

0297

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

ACC

AC/100/95

10000/148/1595

MA

0298

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

148/1595

METAPONTO - REGGIO
AUG. 1944-OCT. 1945

0299

RTM/ed

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

Tel.: 843191

Ref.: 10/100/95/90/74.4

29 October 1945

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

TO: : Director General,
Italian State Railways.

1. On a recent trip South of Rome it was noted dangerous track conditions between Torre del Greco and San Giovanni Barra. Practically all of the track between those points is made up of very short sections of rail. The changing out of this rail with standard rail should be given a high priority and should be carried out at once.

2. It was also noted on line 90 that while in certain sections the short lengths of rail had been changed out, there remains much work to be done in changing out the short lengths of rail especially between Caserta and Roccasecca. The track in many places is in bad condition due to its being out of surface.

3. It is pleasing to note the progress which has been made in the construction and repair to station buildings on line 90.

2971

R. P. M. 089

For Director.

SUBJECT: Track conditions between

Terre del Greco and S. Giovanni Barra.

TO : Director General,
Italian State Railways.

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

2971

R. R. M. 1089

For Director.

Copy to:- Chief Engineering Branch.

0301

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

REFERENCES/
Riferimento:

APPLICATION:
Richiesta n°: M.211-3828-194

I.S.R.

FF.SS Direzione Generale Servizio Movimento

A.C.

C.A. Sottocommissione Trasporti Divisione Ferroviaria SEDE

Date:

Date: 27.9.945

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta effettuazione treni viaggiatori da parte delle FF.SS.
Assegnazione servizio viaggiatori ai treni merci 8028 e 8001 modificato
tra Sicignano e Salerno per coincidenza ai treni della linea di Lagone-
gro

COMPARTIMENTO:

Napoli

FROM:

Da: Sicignano

TO:

a: Salerno

LINE NUMBER:

Numero delle linee: 95

PRIORITY NUMBER:

Numero di precedenza:

FREQUENCY

Frequenza

giornaliera

COAL CONSUMPTION (WEEKLY)

Consumo carbone (Settimanale)

EQUIPMENT NEEDED:

Materiale occorrente:

LOCO, COAL, OR ELECTRIC vapore 2070

COACHING STOCK

Materiali viaggiatori 3 carrozze o 5 carri

LITTORINE

WHO WILL PROVIDE COACHING STOCK?

Chi fornirà il materiale viaggiatori? F.S.

FROM WHERE?

Da dove? Compartimento di Napoli

A.C.

C.A. Sottocommissione Trasporti Divisione Ferroviaria SEDE

Date:

Date: 27.9.945

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta effettuazione treni viaggiatori da parte delle FF.SS.
Assegnazione servizio viaggiatori ai treni merci 8028 e 8001 modificato
tra Siciignano e Salerno per coincidenza ai treni della linea di Lagone-
gro

COMPARTIMENTO: Napoli

FROM:

Da: Siciignano

TO:

a: Salerno

LINE NUMBER:

Numero della linea: 95

PRIORITY NUMBER:

Numero di precedenza:

FREQUENCY

Frequenza giornaliera

COAL CONSUMPTION (WEEKLY)

Consumo carbone (Settimanale)

EQUIPMENT NEEDED:

Materiale occorrente:

LOCO, COAL, OR ELECTRIC VAPOR 2070

COACHING STOCK

Materiali viaggiatori 3 carrozze e 5 carri

LITTORINE

WHO WILL PROVIDE COACHING STOCK?

Chi fornirà il materiale viaggiatori? I.S.

FROM WHERE?

Da dove? Compartimento di Napoli

TIMINGS - KILOMETRAGE AND TRAIN NUMBERS

Orari - Kilometraggio e numeri dei treni.

(To be inserted over leaf)

(Da essere inserito nella pratica)

TRAIN N°

8028

TIMINGS:

Km. 49

20.36

18.35

Salerno

Sicignano

TRAIN N°

8001

TIMINGS:

3.00

5.30



100/95

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

REFERENCES:
Riferimento:

APPLICATION:
Richiesta n°: M.211/3518/194

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

A.C.
C.A. Sottocommissione Trasporti
Divisione Ferroviaria SMTE

Date: 2/9/1945
Data:

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta effettuazione treni viaggiatori da parte delle FF. SS.
Effettuazione giornaliera treni trisettimanali 820/821 prolungandoli
fino Lecce.

COMPARTIMENTO Napoli - Bari

FROM: Da: Napoli-Potenza TO: a: Lecce LINE NUMBER: 95/86
Numero della linea:

PRIORITY NUMBER:
Numero di precedenza:

FREQUENCY
Frequenza giornaliera COAL CONSUMPTION (WEEKLY)
Consumo carbone (Settimanale) 100 ton **2969**

EQUIPMENT NEEDED:
Materiale occorrente:

1000, coal, or electrica vapore
COACHING STOCK
Materiale viaggiatori 8 carrozze 1 bagagliaio
1 postale
LITTONINE

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

A.C.

C.A. Sottocommissione Trasporti
Divisione Ferroviaria SEME

Date: 2/9/1945

Date:

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta effettuazione treni viaggiatori da parte della F.F.SS.
Effettuazione giornaliera treni trisettimanali 820/821 prolungandoli
fino Lecce.

