centri più importanti dell'Italia liberata vorrà venire incontro a questa nostra bene giustificata richiesta presso i Ministeri competenti.

Con ogni ossequio.

IL SEGRETARIO
(Dott. D. de Vitalone)

IL PRESIDENTE
(Grand'Uff. G. Vilardi)

Declassified E.O. 12356 Section 3.3/NND No. 782021

Oggetto: Servizio treni diretti giornalieri via Jonica R.C -Taran.Al.

AL COMANDO GENERALE DELLA COMMISSIONE ALLEATA DI CONTROLLO

R O M A

.=.=.=.=.=.=.=.=.=.

Questa Associazione dei Commercianti fa voti, affinchè, data la interruzione dovuta alla ricostruzione del Ponte Petrace in Gioia Tauro, venga istituito un servizio di treni giornalieri con partenza da Reggio via Catanzaro-S.Eufemia fino a Napoli in attesa della riattivazione delle linee Napoli-Roma.

La Sicilia ci dovrà anche essa di tale istituzione con abbondanza di navi-traghetto e sarà certamente ben lieta di aderire alla nostra iniziative.

Siamo certi che codesto Ch.Comando immedesimandosi delle attuali impossibilità di viaggiare e delle necessità che consigliano tutte le categorie delle regioni ex-Asse-sicale, che apportano miglioramento all'economia regionale e provinciale di muoversi, se non comodamente almeno rapidamente onde potere raggiungere, senza eccessivi disagi e lunghe perdite di tempo, i centri più importanti dell'Italia liberata vorrà venire incontro a questa nostra bene giustificata richiesta presso i Ministeri competenti.

Con ogni ossequio.

IL DIRETTORE
(Dott.D.de Vitalone)

IL PRESIDENTE
(Grand'Uff.A.Tiberii)

HEADQUARTERS
26 AUG 1944
A. C. C.

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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.

CARL R. GRAY, JR.
BRIGADIER GENERAL, USA
DIRECTOR GENERAL

CC - GENERAL DI RAIMONDO
ING. POMARICI
GENL SUPT TERMINALS

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MINISTRY OF COMMUNICATIONS
S-T-A-T-E R-A-I-L-W-A-Y S
General Direction
Operating Department

/re

Ref.: M 210/8748/41/B

Rome, 14 August 1944.

TO : Transportation Sub-Commission, A.C.C. - Rome

SUBJECT: Trains from Naples to Southern Italy.

Carabinieri HQ. point-out what follows: -

"..... an every day increasing multidude of refugees, arriving from all liberated zones, through the Central Station of Naples.- They are refugees, severely tried by the war, bearing upon their faces evident signs from the endured pains, who hunt for a place upon a train carrying them forwards South. But, owing to the well known scarcity of train and of available places, it is not possible to satisfy all requests, and consequently the trains are wildly over-crowded and the refugees must wait, sometimes several days, at Central Station, because the railway communications with Puglia are operated by bi-weekly trains. Men, women, children, dispersed soldier, sometimes one thousand people, are straggling, during whole days, around the central Station....."

In order to may avoid above troubles, it becomes still more urgent the opportunity that that Sub-Commission takes into consideration the proposal, already submitted by this Direction, to operate another couple of daily trains between Naples and Reggio Calabria.

Please kindly investigate above request which, if accepted, could sensibly smooth the present hardship of a great quantity of poor people, already severely tried by the war.

The General Director
G. Di Raimondo.

270

Copy To: General Director M.R.S. - Rome

Attn.: Present letter cancels and replaces that bearing some number and Subject, dated Aug. 9th 1944.

0190

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La presente annulla e sostituisce
la lettera pari nu ro in data 9
corrente relativa allo stesso og_
getto.=

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

MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

OGGETTO

Treni da Napoli per l'Italia Meridionale.

ALLEGATI N.

Roma, 14 AGO. 1944 194 - A.

N. M.210/8748/41/B

Al N. del

Alla COMMISSIONE ALLEATA DI CONTROLLO
Sottocommissione Trasporti
R O M A

p.c. Direttore Generale M.R.S.
S E D E

Dal Comando Generale dell'Arma dei RR. CC. viene segnalato quanto segue:

""""..... turbe di sfollati - sempre più numerosi - affluiscono "dalle zone liberate allo scalo ferroviario centrale di Napoli. "Trattasi di profughi duramente provati dalla guerra con in viso "le tracce evidenti di patimenti di dolori sofferti che cercano un "posto su di un treno che li porti verso il Sud. Senonchè, la nota "limitata disponibilità di treni e di posti a disposizione non con- "sente di soddisfare le richieste invero rilevanti. Ne consegue un "affollamento disordinato ed una sosta di profughi allo scalo (sta- "zione Napoli Centrale), sosta che si protrae per più giorni, anche "perchè le comunicazioni ferroviarie con le Puglie si attuano con "treni bisettimanali. Uomini e donne, bambini, soldati sbandati, "talvolta ammontanti a circa un migliaio, si aggirano per intere "giornate nella zona dello scalo....."""" 27-3

Ad eliminare questo increscioso stato di cose, si rende sempre più urgente la opportunità di un sollecito esame da parte di codesta Commissione della proposta già avanzata da questa Direzione circa l'istituzione di una seconda coppia di treni giornalieri fra Napoli e Reggio C. - Messina.

Pregasi esaminare benevolmente la predetta richiesta che, se favorevolmente accolta, tende ad alleviare sensibilmente il disagio in cui viene a trovarsi attualmente una grande massa di indigenti duramente provata dalle offese di guerra.

IL DIRETTORE GENERALE
Dott. Ing. Romano

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

100/94/ REB/lr

Rome, 9th August 1944

TO : Allied Control Commission
Transportation Sub-Commission
R o m e

We attach herewith a letter M.210/8761/193 C. of 7/8/1944 concerning a new line Napoli-Reggio Calabria.

2732

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

Roma, 9 agosto 1944

ALLA COMMISSIONE ALLEATA DI CONTROLLO

Sottocommissione Trasporti Interni

R O M A

Allegato alla lettera M.210/8761/193 C. del 7/8/1944 relativa ad una nuova comunicazione Napoli-Reggio Calabria.



2751

0194

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

130/94/1

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. O. 400
6 AUGUST 1944

SUBJECT: PASSENGER TRAIN SERVICE NAPLES-POTENZA-BARI

TO: DIRECTOR GENERAL, I.S.R., BUILDING
DQMG(M), HQ AAI
D.C.O.T., HQ AAI
CHIEF OF TRANS., P.B.S., APO 782
TRANS. SUB-COMM., A.C.C., APO 394
DOTN, RLYS (BR.), BARI - THRU: ADTN 3, BUILDING
CO, 701ST RY GR DIV, APO 400
CAPO COMPARTIMENTO, I.S.R., BARI
CAPO COMPARTIMENTO, I.S.R., NAPLES

1. EFFECTIVE 16 AUGUST 1944 THE FOLLOWING CHANGES WILL BE MADE IN PASSENGER TRAIN SERVICE BETWEEN NAPLES AND BARI VIA POTENZA, TARANTO AND BRINDISI:

THE PRESENT DIESEL RAIL CAR TRAIN OPERATING BETWEEN SALERNO AND BARI WILL BE DISCONTINUED.

THE BI-WEEKLY MILITARY PASSENGER TRAIN BETWEEN NAPLES AND TARANTO WILL BE DISCONTINUED.

THE BI-WEEKLY CIVILIAN PASSENGER TRAIN BETWEEN NAPLES AND BARI VIA TARANTO AND BRINDISI WILL BE DISCONTINUED.

2. IN LIEU THEREOF, A PASSENGER TRAIN WILL BE OPERATED DAILY, EXCEPT SUNDAY, IN EACH DIRECTION BETWEEN NAPLES AND BARI VIA TARANTO AND BRINDISI ON THE SCHEDULE NOW BEING FILLED BY THE BI-WEEKLY CIVILIAN PASSENGER TRAIN:

EASTBOUND			WESTBOUND
1600	LV. NAPLES	ARR.	1000
0704	LV. TARANTO	LV.	1825
1400	ARR. BARI	LV.	1200

3. ON THIS SUBSTITUTED SERVICE 50% OF CAPACITY, APPROXIMATELY 300 PLACES, OF ALL TRAINS OPERATED WILL BE RESERVED FOR ALLIED MILITARY PERSONNEL TRAVELING ON COMPETENT ORDERS AND AS DIRECTED BY MOVEMENTS, A.C.C.I. IN CASE ALL OF THE SPACE RESERVED FOR THE MOVEMENT OF MILITARY PERSONNEL IS NOT REQUIRED, MOVEMENTS WILL ARRANGE TO RELEASE UNWANTED SPACE TO THE I.S.R. IN SUFFICIENT

2750

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

TIME SO THAT THAT SPACE WILL BE AVAILABLE FOR CIVILIAN TRAVEL. WHENEVER POSSIBLE 24-HOUR ADVANCE NOTICE OF UNWANTED SPACE SHOULD BE GIVEN. CIVILIAN PASSENGERS OR OTHER TICKETHOLDERS WILL NOT BE PERMITTED IN THE CARS RESERVED FOR TRANSPORTATION OF MILITARY PERSONNEL, THEREFORE ANY SPACE RELEASED BY MOVEMENTS WILL BE IN COACH UNITS.

CARL R. GRAY, JR.
BRIGADIER GENERAL, USA
DIRECTOR GENERAL

CC - AGM TRANSPORTATION, NAPLES
AGM EQUIPMENT, NAPLES
AGM ENGINEERING
AGM STORES

27:9

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

CONFIDENTIAL

100/94/92.

Mangalore Battle order Part

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

TRANSPORTATION SUB-COMMISSION

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

REF: REG I/I/4
23 JUL 44

SUBJECT: TRAIN SERVICE

TO: CAPO COMPARTIMENTO
I S R REGGIO

1. A request was made by Cav. Barillari to have trains tv 9072 and tv 9073 operate daily instead of six days per week.

2. Permission has been granted and it will be in order to commence operation at once.

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

c/c H.Q. A.C.C
TN SUB-COMM
A.P.O. 394

2747

Have consulted office of D/TRS and Col Brown. This action taken when no reply from you W.F.B.

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

730

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

In — Econdec 2

TO: AFF MAIN FOR VINING INFO CO 701 RY GD DIV NAPLES

SIGNAL MESSAGE CENTER No: 1

FROM: MOV REGGIO FROM BLAIR

CLASSIFICATION: NONE

REFERENCE No: NONE

PRECEDENCE: IMMEDIATE

DATE AND TIME OF ORIGIN: JULY 12/1300

OFFICE OF ORIGIN: CITE: NONE

ISR SEEK PERMISSION TO OPERATE TRAINS TV9072 AND 9073 DAILY. THIS WOULD AVOID OVER CROWDING SATURDAY AND MONDAY ON 9052 AND SUNDAY AND TUESDAY ON 9073. WILL YOU AUTHORIZE.

ENDS

Acc Dist
(Act) TN SC
(Info) Econ Sect (2)
A/cc
File
Floor (2)

2746

DATE and Time of RECEIPT JULY 13/0730

Distribution:

139 Full
40

0199

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

9-1/

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. O. 400
22 JUNE 1944

SUBJECT: PASSENGER SERVICE SUD-EST SYSTEM

TO: GENERAL DI RAIMONDO, UNDERSECRETARY FOR ITALY

1. THE DIRECTOR, TRANSPORTATION SUB-COMMISSION, A.C.C., ADVISED UNDER DATE 16 JUNE, THAT APPLICATION HAS BEEN RECEIVED FROM YOU TO GIVE CONSIDERATION TO OPERATION OF THE SUD-EST MORNING AND EVENING WORKERS' TRAINS INTO TARANTO STATION OVER THE I.S.R. LINES INSTEAD OF TERMINATING AS AT PRESENT AT TARANTO GALESE STATION, WHICH IS SOME 3 KMS. FROM THE TARANTO STATION.

2. THIS IS A QUESTION WHICH SHOULD NOT HAVE BEEN REFERRED TO TRANSPORTATION SUB-COMMISSION AS IT IS AN OPERATING MATTER AND SHOULD HAVE BEEN HANDLED WITH THE DIRECTOR GENERAL.

3. WITH THE DISTINCT UNDERSTANDING THAT THE I.S.R. AND SUD-EST WILL COORDINATE THEIR SCHEDULES SO AS TO AVOID ANY CONGESTION TO TRAFFIC AND WILL LIKEWISE PROVIDE THE NECESSARY POLICE SUPERVISION TO KEEP THE WORKERS UTILIZING THESE TRAINS OUT OF THE RAILWAY YARDS, AUTHORITY IS GRANTED TO OPERATE THESE MORNING AND EVENING WORKERS' TRAINS INTO AND OUT OF TARANTO STATION.

FOR THE DIRECTOR GENERAL:

CHARLES F. DOUGHERTY
COLONEL, T. C.
ASSISTANT GENERAL MANAGER
TRANSPORTATION DEPARTMENT

CC - ING. POMARICI, BUILDING
DIR., TRANS SUB-COMM, ACC, APO 394
DQMG(M), HQ AAI, CASERTA
DDTN (RLYS) BR., ATTN: ADTN 3, BLDG.

2715

0201

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

EWD/gfn

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394.

Our Reference : ACC Tn/32/37

Date : 16 June 44

TO : (1) D.G.M.P.S. - Naples.
(2) D.Q.M.G. (Movements) HQ., AAI.

SUBJECT : Passenger Services Sud-Est System.

1. Application has been received from the Undersecretary of State (Railways) - General di Raimondo - that consideration be given to allowing the Sud-Est system trains to operate into Taranto station, instead of as at present terminating at Taranto Galese station.

2. The Galese station being 3 Km from the main station is inconvenient for the workers coming in from the outlying district, with consequent loss of time.

3. If the morning and evening workers train would arrive and start from the main station it would be appreciated.

4. Your early decision is requested please.

L.F. VINING.
Lieut-Colonel.
Director, Transportation Sub-Commission, ACC.

0201

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

Central Movement Office

Naples, 11th of June 44.

File : M.13.C.Ba/545

SUBJECT : Traffic of trains of the Southern - oriental railways in the Taranto Station.

Very urgent

TO : ACC Transportation Sub-Commission

1. As per orders from the Allies, starting the last September, the passenger trains service of the Southern-oriental Railways is operating only in Taranto Calese, in order that the platform of Taranto Station be not overcrowded.

2. That limitation is both troble and time loss for the employees and workem, who denly come to chief place from the populous towns Martina France, Crispano and Fratte, because the Taranto Calese Station is about Km.3 far off Taranto city.

3. We have often informed the Allied Government of Taranto about that inconvenience, but we have not yet had an answer.

4. The Taranto Station has a siding, in which in the past time only the trains of the Southern-oriental Railways passed.
Consequently, to decide that question, at least partially, the passengers train arriving in the morning and the starting in the night would be able to operate to Taranto Station.

5. Please, inform in about your decision.

Undersecretary of State
Gen. DI RAIMONDO

2713

B

MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO

DIREZIONE GENERALE

Ufficio Centrale Movimento

Napoli, li 11 Giugno 1944 /04

N.° M.13.C.Ba/545

Al N.° ____ del ____

OGGETTO: Traffico della Stazione ferroviaria di Taranto dei treni delle Ferrovie del Sud-Est.=

URGENTISSIMA

ALLA COMMISSIONE ALLEATA DI CONTROLLO
SOTTOCOMMISSIONE TRASPORTI INTERNI

NAPOLI

Piazza della Carità

****

1°) - In seguito a disposizioni impartite dalle Autorità Alleate locali fin dallo scorso mese di Settembre, il servizio viaggiatori dei treni delle Ferrovie del Sud-Est viene limitato a Taranto Galese allo scopo di non far ingombrare e congestionare il piazzale della Stazione di Taranto.=

2°) - La Stazione di Taranto Galese è distante dal centro urbano di Taranto di circa 3 Km. e tale limitazione di servizio costituisce conseguentemente un grave disagio ed una notevole dispersione di tempo specialmente per gli impiegati e per gli operai che giornalmente affluiscono al capoluogo dai popolari centri di Martina Franca, Crispiano e Fratte.=

3°) - In proposito sono state più volte interessati i Comandi Alleati di Taranto, ma fino a questo momento, senza nessun esito.=

4°) - La stazione di Taranto è attrezza-

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

Traffico della Stazione Ferroviaria di Taranto dei treni delle Ferrovie del Sud-Est.=

Al N.° ____ del ____

URGENTISSIMA

ALLA COMMISSIONE ALLEATA DI CONTROLLO
SOTTOCOMMISSIONE TRASPORTI INTERNI

N A P O L I

Piazza della Carità

****

1°) - In seguito a disposizioni impartite dalle Autorità Alleate locali fin dallo scorso mese di Settembre, il servizio viaggiatori dei treni delle Ferrovie del Sud-Est viene limitato a Taranto Galese allo scopo di non far ingombrare e congestionare il piazzale della Stazione di Taranto.=

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3°) - In proposito sono state più volte interessati i Comandi Alleati di Taranto, ma fino a questo momento, senza nessun esito.=

4°) - La stazione di Taranto è attrezzata di un binario tronco che un tempo veniva esclusivamente utilizzato per il servizio viaggiatori delle Ferrovie del Sud-Est.=

Pertanto, il grave disagio che la popolazione civile incontra ormai

./...

Declassified E.O. 12356 Section 3.3/NND No. 782021

da mesi per affluire a Taranto, potrebbe in gran parte essere risolta, qualora venisse autorizzato l'estensione del servizio viaggiatori sino alla Stazione di Taranto Centrale di almeno una sola coppia di treni e precisamente del treno che arriva la mattina e di quello che riparte la sera.=

5°) - Si prega quindi voler benevolmente esaminare la cosa e favorire un cortese cenno di adesione.=

IL SOTTOSEGRETARIO DI STATO

Ubi Ranieri

COMUNICAZIONI
MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO

Declassified E.O. 12356 Section 3.3/NND No. 780221

B

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE

Ufficio Centrale Movimento

OGGETTO : Traffico nella Stazione ferroviaria di Taranto dei treni delle Ferrovie del Sud-Est.=

Napoli, li 11 Giugno 1944 /94

N.° M.13.C.Ba/545

Al N.° ____ del ____

URGENTISSIMA

ALLA COMMISSIONE ALLEATA DI CONTROLLO
SOTTOCOMMISSIONE TRASPORTI INTERNI
N A P O L I
Piazza della Carità

1°) - In seguito a disposizioni impartite dalle Autorità Alleate locali fin dallo scorso mese di Settembre, il servizio viaggiatori dei treni delle Ferrovie del Sud-Est viene limitato a Taranto Galese allo scopo di non far ingombrare e congestionare il piazzale della Stazione di Taranto.=

2°) - La Stazione di Taranto Galese è distante dal centro urbano di Taranto di circa 3 Km. e tale limitazione di servizio costituisce conseguentemente un grave disagio ed una notevole dispersione di tempo specialmente per gli impiegati e per gli operai che giornalmente affluiscono al capoluogo dai popolari centri di Martina Franca Crispiano e Fratte.=

3°) - In proposito sono state più volte interessati i Comandi Alleati di Taranto, ma fino a questo momento, senza nessun esito.=

4°) - La stazione di Taranto è attrezzata di un binario tronco che un tempo veniva esclusivamente utilizzato

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

OGGETTO :

Traffico nella Stazione ferroviaria di Taranto dei treni delle Ferrovie del Sud-Est.=

Napoli, li 11 Giugno 1944 194

N.° M.13.C.Ba/545

Al N.° del

URGENTISSIMA

ALLA COMMISSIONE ALLEATA DI CONTROLLO
SOTTOCOMMISSIONE TRASPORTI INTERNI

N A P O L I

Piazza della Carità

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2°) - La Stazione di Taranto Galese è distante dal centro urbano di Taranto di circa 3 Km. e tale limitazione di servizio costituisce conseguentemente un grave disagio ed una notevole dispersione di tempo specialmente per gli impiegati e per gli operai che giornalmente affluiscono al capoluogo dai popolosi centri di Martina Franca Crispiano e Fratte.=

3°) - In proposito sono state più volte interessati i Comandi Alleati di Taranto, ma fino a questo momento, senza nessun esito.=

4°) - La stazione di Taranto è attrezzata di un binario tronco che un tempo veniva esclusivamente utilizzato per il servizio viaggiatori delle Ferrovie del Sud-Est.=

Pertanto, il grave disagio che la popolazione civile incontra ormai

Declassified E.O. 12356 Section 3.3/NND No. 780021

da mesi per affluire a Taranto, potrebbe in gran parte essere risolta, qualora venisse autorizzato l'estensione del servizio viaggiatori sino alla Stazione di Taranto Centrale di almeno una sola coppia di treni e precisamente del treno che arriva la mattina e di quello che riparte la sera.=

5°) - Si prega quindi voler benevolmente esaminare la cosa e favorire un cortese cenno di adesione.=

IL SOTTOSEGRETARIO DI STATO
F/to di RAIMONDO

MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO
FERROVIE DELLO STATO

Declassified E.O. 12356 Section 3.3/NND No. 780021

0208

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

EWD/

160/94/208

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/42/36

Date : 10 June 44.

TO : Minister of Communications,
Naples.

SUBJECT : Salerno - Bari - Diesel Rail car bi-weekly service.

1. Reference your letter M 13c.3/471 dated 4 June 44 with 5 copies of your circular instruction with regard to the operation of the new bi-weekly passenger service Salerno - Bari.

2. It was agreed by the Transportation Committee at their meeting on 29 May 44 that 6 seats would be reserved in each direction for the use of Allied Military Officers. Any seats not required for Allied Military Officers would be released by Movements, East and West Italy respectively, to the Italian State Railways 24 hours before scheduled departure time (see Minute 57 para g).

3. Plase issue the necessary instructions to your staff to ensure that the 6 seats are kept in respect of each departure.

4. Kindly confirm that this has been done.

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

27/6

10/74
Nt

COPY

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation sub-Commission
APO 394

Our reference: ACC Tn/42/32
date : 6 June 44

TO : Minister of Communications,
Italian Government, Salerno.
(for Undersecretary of State for Italian Railways)

SUBJECT : Extension of Passenger Services.

1 At the Transportation Committe meeting held on 29 May 44 the undermentioned additional civilian passenger rail services were agreed to:-

(a) Salerno - Fisciano. - Daily Passenger Service. Your file No. M.13.C. Na/136. Operating as from 15 May 44 for workers travelling from Fisciano to Salerno in the morning and returning at night.

(b) Naples - Salerno. - Daily Passenger Service. To operate as from 1 June 44, leaving Salerno at 0530 in the morning for Naples and returning from Naples to Salerno at 1715 at night.

(c) Bari - Salerno. - Bi-weekly Passenger Service. Your file No. M.13.4.1. To operate as from Saturday 10 June 44 from Salerno and Sunday 11 June from Bari, thereafter running in the following schedule: -

Salerno dep. 1700 hours Wednesdays and Saturdays.
Bari dep. 0700 hours Thursdays and Sundays.

This service will be operated by a 5o seat Diesel Car and intermediate stops will be made only at Brindisi, Taranto and Potenza.

2. It is being provided for Italian Government Officials, Allied Control Commission personnel, and authorised members of various professions. Six places will be reserved on each service in both directions for Allied Military Officers.

(d) Gioia Tauro - Pattinarlia. - Daily Passenger Service.

./.

Declassified E.O. 12356 Section 3.3/NND No. 782021

Our reference: ACC In/42/32
date : 8 June 44

TO : Minister of Communications,
Italian Government, Salerno.
(for Undersecretary of State for Italian Railways)

SUBJECT : Extension of Passenger Services.

1. At the Transportation Committe meeting held on 29 May 44 the undermentioned additional civilian passenger rail services were agreed to:-

(a) Salerno - Fisciano. - Daily Passenger Service. Your file No. M.13.C. Ma/136. Operating as from 15 May 44 for workers travelling from Fiscano to Salerno in the morning and returning at night.

(b) Naples - Salerno. - Daily Passenger Service. To operate as from 1 June 44, leaving Salerno at 0500 in the morning for Naples and returning from Naples to Salerno at 1715 at night.

(c) Bari - Salerno. - Bi-weekly Passenger Service. Your file No. M.13.4.1. To operate as from Saturday 10, June 44 from Salerno and Sunday 11 June from Bari, thereafter running in the following schedule: -

Salerno dep. 1830 hours Wednesdays and Saturdays.
Bari dep. 0700 hours Thursdays and Sundays.

This service will be operated by a 56 seat Diesel Car and intermediate stops will be made only at Brindisi, Taranto and Potenza.

2. It is being provided for Italian Government Officials, Allied Control Commission personnel, and authorised members of various professions. Six places will be reserved on each service in both directions for Allied Military Officers.

(d) Gioia Tauro - Reggio. - Daily Passenger Service.

./. 2763

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

As from 1 June this service to be extended through to Salerno, arriving at Salerno at approximately 2145, and on the return direction leaving Salerno at about 0415 daily.

2 The request for the introduction of a Sunday service of trains from Putignano, Altamura and Ruvo to Bari (your file No.1 BA.01/1067) was considered by the Transportation Committee but I regret the running of these trains could not be sanctioned at this stage.

L.E. VINING
Lieut-Colonel,
Transportation Sub-Commission, ACC

2738

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

0212

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

COMUNE DI ALBANO DI LUCANIA
Provincia di Potenza

N. 350 Albano di Lucania, 5/4/1944

A IL COMMANDO GOVERNO MILITARE ALLEATO,
BARI

Questa Popolazione a mio nome, lo prego vivamente venire incontro effetuando la fermata anche brevissima di tutti i treni merci e viaggiatori di transito a questo scalo ferroviari per Taranto e per Napoli anche dare a questi miei amministrati la possibilita di viaggiare perche essi sono costretti di recarsi o a Trivigno distanti ben 17 km. o a Potenza Km. 36.500 a piedi per prendere un treno, Sono sicuro che accogliera i nostri voti e sin d'ora le siamo grati.

Il Sindaci

(firmata)

2726

0 2 1 5

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

100/94

Albano di Lucania - 5/6 - 1944.

TO: Allied Military Government, B a r i.

I beg you very much for this town population be helped in authorizing all the freight and all the passangers trains,going trough this station either to Taranto or to Naples,to stop herein,in order to ensure to my fellow-citizens a travel mean.

At present time the population of this town is obliged to walk either to Trivigno'at a distance of 17 Kms, or to Potenza at 36,500Kms, for take a train.

I am sure you will do something to help the matter.

With many thanks.

The Sindaco

2 7

0214

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

Naples, 4th of June 1944

SUBJECT : Institution of railway's service twice a week between Salerno and Bari.

File : M.13.C.3/471

5 Schedules

To General CarlR. Gray -

To Lt.Col. L.E. Vining

I send to you, in order that you get to know, five copies of the circular about the institution of the train, which will work twice a week between Salerno and Bari with automotor.

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

MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO
PER LE FERROVIE - LA MOTORIZZAZIONE
CIVILE E TRASPORTI IN CONCESSIONE

B

Napoli, 4/Giugno 1944

N. 8.13.C.3/472

al N. del

OGGETTO:

Istituzione treno bisettimanale con automotrice tra Salerno e Bari.=

All. 5

AL BRIGADIER GENERAL CARL R. GRAY
DIRECTOR GENERAL RAILWAY SERVICE
(Piazza Nicola Amore n° 2)
N A P O L I

AL TEN. COL. L.E. VIRING
DIRETTORE SOTTOCOMMISSIONE TRASPORTI
INTERNI = (Piazza della Carità)
N A P O L I

****

Per opportuna conoscenza trasmetto cinque copie della circolare relativa all'istituzione del treno bisettimanale con automotrice tra Salerno e Bari.=

IL SOTTOSEGRETARIO DI STATO
Ludi Lamerardi

2725

0 2 1 9

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

Naples 3rd of June 1944

File: F.13.C. 3/204

Very urgent

SUBJECT : Institution of a train with automotor between Salerno and Bari, twice a week.

TO : Compartmentchief - Naples
Compartmentchief - Bari
Movement and Commercial Union - Naples and to:
Compartmentchief - Reggio
Railways Delegation - Cagliari
Civil Police Compartimental Commisseriat - Naples
Civil Police Compartimental Commissariat - Bari
Civil Motorization and Transportation in
concession Inspectorship - Seat
Central Trade Office - Seat
Central drawing Office - Seat
Central works Office - Seat
Central F.A.C. Office - Seat
Victueling Division - Seat

1. From the saturday, next 10th, a passengers will work twice a week between Bari and Salerno and vice versa.

2. Its itinerary

Bari, Brindisi, Taranto Potenza, Salerno

3. Time - table

Going: Depart from Bari every thursday and Sunday at 0700 houres.
Arrive to Brindisi at 0822 hr - Depart 08.30 hr.
Taranto: Arrive hr 09,28 - Depart hr 09,34
Potenza " " 11,44 - " " 11,55
Salerno " " 15,20

Return : Depart from Salerno every wednesday and Saturday at 12.00 houres.

Potenza ; Arrive 15.30 hrs - Depart 15,35 hrs
Taranto : " 17,30 " " 17,35 "
Brindisi : " 18,35 " " 18,40 "
Bari : " 20,10 "

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4. Passengers Service

Only 1re classe passengers starting from Bari - Brindisi - Taranto - Potenza to Salerno and vice versa are admitted.
Consequently, no one passenger will be able to mount or to descend from the above mentioned trains in all other stations.

5. Passengers admission

Only the following peoples categories, regularly authorized, pursuant the following graduation, can use the above mentioned trains:

(a) Officers designed by the A.C.C.

(b) Functionaries of the different Departments, authorized by their own Secretaries.

(c) Functionaries of the State Administrations, authorized by the Chief of Office they depend from, who must go to the Government Seat exclusively for their service.

(d) Persons who go to Salerno for jobs or tasks having exclusive relation with the public administrations work.
They have to show a document the journey's cause appears from, declared by the interested in his own responsability.
To lawyers proving they must go to the Cassation Court Seat for professional reasons the precedence will be given.

6. Rationing

The entomotor of these trains has seating capacity for only 56 persons.
For this reason the following seating rationing has to be observed (for the outward and return journeys).

Bari 20 - Brindisi 12 - Taranto 12 - Potenza 12, all to Salerno and vice versa.

7. Modalities to obtain the permission

a. To obtain the authorization, the passengers must address to R. Questorship of the place they will commence their journey from: Request, where they have to indicate :
Full name and address of the traveller
Journey's object and all the eventual informations justifying the journey.

b. The R. Questorships, pursuant the admission's enteriona exposed at the 5th paragraph, excluding the posts, that preventively will be marked by the ACC, will give the authorizations, pursuant what has been said in the 6th paragraph.

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

c. For the return permission's concession, to the R. Questorship requests, like to the going's, will be addressed with the permit given by the R. Questorship for the going because it will give priority's pretext.
The Questorship will authorize the journeys conforming to the instructions exposed in the preceding comma b), always the eventual journeys requested by the A00 officers excluded.

8. Tariffs.

Only 1st classe tickets will be given. To have them, it is necessary to show the permit of the R. Questorship and the Identify paper or an equevalent document, which always must be shown to controllers. In the journey quittance the traveller's full name will be written.

Also the persons who have a free circulation paper, to be admitted in these trainsy must pursue the procedure of the paragraph 7) is about.

9. Goods and luggages transportation

These trains will not make goods, luggages and poste service and therefore every passenger may transport to kg. 20 of luggage (valises, purses etc.).

10. Vigilance - Control service

The trains, as going as coming, will be escorted by :

- a movement officier
- one petty officier and two R. Carabiniers.

The most careful control service will be exerced in order that abuses and avasions to the instructions this circular is about are avoided.

An order's service will be settled in the most important stations.

The mobile escorte, travelling in the train, will help the trains and stations employmen to avoid some passengers mount or go down from the trains, in the stopping places foreseen in time-table, not admitted to the service.

11. The Naples and Bari Compartiments Chiefs are begged to give instructions conformably and to attest, by telegraph, they have received the present circular and the Bari - Brindisi - Taranto - Potenza and Salerno Questorship have had analogous communications.

2733

Spedito in Spareccapio
data 10 giugno 44 18.

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
SOTTOSEGRETARIATO DI STATO
Ufficio Centrale Movimento

Napoli, li 3 Giugno 1944

nº M.13.C.S. 94

URGENTISSIMO

OGGETTO : Istituzione treno bisettimanale con automotrice tra Salerno e Bari.=

AL CAPO COMPARTIMENTO = NAPOLI
AL CAPO COMPARTIMENTO = B A R I
ALLE SEZIONI MOVIMENTO E COMMERCIALE = NAPOLI
ALLE SEZIONI MOVIMENTO E COMMERCIALE = B A R I

e, p.n. :

AL CAPO COMPARTIMENTO = REGGIO C.
ALLA DELEGAZIONE FERROVIARIA = CAGLIARI
AL COMMISSARIATO COMPARTIMENTALE DI P.S. = NAPOLI
AL COMMISSARIATO COMPART/LE P.S. = B A R I
ALL'ISPETTORATO PER LA MOTORIZZAZIONE CIVILE E TRASPORTI IN CONCESSIONE = S E D E
ALL'UFFICIO CENTRALE COMMERCIALE = S E D E
ALL'UFFICIO CENTRALE TRAZIONE = S E D E
ALL'UFFICIO CENTRALE LAVORI = S E D E
ALL'UFFICIO CENTRALE RAGIONERIA = S E D E
ALL'UFFICIO CENTRALE P.A.G. = S E D E
AL REPARTO APPROVVIGIONAMENTO = S E D E

1º) - A partire da Sabato 10 andante è istituito un treno viaggiatori bisettimanale con automotrice da Bari a Salerno e viceversa.=

2º) - ITINERARIO :
Bari - Brindisi - Taranto - Potenza - Salerno.=

3º) - ORARIO :
Andata : Partenza da Bari tutti i giorni di Giovedì e Domenica alle ore 7,00 - Brindisi a. 8,22 p. 8,30 - Taranto a. 9,28 p. 9,34 - Potenza a. 11,44 p. 11,55 - Salerno a. ore 15,20.=

Ritorno : Partenza da Salerno tutti i giorni di Mercoledì e Sabato alle ore 12,00 - Potenza a. 15,30 p. 15,38 -

Declassified E.O. 12356 Section 3.3/NND No. 782021

Ierno e Bari.=

AL CAPO COMPARTIMENTO = NAPOLI
AL CAPO COMPARTIMENTO = B A R I
ALLE SEZIONI MOVIMENTO E COMMERCIALE = NAPOLI
ALLE SEZIONI MOVIMENTO E COMMERCIALE = B A R I

e, p.n. :

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ALL'UFFICIO CENTRALE COMMERCIALE = S E D E
ALL'UFFICIO CENTRALE TRAZIONE = S E D E
ALL'UFFICIO CENTRALE LAVORI = S E D E
ALL'UFFICIO CENTRALE RAGIONERIA = S E D E
ALL'UFFICIO CENTRALE P.A.G. = S E D E
AL REPARTO APPROVVIGIONAMENTO = S E D E

^^^^^^^^^^^^

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2°) - ITINERARIO :
Bari - Brindisi - Taranto - Potenza - Salerno.=

3°) - ORARIO :
Andata : Partenza da Bari tutti i giorni di Giovedì e Domenica alle ore 7,00 - Brindisi a. 8,22 p. 8,30 - Taranto a. 9,28 p. 9,34 - Potenza a. 11,44 p. 11,55 - Salerno a. ore 15,20.=

Ritorno : Partenza da Salerno tutti i giorni di Mercoledì e Sabato alle ore 12,00 - Potenza a. 15,30 p. 15,35 - Taranto a. 17,30 p. 17,35 - Brindisi a. 18,35 p. 18,40 - Bari a. 20,10.=

4°) - SERVIZIO VIAGGIATORI.=
Sono ammessi solo viaggiatori di prima classe in partenza da Bari - Brindisi - Taranto - Potenza diretti Salerno e viceversa.=

Conseguentemente nessun viaggiatore potrà salire o scendere dai treni in questione in tutte le rimanenti stazioni del percorso.=

./...

Declassified E.O. 12356 Section 3.3/NND No. 782021

5°) - AMMISSIONE DEI VIAGGIATORI :
Nei predetti treni possono essere ammessi soltanto le seguenti categorie di persone, regolarmente autorizzate, secondo la seguente graduatoria :

a) - Funzionari designati dall'A.C.C.;

b) - Funzionari dei vari Dicasteri autorizzati dai rispettivi Gabinetti e Segreterie;

c) - Funzionari delle varie Amministrazioni dello Stato, autorizzati dal Capo dell'Ufficio dal quale dipendono, che si debbono recare alla Sede del Governo per esclusive ragioni di servizio;

d) - Professionisti in genere che si recano a Salerno per espletamento di compiti o di incarichi aventi esclusiva attinenza con il funzionamento di pubbliche Amministrazioni.=

Essi dovranno presentare un documento dal quale risulti il motivo del viaggio dichiarato sotto la personale responsabilità dell'interessato.=Agli Avvocati, che dimostrino di doversi recare presso la Sede della Corte di Cassazione per motivi professionali, sarà data la precedenza.=

6°) - CONTINGENTAMENTO.=
L'automotrice, che effettua questi treni, ha una disponibilità di soli 56 posti a sedere.= Perciò dovrà essere osservato il seguente contingentamento (sia per l'andata che per il ritorno):
Bari 20 posti - Brindisi 12 posti - Taranto 12 posti - Potenza 12 posti, tutti per Salerno e viceversa.=

7°) - MODALITA' PER OTTENERE IL PERMESSO.=
a) - Per ottenere l'autorizzazione a viaggiare con i treni in parola, i viaggiatori dovranno rivolgersi alla Regia Questura Centrale della località in cui intendono iniziare il viaggio di cui al punto 2°), con una domanda in cui deve essere indicato:
= Nome e cognome del viaggiatore e indirizzo;
= Scopo del viaggio e tutte le altre eventuali informazioni che giustificano il viaggio stesso.=

b) - Le Regie Questure, in base ai criteri di ammissione di cui al punto 5°), tenuto conto dei posti che preventivamente saranno stati prenotati dall'A.C.C., autorizzeranno i viaggi in base al contingentamente di cui al punto 6°);

c) - Per quanto riguarda la concessione del permesso dei viag-

Declassified E.O. 12356 Section 3.3/NND No. 782021

a) - Funzionari designati dall'A.C.C.;

b) - Funzionari dei vari Dicasteri autorizzati dai rispettivi Gabinetti e Segreterie;

c) - Funzionari delle varie Amministrazioni dello Stato, autorizzati dal Capo dell'Ufficio dal quale dipendono, che si debbono recare alla Sede del Governo per esclusive ragioni di servizio;

d) - Professionisti in genere che si recano a Salerno per espletamento di compiti o di incarichi aventi esclusiva attinenza con il funzionamento di pubbliche Amministrazioni.=

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= Nome e cognome del viaggiatore e indirizzo;
= Scopo del viaggio e tutte le altre eventuali informazioni che giustificano il viaggio stesso.=

b) - Le Regie Questure, in base ai criteri di ammissione di cui al punto 5°), tenuto conto dei posti che preventivamente saranno stati prenotati dall'A.C.C., autorizzeranno i viaggi in base al contingentamente di cui al punto 6°);

c) - Per quanto riguarda la concessione del permesso dei viaggi di ritorno, i viaggiatori, dovranno presentare alla R.Questura di Salerno, oltre alla domanda di cui al comma a), anche il permesso della R.Questura utilizzato per il viaggio di andata, che darà titolo a precedenza rispetto agli altri viaggiatori.=
La R.Questura autorizzerà i viaggi in base alle norme di cui al precedente comma b), tenendo sempre in debito conto gli eventuali viaggi richiesti dai funzionari dell'A.C.C..=

./...

Declassified E.O. 12356 Section 3.3/NND No. 780021

8°) - TARIFFE.=
Dovranno rilasciarsi esclusivamente Biglietti di 1^classe.=
I biglietti dovranno essere rilasciati dietro presentazione del permesso scritto, rilasciato dalla R.Questura e della Carta d'Identità o documento equipollente, che dovranno essere sempre esibiti a richiesta del personale di controlleria.=
Sul recapito di viaggio dovrà essere riportato il nome e cognome del viaggiatore.=
Anche i possessori di carta di libera circolazione, per essere ammessi nei treni in parola, dovranno seguire la procedura di cui al punto 7°).=

9°) - TRASPORTO DI MERCI E BAGAGLI.=
Questi treni non dovranno effettuare alcun servizio di merci, bagaglio e posta, e pertanto ogni viaggiatore potrà trasportare fino a 20 Kg. di bagaglio a mano (valigie, borse ecc.).=

10°) - SCORTE = VIGILANZA = SERVIZIO DI CONTROLLERIA.=
I treni, sia all'andata che al ritorno, saranno scortati :
= da un funzionario del movimento;
= da un graduato e due Carabinieri Reali.=
Il più severo servizio di controllo dovrà essere esercitato allo scopo di evitare abusi ed evasioni alle norme di cui alla presente circolare.=
Un servizio d'ordine dovrà essere predisposto nelle principali stazioni.=
La scorta mobile, viaggiante col treno, coadiuverà il personale dei treni e quello di stazione nelle fermate previste in orario, non ammesse al servizio, onde evitare che viaggiatori possano salire o discendere dai treni in parola.=

11°) - I Capi Compartimento di Napoli e Bari sono pregati disporre in conformità e confermare, per filo, ricevimento dalla presente, significando che analoghe comunicazioni sono state fatte da questa Sede alle R.Questure di Bari - Brindisi - Taranto - Potenza e Salerno.=

IL SOTTOSEGRETARIO DI STATO
G. di Raimondo

Declassified E.O. 12356 Section 3.3/NND No. 780021

0224

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

100/94/203
FPR/rg

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/12127

Date : 3 June 44.

TO : Ministero delle Comunicazioni,
(Gabinetto) Palermo.

SUBJECT : Bari-Naples Bi-Weekly Trains.

1. It is agreed that the bi-weekly trains between Naples and Bari and vice versa are over-crowded.

2. The suggestion that additional trains be run has received consideration, but so far it has not been possible for the service to be extended owing to various reasons.

3. This proposition is already on the agenda to be considered at the next meeting of the Transportation Committee at the end of this month.

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

FPR.

2729

HQ ACC, APO 394
Sec'y Gen.
Rec'd 4 June 44 0/5
By DFE

MINISTERO DELLE COMUNICAZIONI
GABINETTO

Salerno, 30 May 1944

~~FR/354~~
100/94

N. F/11/2/2976.

Risposta al N. .....

OGGETTO: Passengers trains between Potenza & Metaponto.

TO : General Sir Noel Mason MacFerlane,
K.C.B. D.S.O. M.C.
Allied Control Commission,
N A P L E S

On the railroad segment Potenza-Metaponto, no passengers train for civilians purpose is at present running, other than the be-weekly one Naples-Bari, which has no stoppage at the intermediate stations. Consequently, the populations of the crossed area are provided with no useful train.

In order to cope with the just requirements of those people, we would recommend that a couple (i.e. two trains running in opposite sense) of passengers trains be established between the railway stations of Potenza and Metaponto with stoppages at all intermediate stations thereof.

Your view in the matter will be greatly appreciated by me.

Sul tratto di linea Potenza-Metaponto non circola alcun treno viaggiatori utile per i civili, ad eccezione del bisettimanale Napoli-Bari, il quale non ha alcuna fermata nelle stazioni intermedie del tratto suddetto. Per tanto non resta nessun treno utile per le comunicazioni della popolazione della zona attraversata.

Sarebbe perciò necessario, per poter soddisfare in qualche modo le esigenze di vita della popolazione stessa, che venisse istituita una coppia di treni viaggiatori tra le stazioni di Potenza e Metaponto, con fermata su tutte le stazioni intermedie.

Mi sarà grato conoscere al riguardo il Vostro intendimento.

Francesco Cerabona
FRANCESCO CERABONA
THE MINISTER

2728

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

Risposta al N. .....

OGGETTO: Passengers trains between Potenza & Metaponto.

TO : General Sir Noel Mason MacFarlane,
K.C.B. D.S.O. M.C.
Allied Control Commission,
N A P L E S

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Mi sarà grato conoscere al riguardo il Vostro intendimento.

Francesco Cerabona
FRANCESCO CERABONA
THE MINISTER

2728

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

0221

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

100/24 ~~4-2-125~~

HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

590.1-E/O

29 May 1944

SUBJECT: Proposed Train Service Between Naples and Salerno.

TO : Internal Transportation Sub-Commission.
Att: Lt. Col. Brown.

1. The following information is furnished at the request of Major Enoch Brown, Liaison Division, Headquarters Allied Control Commission.

2. A three day check of passengers between Naples and Salerno showed that 32 traveled by courier and dispatched vehicles.

3. A reasonable estimate of people traveling in sub-commission vehicles between the two points over a three day period would be 15.

4. The dispatched and courier vehicles between the two points numbered 20 for the three day period and a reasonable estimate of sub-commission vehicles making the trip would be 10.

5. In addition to passengers, this Headquarters sends an average of four sacks of mail (personal and official) to Salerno, and Salerno sends an equal amount to this Headquarters.

James A. Davis.
JAMES A. DAVIS,
1st Lt., Q.M.C.,
Exec. Off. Steff.

2727

COPY /nf 10094

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A.P.O. 400
26 MAY 1944

SUBJECT: CHANGE IN TRAIN SCHEDULES

TO : GENERAL DI RAIMONDO, BUILDING
ING. POMARICI, I.S.R., BUILDING
CAPO DI COMPARTIMENTO, I.S.R., REGGIO
CAPO DI COMPARTIMENTO, I.S.R., BARI
CO, 701 RAILWAY GRAND DIVISION, APO 400
DDTN, RAILWAYS, BARI - THRU: ADTN 9 (BR), BUILDING

1 REQUEST HAS BEEN MADE TO CHANGE THE DAYS OF OPERATION OF THE FOLLOWING TRAINS - TM-9034, 7133, 4844, AND 9035 - IN ORDER TO PROVIDE BETTER CONNECTIONS WITH THE BARI-NAPLES BI-WEEKLY PASSENGER TRAINS, THEREFORE, EFFECTIVE 11 JUNE 1944 TM-9034 SHOULD BE OPERATED ON MONDAY, THURSDAY, AND SATURDAY; 7133 ON TUESDAY, FRIDAY, AND SUNDAY; 4844 ON MONDAY, THURSDAY AND SATURDAY; AND 9035 ON MONDAY, THURSDAY, AND SATURDAY.

2 PLEASE ARRANGE

FOR THE DIRECTOR GENERAL.

CHARLES P. DOUGHERTY
COLONEL, T. C.
ASSISTANT GENERAL MANAGER
TRANSPORTATION DEPARTMENT

CC - DCMG (M), HQ, AAI, CASERTA
TRANSPORTATION SUB-COMMISSION, A.C.C., APO 394

2726

Declassified E.O. 12356 Section 3.3/NND No. 789021

02291

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

100/94

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A.P.O. 400
25 MAY 1944

SUBJECT: CIVILIAN PASSENGER TRAIN SERVICE (NAPLES-SALERNO)

TO: DQMG(M), HQ AAI, CASERTA
TRANS. SUB-COMM., A.C.C., APO 394
GENERAL DI RAIMONDO, UNDERSECRETARY FOR ITALY

1. REFERRING TO CORRESPONDENCE ORIGINATING WITH REQUEST FROM GENERAL DI RAIMONDO FOR ESTABLISHMENT OF DAILY ROUND-TRIP PASSENGER SERVICE BETWEEN SALERNO AND NAPLES, BELOW IS QUOTED SCHEDULE FOR THIS SERVICE WHICH WILL BE INAUGURATED 1 JUNE 1944. THE PASSENGER CARRYING CAPACITY OF THIS TRAIN WILL BE APPROXIMATELY 350 PERSONS.

READ DOWN WESTBOUND TV-1943 ARRIVE	DEPART	STATION	READ UP EASTBOUND TV-1940 ARRIVE	DEPART
	0520	SALERNO	2000	
0544	0545	VIETRI	1945	1946
0601	0606	CAVA DEI TIRRENI	1932	1937
0615	0616	NOCERA SUPERIORE	1909	1910
0622	0625	NOCERA INFERIORE	1857	1900
0629	0630	PAGANI	1846	1847
0637	0638	ANGRI	1838	1839
0647	0648	SCAFATI	1828	1829
0653	0654	POMPEI	1822	1823
0701	0704	TORRE ANN. CENTRAL	1811	1816
0709	0710	TORRE ANN. CITTA	1805	1806
0717	0718	SAN MARIA LA BRUNA	1757	1758
0728	0729	TORRE DEL GRECO	1746	1747
0736	0737	PORTICI	1738	1739
0741	0742	PIETRARSA	1732	1733
0746	0747	S.GIOVANNI BARRA	1726	1728
0800		NAPLES CENTRALE		1715

FOR THE DIRECTOR GENERAL:

CHARLES F. DOUGHERTY
COLONEL, T. C.
ASST. GEN. MANAGER
TRANSPORTATION DEPARTMENT

CC - ING. POMARICI
ING. MORANDI, CAPO COMPARTIMENTO,
I.S.R., NAPLES

2783

0230

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

2758

100/94/302

REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394
ADMINISTRATIVE SECTION

10/2.1/AS 24 May 44

SUBJECT : Bari - Salerno Train Service.

TO : Economic Section. Admn. Sect

1 Reference Transportation Sub-Commission letter ACC/TN/42/13 dated 16 May 44 subject above, the following comments have been made by the Sub-Commission Chiefs of the Administrative Section.

a Education Sub-Commission: The Bari - Salerno train service will be utilized by the officials of the Ministry of Education from time to time.

b Interior Sub-Commission: There are no ACC officers or Italian officials known to this Sub-Commission who would be likely to require the use of the service in question.

c Legal Sub-Commission: The Ministry of Justice states that the number of Italian Officials who would require weekly use of the service mentioned is about 5 - 10.

d Monuments, Fine Arts & Archives Sub-Commission: No officers of this Sub-Commission or associated Italian officials are likely to be regular users of the service.

e Property Control Sub-Commission: No use for the service.

f Public Health Sub-Commission: It is estimated that officers of this Sub-Commission and Italian officials working with the Sub-Commission would require the train service on an average of not more often than one (1) officer or official in three (3) weeks.

g Public Safety Sub-Commission: No use for the service.

R. R. Chipps

R.R. CHIPPS, 2/Lt.
Lieut. Colonel,
for VP Admin Section.

HEADQUARTERS
25 MAG 1944
A. C. C.

2724

1 JUIN 1944

C 150/944/203

Palermo, 25 May 1944

MINISTERO DELLE COMUNICAZIONI

GABINETTO

N. F/XII/40/2083

Risposta al N.

Comunicazioni
Pub. Com.

HQ ACC APO 394
Sec'y Gen.
Rec'd
By

Subject 1505

OGGETTO: Request of other passengers trains Naples-Bari and viceversa.

TO : General Sir Noel Mason MACFARLANE,
K.C.B. D.S.O. M.C.,
ACC,
NAPLES

Between the two most important centers of the liberated peninsular Italian territory, i.e. Naples and Bari, only a couple twice a week is running. This proves by no means sufficient for the need of the populations

The above trains serve, other than the aforesaid centers, all the populations of Campania, Basilicata and Puglie areas, and, moreover, receive the passengers to and fro' Calabria & Sicily.

Fondamentale di Comunicazione

This Ministry, therefore, would recommend You to turn the above twice-weekly service into a daily one, in order to secure the minimum transportation utility for said populations.

Your kind consideration in the matter will be highly appreciated by this Ministery.

Sincerely Yours.

(Francesco Cerabona)
THE MINISTER

Vs. F/XII/40/2032 of 22 May 44.

Subject:- Bari - Naples Bi Weekly Trains

(a) It is agreed that the Bi weekly Trains between Naples & Bari for civilian passenger traffic are maintained.

ER/

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(b) The suggestion that additional trains be run has received consideration but so far it has not been possible to put the Service to be extended owing to various reasons.

(c) This proposition is already on its expansion the next meeting of the

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

OGGETTO: Request of other passengers trains Naples-Bari and viceversa.

TO : General Sir Noel Mason MACFARLANE,
K.C.B. D.S.O. M.C.,
ACC,
NAPLES

Between the two most important centers of the liberated peninsular Italian territory, i.e. Naples and Bari, only a couple twice a week is running. This proves by no means sufficient for the need of the populations

The above trains serve, other than the aforesaid centers, all the populations of Campania, Basilicata and Puglie areas, and, moreover, receive the passengers to and fro' Calabria & Sicily.

This Ministry, therefore, would recommend You to turn the above twice-weekly service into a daily one, in order to secure the minimum transportation utility for said populations.

Your kind consideration in the matter will be highly appreciated by this Ministry.

Sincerely Yours.
Carbona
(Francesco Carbona)
THE MINISTER

2723

ER/

(a) It is agreed that the Bi weekly Train Bari-Naples + vice versa is extra passenger traffic is overcrowded.

(b) The suggestion and additional Trains be must has received consideration but so far it has not been possible as the Service to be extended owing to various reasons

(c) His proposition is already on the agenda to be considered at the next meeting of the Transportations Committee at the end of the month.

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Naples 21st of may 1944

Nº 713.C.3./142

Object: Institution of a be-weekly autorail train from Salerno to Bari.

To : General Gray

: Lt. Col. Vining.

1. Reference to the letter of the 11th of may of D.G.M.R.S. and letter nº. A.C.C./Tn.42 of the 16Th of may of Internal Transportation Sub-Commiasion.

2. I submit,for examination,a copy of draft circular which should be distributed to dependent Railway men for the institution of the service of the autorail service from Salerno to Bari.

3. I hope for a favourable reply for the date the service way be put into operation.

The Secretary of State

Gen. Di Raimondo.

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B

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE

OGGETTO :

Istituzione treno bisettimanale con automotrice tra Salerno e Bari.=

Napoli, li 21 Maggio 1944 194

N.° M.13.C.3/142

Al N.° ____ del ____

AL BRIGADIER GENERAL CARL R. GRAY
DIRETTOR GENERAL MILITARY RAILWAY SERVICE
N A P O L I
Piazza Nicola Amore 2

AL TEN. COL. L.E. VINING
DIRETTORE SOTTOCOMMISSIONE TRASPORTI INTERNI
N A P O L I
Piazza della Carità

^^^^^^^^^^^^^^^^^^

1°) - Mi riferisco alla lettera dell'11 andante della D.G.M.R.S. e.lettera n° A.C.C./Tn.42 del 16 andante della Sottocommissione Trasporti Interni.=

2°) - Trasmetto per esame copia della bozza di Circolare da diramare ai dipendenti Organi ferroviari per l'istituzione del servizio con automotrice tra Salerno e Bari.=

3°) - Resto in attesa di conoscere il Vostro benestare e la data di attivazione del provvedimento.=

IL SOTTOSEGRETARIO DI STATO
F/to di RAIMONDO

Declassified E.O. 12356 Section 3.3/NND No. 783021

Istituzione treno bisettimanale con automotrice tra Salerno e Bari.=

N.° M.13.C.3/142

Al N.° _____ del _____

AL BRIGADIER GENERAL CARL R. GRAY
DIRECTOR GENERAL MILITARY RAILWAY SERVICE
N A P O L I
Piazza Nicola Amore 2

AL TEN. COL. L.E. VINING
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IL SOTTOSEGRETARIO DI STATO
F/to di RAIMONDO

2721

Declassified E.O. 12356 Section 3.3/NND No. 780021

B O Z Z A

URGENTISSIMA

1°) - A partire dal giorno ..... è istituito un treno viaggiatori bisettimanale con automotrice da Bari a Salerno e viceversa.-

2°) - ITINERARIO:

Bari-Brindisi-Taranto-Potenza-Salerno.

3°) - ORARIO:

Andata: Partenza da Bari tutti i giorni di Domenica e Giovedì alle ore 7,00.

Ritorno:Partenza da Salerno tutti i giorni di Mercoledì e Sabato alle ore 12,00 -

4°) - SERVIZIO VIAGGIATORI :

Sono ammessi solo viaggiatori di prima classe in partenza da Bari - Brindisi - Taranto-Potenza diretti Salerno e viceversa.-

Conseguentemente nessun viaggiatore potrà salire o scendere dai treni in questione in tutte le rimanenti stazioni del percorso.-

5°) - AMMISSIONE DEI VIAGGIATORI:

Nei predetti treni possono essere ammessi soltanto le seguenti categorie di persone,regolarmente autorizzate,secondo la seguente graduatoria:

a) - Funzionari designati dall'A.C.C. -

b) - Funzionari dei vari Dicasteri autorizzati dai rispettivi gabinetti o segreterie.-

c) - Funzionari delle varie Amministrazioni dello Stato,autorizzati dal Capo dell'Ufficio dal quale dipendono,che si debbono recare alla Sede del Governo per esclusive ragioni di servizio.-

d) - Professionisti in genere che si recano a Salerno per espletamento di compiti od incarichi aventi esclusiva attinenza con il funzionamento di pubbliche Amministrazioni.-

Essi dovranno presentare un documento dal quale risulti il motivo del viaggio dichiarato sotto la personale responsabilità dell'interessato.-Agli Avvocati,che dimostrino di doversi recare presso la Sede della Corte di Cassazione per motivi professionali,sarà data la precedenza.

2729

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c) - Funzionari delle varie Amministrazioni dello Stato, autorizzati dal Capo dell'Ufficio dal quale dipendono, che si debbono recare alla Sede del Governo per esclusive ragioni di servizio.-

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Essi dovranno presentare un documento dal quale risulti il motivo del viaggio dichiarato sotto la personale responsabilità dell'interessato.-Agli Avvocati, che dimostrino di doversi recare presso la Sede della Corte di Cassazione per motivi professionali, sarà data la precedenza.

2720

6°) - CONTINGENTAMENTO :

L'automotrice, che effettua questi treni, ha una disponibilità di soli 56 posti a sedere.- Perciò dovrà essere osservato il seguente contingentamento (sia per l'andata che per il ritorno) :

- Bari 20 posti - Brindisi 12 posti - Taranto 12 posti - Potenza 12 posti, tutti per Salerno e viceversa.-

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7) - MODALITA' PER OTTENERE IL PERMESSO :

a) - Per ottenere l'autorizzazione a viaggiare con i treni in parola i viaggiatori dovranno rivolgersi alla R.Questura Centrale della località in cui intendono iniziare il viaggio,di cui al punto 2), con una domanda in cui deve essere indicato :
- Nome e cognome del viaggiatore ed indirizzo;
- Scopo del viaggio e tutte le altre eventuali informazioni che giustificano il viaggio stesso.-

b) - La R.Questura,in base ai criteri di ammissione di cui al punto 5),tenuto conto dei posti che preventivamente saranno stati prenotati dall'A.C.C.,autorizzeranno i viaggi in base al contingentamento di cui al punto 6).-

c) - Per quanto riguarda la concessione del permesso dei viaggi di ritorno,i viaggiatori,dovranno presentare alla R.Questura di Salerno,oltre alla domanda di cui al comma a),anche il permesso della R.Questura utilizzato per il viaggio di andata,che darà titolo a precedenza rispetto agli altri viaggiatori.

La R.Questura autorizzerà i viaggi in base alle norme di cui al precedente comma b),tenendo sempre in debito conto gli eventuali viaggi richiesti dai Funzionari dell'A.C.C. -

8) - TARIFFE :

Dovranno rilasciarsi esclusivamente biglietti di prima classe.-

I biglietti dovranno essere rilasciati dietro presentazione del permesso scritto,rilasciato dalla R.Questura e della carta d'Identità o documento equipollente,che dovranno essere sempre esibiti a richiesta del personale di controlleria.-

Sul recapito di viaggio dovrà essere riportato il nome e cognome del viaggiatore.-

Anche i possessori di carta di libera circolazione,per essere ammessi nei treni in parola dovranno seguire la procedura di cui al punto 7).-

9) - TRASPORTO DI MERCI E BAGAGLI :

Questi treni non dovranno effettuare alcun servizio di merce, bagaglio e posta,e pertanto ogni viaggiatore potrà trasportare fino a 20 Kg. di bagaglio a mano (valigie,borse ecc.)

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5), tenuto conto dei posti chè preventivamente saranno stati prenotati dall'A.C.C., autorizzeranno i viaggi in base al contingentamento di cui al punto 6).-

c) - Per quanto riguarda la concessione del permesso dei viaggi di ritorno, i viaggiatori, dovranno presentare alla R.Questura di Salerno, oltre alla domanda di cui al comma a), anche il permesso della R.Questura utilizzato per il viaggio di andata, che darà titolo a precedenza rispetto agli altri viaggiatori.

La R.Questura autorizzerà i viaggi in base alle norme di cui al precedente comma b), tenendo sempre in debito conto gli eventuali viaggi richiesti dai Funzionari dell'A.C.C. -

8) - TARIFFE :

Dovranno rilasciarsi esclusivamente biglietti di prima classe.-

I biglietti dovranno essere rilasciati dietro presentazione del permesso scritto, rilasciato dalla R.Questura e della carta d'Identità o documento equipollente, che dovranno essere sempre esibiti a richiesta del personale di controlleria.-

Sul recapito di viaggio dovrà essere riportato il nome e cognome del viaggiatore.-

Anche i possessori di carta di libera circolazione, per essere ammessi nei treni in parola dovranno seguire la procedura di cui al punto 7).-

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Questi treni non dovranno effettuare alcun servizio di merce, bagaglio e posta, e pertanto ogni viaggiatore potrà trasportare fino a 20 Kg. di bagaglio a mano (valigie, borse ecc.)

10) - SCORTE = VIGILANZA = SERVIZIO DI CONTROLLERIA :

I treni, sia all'andata che al ritorno, saranno scortati:

- da un Funzionario del Movimento;
- da un graduato e due carabinieri Reali.

Il più severo servizio di controllo dovrà essere esercitato allo

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scopo di evitare abusi ed evasioni alle norme di cui alla presente circolare.-

Un servizio d'ordine dovrà essere predisposto nelle principali stazioni.

La scorta mobile,viaggiante col treno,coadiuverà il personale dei treni e quello di stazioni nelle fermate previste in orario, non ammesse al servizio,onde evitare che viaggiatori possano salire o discendere dai treni in parola.

11°) - Attendesi conferma.

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

102/94

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/42/17.

Date : 20 May 44.

TO : D.G.M.R.S. - Naples.

SUBJECT : Civilian Train Service.

1. Reference your letter of 7 May 1944; request from General di Raimondo for establishment of daily round-trip passenger service between Salerno and Naples.

2. Reply to letter was delayed as it was necessary to ascertain what the potential ACC traffic would be between two points.

3. It is recommended that the proposed service be given a trial, and a record kept of the number of passengers travelling.

4. So soon as you have arranged schedules, and nominated date for inauguration, will you please advise this Sub-Commission, in order that we may notify all ACC. personnel in order that they make maximum use of facilities.

5. It is presumed that in reply to General di Raimondo you will restate the necessity for policing and care to prevent unauthorised civilians using trains.

6. In conclusion I may add, that the new Minister for Communications at an interview with the Chief Commissioner on the 18th inst. pressed for abetter passenger train service between Naples and Salerno.

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

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

160/94

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/42/15

Date : 16 May 44.

TO : Undersecretary of State for Italian Railways and Highways.

SUBJECT : Railway Connection - Bari-Salerno.

1. The D.C.M.R.S. has communicated to Transportation Sub-Commission, ACC your letter of 21 April 1944, No. M13.4.1 on above subject, attached to his letter to this Sub-Commission, dated 11 May 1944 - of which copy was sent you.

2. Proposed installations of a diesel rail car train between Bari and Salerno, and vice versa, seems most highly desirable and Transportation Sub-Commission, ACC is fully favorable.

3. However, based on experience with difficulty in controlling civilians attempting to get on trains and frequent unruly individuals, it does not appear that train should be inaugurated until definite and positive arrangements have been completed to insure that only proper persons (of the Ministries, lawyers, or ACC officers) will be permitted on train. Also, that there be assigned competent, vigilant guards, to prevent unauthorised persons boarding the train.

4. It seems most important that permit control and guards be provided before operation is started - may we have your assurances that these have been arranged. May we have your advices very promptly?

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

CGB/rg

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

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

100/94/303

Our reference : ACC Tn/42//3

Date : 16 May '44.

TO : HQ. ACC., Economic Section.

SUBJECT : Bari - Salerno Train Service.

1. Undersecretary Gen. di Raimondo initiated request to D.C.M.R.S. for establishment of an improved passenger train service between Bari and Salerno, particularly in response to request by Minister of Justice, to provide for movement of court officers.

2. After investigation, D.C.M.R.S. has advised Transportation Sub-Commission that there is available suitable diesel electric car, capacity 56 passengers, and that he is prepared to inaugurate service promptly.

3. It is desirable that this Sub-Commission have, very quickly, some estimate of number of ACC legal or other officers who might find such a direct train service desirable for movement Bari to Salerno and vice versa, in order that, in arrangements for control of seating some provision may be made for ACC space.

4. Detailed schedule of timing, as well as days on which trains will operate are, as yet, to be determined, but it is probable that it will make 3 round trips per week - leaving each end in alternate days.

5. May this Sub-Commission be advised, at earliest possible date, the general opinion of ACC agencies as to probable use they will make of train and any suggestions they may wish to advance?

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

CGB/rg

2716

100/94

Ministry of Communications
Undersecretariate of State for Railroads
Central Movement Dep.

Naples - may 29st 1944.
Ref.M.13.C.5/147
Enclosures: 1

SUBJECT: Distribution of passenger contingents upon the by-weekly trains between Naples and Bari.

TO : The chief of the Compartment of Naples-Bari-Reggio Cal. and for knowledge.
: To ACC-HQ.-Tn. S/C.
: to Brig. Gen. Ch.R. Gray DGMRS
: to the Chief of the Compartment of Palermo
: to the ISR Delegation - Cagliari
: to the Commercial Dept. - Here.

1. Effective June 2nd 1944 the passengers riding on the by-weekly train btw Naples and Bari shall be contingented according to attached prospect (encl.1) which replaces that attached to the circular M.13.5.2322 dated february 7th 1944.
2. Remaining instructions given with circulars M.13.5.2322 of Feb. 7 and April 4 are still valid.
3. It is confirmed that:
a) The prospect of the distribution of the passengers as per encl. 1,shall be affixed to the public in the hall of the Station Building,near to the ticket-window.
b) No more tickets than those granted by above prospect can be sold.
c) The tickets connot be sold but at the ticket - window.
d) The tickets shall be sold following the order of precedence according which the passengers line-up before the ticket-window.
4. In sofar as it concerns the passengers arriving at Metaponto and Battipaglia for Sicily and Calabria,with destination Naples,detailed instructions shall be issued by the Chief of Compartment of Reggio,who shall distribute the available tickets among the stations of his Compartment according to the local requirements.
5. It is to be understoood that,in sofar as the Bari-Naples direction is concerned,both 60 places for Metaponto and 80 places for Battipaglia shall be reserved to the passengers arrivingfrom Sicily and Calabria and above stations of Metaponto and Battipaglia shall therefore absolutely obstain from issuing tickets for passengers bound for Naples.
6. Confirmation by telegram is expected. 2715

THE UNDERSECRETARIATE OF STATE
Sgd G. Di RAIMONDI.

Declassified E.O. 12356 Section 3.3/NND No. 782021

: and for knowledge.
: To ACC-HQ.-Tn. S/C.
: to Brig. Gen. Ch.R. Gray DGMRS
: to the Chief of the Compartment of Palermo
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THE UNDERSECRETARIATE OF STATE
Sgd G. Di RAIMONDI.

Declassified E.O. 12356 Section 3.3/NND No. 782021

MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO
PER LE FERROVIE
Ufficio Centrale Movimento

Napoli, 21 maggio 1944

N°M.13.C.5/147

OGGETTO: Contingentamento viaggiatori
treni bisettimanali tra Napoli e Bari.

Alleg.1

AI CAPI COMPARTIMENTO - SEZIONI MOVIMENTO -
SEZIONI COMMERCIALE - COMMISSARIATI COMPARTIMENTALE
DI P.S. NAPOLI - BARI - REGGIO C.

e p.c.:

→ ALLA COMMISSIONE ALLEATA DI CONTROLLO
- Sottocommissione Trasporti Interni -(Largo Carità)

N A P O L I

AL BRIGADIERE GENERALE CHARLES R.GRAY
Director General Military Railway Service
(Piazza Nicola Amore 2)

N A P O L I

AL CAPO COMPARTIMENTO P A L E R M O

ALLA DELEGAZIONE F.S. C A G L I A R I

ALL'UFFICIO CENTRALE COMMERCIALE S E D E

^^^^^^^^^^^^

1°) A partire dal giorno 2 giugno p.v., sui treni bisettimanali Bari-Napoli e viceversa, dovrà essere effettuato il contingentamento risultante dall'allegato n°1 che annulla e sostituisce quello diramato con circolare n°M.13.5.2322 del 7-2 c.a.

2°) Rimangono in vigore le rimanenti disposizioni emanate con le circolari n°M.13.5.2322 del 7-2 e 5-4 c.a.

2714

3°) Si conferma che:

a) la tabella del contingentamento di cui all'allegato n°1 dovrà essere esposta al pubblico nell'atrio del Fabbricato Viaggiatori in vicinanza dello sportello della Biglietteria;

b) non potrà essere venduto un numero di biglietti superiore a quello stabilito;

c) la vendita dei biglietti dovrà essere fatta esclusivamente allo sportello;

d) nella vendita dovrà essere eseguito rigorosamente l'ordine

Declassified E.O. 12356 Section 3.3/NND No. 782021

OGGETTO: Contingentamento viaggiatori
treni bisettimanali tra Napoli e Bari.

Alleg.1

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SEZIONI COMMERCIALE - COMMISSARIATO COMPARTIMENTALE
DI P.S. NAPOLI - BARI - REGGIO C.

e p.c.:

→ ALLA COMMISSIONE ALLEATA DI CONTROLLO
- Sottocommissione Trasporti Interni -(Largo Carità)

N A P O L I

AL BRIGADIERE GENERALE CHARLES R.GRAY
Director General Military Railway Service
(Piazza Nicola Amore 2)

N A P O L I

AL CAPO COMPARTIMENTO — P A L E R M O

ALLA DELEGAZIONE F.S. — C A G L I A R I

ALL'UFFICIO CENTRALE COMMERCIALE — S E D E

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2714

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b) non potrà essere venduto un numero di biglietti superiore a quello stabilito;

c) la vendita dei biglietti dovrà essere fatta esclusivamente allo sportello;

d) nella vendita, dovrà essere eseguito rigorosamente l'ordine di precedenza in cui i viaggiatori si presentano allo sportello.

-/-

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

4°) Per quanto riguarda l'ammissione dei viaggiatori provenienti dalla Sicilia e Calabria, diretti verso Napoli, nelle stazioni di Metaponto e Battipaglia, darà opportune disposizioni di dettaglio il Capo Compartimento di Reggio C., che ripartirà i posti tra le dipendenti stazioni in base ad equa valutazione delle esigenze locali.

5°) Resta inteso che per quanto riguarda il viaggio di andata Bari-Napoli, i 60 posti per Metaponto e 80 per Battipaglia, saranno lasciati ad esclusivo servizio dei viaggiatori provenienti dalla Sicilia e dalla Calabria, e quindi le stazioni di Metaponto e Battipaglia si dovranno astenere, nella maniera più assoluta di emettere biglietti ai viaggiatori diretti verso Napoli.

6°) Attendo conferme per telegrafo.

IL SOTTOSEGRETARIO DI STATO

Scelba

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02491

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

ALLEGATO nº 1 alla circolare nº M.13-C-5/147 del 21 Maggio 1944

Tabella per il contingentamento dei viaggiatori per il treno NAPOLI-BARI

	SALERNO	BATTIPAGLIA	SICIGNANO	POTENZA	METAPONTO	TARANTO	BRINDISI
NAPOLI	70	90	40	50	50	50	50
SALERNO	–	–	–	20	–	20	10
BATTIPAGLIA	–	–	–	20	10	20	20
SICIGNANO	–	–	–	10	–	10	10
POTENZA	–	–	–	–	10	20	20
METAPONTO	–	–	–	–	–	25	20
TARANTO	–	–	–	–	–	–	50
BRINDISI	–	–	–	–	–	–	–

Tabella per il contingentamento dei viaggiatori per il treno BARI-NAPOLI

	BRINDISI	TARANTO	METAPONTO	POTENZA	SICIGNANO	BATTIPAGLIA	SALERNO
BARI	175	110	25	50	10	10	20
BRINDISI	–	50	15	20	10	20	10
TARANTO	–	–	20	20	10	40	20
METAPONTO	–	–	–	–	–	–	–
POTENZA	–	–	–	–	10	10	20
SICIGNANO	–	–	–	–	–	–	–
BATTIPAGLIA	–	–	–	–	–	–	–
SALERNO	–	–	–	–	–	–	–

(+) a completa disposizione dei viaggiatori provenienti dalla Calabria e Sicilia

0250

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

ALLEGATO nº 1 alla circolare nº M.13-C-5/147 del 21 Maggio 1944

abella per il contingentamento dei viaggiatori per il treno NAPOLI-BARI

SALERNO	BATTIPAGLIA	SICIGNANO	POTENZA	METAPONTO	TARANTO	BRINDISI	BARI
70	90	40	50	50	50	50	200
–	–	–	20	–	20	10	20
–	–	–	20	10	20	20	20
–	–	–	10	–	10	10	10
–	–	–	–	10	20	20	50
–	–	–	–	–	25	20	25
–	–	–	–	–	–	50	95
–	–	–	–	–	–	–	180

abella per il contingentamento dei viaggiatori per il treno BARI-NAPOLI

BRINDISI	TARANTO	METAPONTO	POTENZA	SICIGNANO	BATTIPAGLIA	SALERNO	NAPOLI
175	110	25	50	10	10	20	200
–	50	15	20	10	20	10	50
–	–	20	20	10	40	20	50
–	–	–	–	–	–	–	60 (+)
–	–	–	–	10	10	20	50
–	–	–	–	–	–	–	40
–	–	–	–	–	–	–	80 (+)
–	–	–	–	–	–	–	70

(+) a completa disposizione dei viaggiatori provenienti dalla Calabria e Sicilia.

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100/14/300 42/114

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A.P.O. 400
11 MAY 1944

SUBJECT: BARI-SALERNO RAIL CAR TRAIN

TO: TRANSPORTATION SUB-COMMISSION, ALLIED CONTROL COMMISSION, APO 394, U S ARMY

1. ATTACHED HERETO IS COPY OF COMMUNICATION FROM GENERAL DI RAIMONDO, 21 APRIL 1944, REQUESTING OPERATION OF A BI-WEEKLY DIESEL-ELECTRIC PASSENGER TRAIN BETWEEN SALERNO AND BARI ON A FAST SCHEDULE.

2. WE HAVE AVAILABLE FOR THIS SERVICE A SUITABLE DIESEL-ELECTRIC CAR, CAPACITY 56 PASSENGERS, AND ARE PREPARED TO INAUGURATE THE SERVICE PROMPTLY.

3. IT IS BELIEVED THE SERVICE IS NECESSARY AND SHOULD BE AUTHORIZED IMMEDIATELY.

4. I AM SENDING COPY OF THIS COMMUNICATION TO GENERAL DI RAIMONDO WITH REQUEST THAT HE ADVISE DAYS ON WHICH HE PREFERS THE TRAIN TO BE OPERATED AND THAT HE SUBMIT DETAILED SCHEDULE OR TIMING IN BOTH DIRECTIONS, SHOWING STATIONS AT WHICH IT IS DESIRED TO STOP AND PICK UP OR DISCHARGE PASSENGERS.

5. IN THE EVENT THIS TRAIN IS PUT ON IT WILL, OF COURSE, DEVOLVE UPON A.C.C. IN CONJUNCTION WITH GENERAL DI RAIMONDO TO FORMULATE SOME SUITABLE PERMIT SYSTEM FOR PASSENGERS DESIRING TO USE THE SERVICE AND WILL DEVOLVE UPON GENERAL DI RAIMONDO AND THE ITALIAN STATE RAILWAYS TO PROVIDE NECESSARY GUARD AND POLICE PROTECTION TO AVOID TRAIN BEING OVERRUN BY UNAUTHORIZED TRAFFIC.

FOR THE DIRECTOR GENERAL:

CHARLES F. DOUGHERTY
COLONEL, T. C.
ASSISTANT GENERAL MANAGER
TRANSPORTATION DEPARTMENT

INCL.
COPY GEN. DI RAIMONDO'S LETTER
DTD 21 APRIL 44

CC - GENERAL DI RAIMONDO
ING. POMARICI, BUILDING
CO, 701ST RY GR DIV, APO 400

2711

0252

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

COPY OF TRANSLATION

SUBJECT: RAILWAY CONNECTION BETWEEN BARI AND SALERNO

NAPLES, 21 APRIL 1944

NO M 13.4.1

TO: BRIG. GEN. C. R. GRAY
DIRECTOR GENERAL OF M.R.S.
NAPLES

1. THE EXECUTIONER (MINISTER OF JUSTICE), CONSIDERING THAT THE COURT OF CASATION WILL BE SOON ESTABLISHED IN SALERNO, SUGGEST THE NECESSITY OF IMPROVING COMMUNICATIONS BETWEEN SALERNO AND BARI, AN IMPORTANT LAW COURT CENTER IN APULIA, BY ESTABLISHING A FAST BI-WEEKLY RAILCAR RUN.

2. THE PRESENT COMMUNICATIONS (A BI-WEEKLY TRAIN NAPLES TO BARI) ARE VERY PRECARIOUS, OWING TO THE WELL KNOWN PRESENT CIRCUMSTANCES, AND THE OVERRUNNING OF PASSENGERS HIGHLY ENHARDENS THE SERVICE NOW EXISTING BETWEEN SALERNO AND BARI.

3. I POINT OUT THAT THIS REQUESTED RUN IS NOT ONLY NECESSARY TO THE EMPLOYES OF THE MINISTRY OF JUSTICE BUT ALSO TO THOSE OF THE OTHER MINISTRIES LOCATED IN SALERNO HAVING TO MOVE ALL OVER THE TERRITORY NOW ADMINISTERED BY THE ITALIAN GOVERNMENT TO HANDLE THEIR BUSINESS.

4. IN CASE REQUEST OF THIS RAILCAR RUN WILL BE ACCEPTED, THIS UNDERSECRETARIAT WOULD TAKE CARE OF ISSUING PERMITS DIRECTLY AND TIME BY TIME, IN ORDER TO PREVENT MISUSE.

5. I BEG YOU, THEREFORE, TO SUGGEST THIS NECESSITY TO THE COMPETENT AUTHORITY SO THAT OUR REQUEST MAY BE FAVOURABLY CONSIDERED.

2710

THE UNDERSECRETARY OF STATE

SIGNED: G. DI RAIMONDO

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100/94

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. O. 400
7 MAY 1944

SUBJECT: CIVILIAN TRAIN SERVICE

TO: DIRECTOR, INTERNAL TRANSPORTATION SUB-COMMISSION, A.C.C., TRANSPORTATION COMMITTEE, C/O MOV & TN, HQ, A.A.I. (ADMIN ECH), REAR, C.M.F.

1. WE HAVE A REQUEST FROM GENERAL DI RAIMONDO, UNDER-SECRETARY ITALIAN STATE RAILWAYS AND HIGHWAYS, TO ESTABLISH DAILY ROUND-TRIP PASSENGER TRAIN SERVICE BETWEEN SALERNO AND NAPLES, LEAVING SALERNO IN THE MORNING AND RETURNING IN THE LATE AFTER-NOON.

2. THIS REQUEST FOR YOUR CONSIDERATION. WE ARE PREPARED TO INAUGURATE THIS SERVICE WITH A 6-CAR PASSENGER TRAIN AT ANY TIME IF IT IS YOUR OPINION THIS SERVICE IS ESSENTIAL FOR CIVIL REQUIREMENTS. WE HAVE IN MIND THE FACT SALERNO IS AT PRESENT THE SEAT OF THE ITALIAN GOVERNMENT.

FOR THE DIRECTOR GENERAL:

C. F. Dougherty

CHARLES F. DOUGHERTY
COLONEL, T. C.
ASSISTANT GENERAL MANAGER
TRANSPORTATION DEPARTMENT

CC - D.Q.M.G. (MOVEMENTS), HQ, AAI, ADM ECH, CASERTA
GENERAL DI RAIMONDO, UNDER-SECY ITALIAN STATE RAILWAYS & HIGHWAYS
ING. POMARICI, I.S.R. LIAISON OFFICER, BUILDING

2739

0254