COMPARTIMENTO Napoli - Bari

FROM: le: Napoli-Potenza TO: e: Lecce LINE NUMBER: Numero delle linee: 95/86

PRECEDENT NUMBER:
Numero di precedenza:

FREQUENCY
Frequenza giornaliera Consumo carbone (Settimanale) 100 ton 2969
EQUIPMENT NEEDED:

Materiale occorrente:

LOCO, COAL, OR ELECTRICAL POWER
COACHING STOCK
Materiali viaggiatori 8 carrozze 1 bagagliaio
1 postale
LITTERINE

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

FROM WHERE?
Da dove? da Roma proveniente dal Nord

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

(To be inserted over leaf)
(Da essere inserito nelle pratiche)

OK

TRAIN No

820

TIME

6.05

Km. 424

821

TIME

19.30

NAPOLI

8.37
8.50

BRINDISI

16.20
16.00

10.10

LECCE

14.40

Ministry of Transport
L. A. S. General Direction

Rome, 19 March 1945

M. 211/9050/41-A

For Transportation 3/Commission 10
Rail Division.

Building.

SUBJECT: Railway connections
in Calabria.

1) Passengers from or to Napoli and Rome, arriving at or departing from S. Rufina with trains 83 and 84 must wait in S. Rufina for the train to and from Catanzaro (northbound passengers abt. 15 hours and southbound passengers abt. 13 hours), and being S. Rufina only a rail junction, no facilities are provided for waiting passengers.

2) To secure a better connection btw. the main trains of both Ionian and Tirrenian line it is therefore necessary to operate a new couple of trains btw. S. Rufina and Catanzaro.

3) In order not to increase present requirements of stock, we suggest following schedules for passenger services:

Tr. 4905	S. Rufina	dep. 0505	Catanzaro M.	arr. 0730
Tr. 4911	S. Rufina	dep. 2050	Catanzaro M.	arr. 2310
Tr. 4908	Catanzaro M.	dep. 0030	S. Rufina	arr. 0250
Tr. 4910	Catanzaro M.	dep. 1720	S. Rufina	arr. 1950

4) Following trains could consequently be cancelled:

4755 and 9095 btw. Catanzaro and S. Rufina
9049, 9052 and 9051 btw. Catanzaro S. and Catanzaro M.

To secure a better connection also the timings of trains 9086 and 9087 of the Ionian line ought to be slightly altered.

5) Further to our letter M. 211/9050/41-A dated 22 Nov. 1945, we want to insist on the opportunity that all trains running on lines S. Rufina-Catanzaro, Paola-Rossano and Aliperti-Rossano be operated also on Sunday, as the corresponding long-distance trains running on the main lines are operated daily.

6) With further reference to para 2 of a/a letter, please take into kind consideration also our suggestion that local shuttle-services be established btw. Roccella and Locri and btw. Soverato and Catanzaro M., in order to meet the requirements of the population and especially of the students.

7) We await that 3/Commission's decision.

2048

1) Passengers from or to Meyoli and Ross, arriving at or departing from S. Rufina with trains 83 and 84 must wait in S. Rufina for the train to and from Catanzaro (northbound passengers abt. 15 hours and southbound passengers abt. 13 hours), and being S. Rufina only a rail junction, no facilities are provided for waiting passengers.

2) To secure a better connection btw. the main trains of both Ionian and Tirrenian line it is therefore necessary to operate a new couple of trains btw. S. Rufina and Catanzaro.

3) In order not to increase present requirements of stock, we suggest following schedules for passenger services:

Tr. 4909	S. Rufina	dep. 0505	Catanzaro M.	arr. 0730
Tr. 4911	S. Rufina	dep. 2030	Catanzaro M.	arr. 2310
Tr. 4908	Catanzaro M.	dep. 0030	S. Rufina	arr. 0250
Tr. 4910	Catanzaro M.	dep. 1720	S. Rufina	arr. 1950

4) Following trains could consequently be cancelled:

4755 and 9095 btw. Catanzaro and S. Rufina
9049, 9052 and 9051 btw. Catanzaro S. and Catanzaro M.

To secure a better connection also the timings of trains 9086 and 9087 of the Ionian line ought to be slightly altered.

5) Further to our letter N.211/9090/41-A dated 22 Nov. 1943, we want to insist on the opportunity that all trains running on lines S. Rufina-Catanzaro, Paola-Catanzaro and Sibari-Catanzaro be operated also on Sunday, as the corresponding long-distance trains running on the main lines are operated daily.

6) With further reference to para 2 of a/m letter, please take into kind consideration also our suggestion that local shuttle-services be established btw. Rossella and Iccri and btw. Soverato and Catanzaro M., in order to meet the requirements of the population and especially of the students.

7) We await that R/Commission's decision.

2998

Sgd. GI. RAIMONDO
Director General.

15

MABA V MDAY NR 09 0162 OP
QVR 1
FROM BOBBY REGGIO 09 1300A
TO ACTION DMRIROME
TN INC FOR TN SUB COMM ✓
ROME
INFO
MOVWIT (RAIL AC TN BARI
AC TN PALERMO
QOX GR 27 BT

R 372 . RESTRICTED . REF MY SIGNAL R317 OF ~~01115A~~ 17 FEB
CONGESTION SEUFEMIA NOW EASED..
TRAINS 9084 AND 9085 RESTORED FORTHWITH
PASSENGER SERVICE ~~100115A~~ BETWEEN REGGIO METAPONTO NOW DAILY
FORTHWITH
BT

2967

SENT 0115A JLD B 1 OP K
KKXPRD 162 QVR1-2 100115A JC AR KKKK

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

100/95

Originator's Reference: R 317
Date/Time of Origin: FEB 17

Message Centre No: D/2240
Date Time Rec'd: FEB 17/1405
Precedence: IMMEDIATE

FROM: BLAIR REGGIO
TO: DMRI ROME TN INC FOR TN S/C ROME, INFO: AC TN BARI, AC TN
PALERMO, MOVWIT RAIL

RESTRICTED

OK
18/2

RESTRICTED.

Account congestion SAN ENFEMIA due to lack of power am cancelling psgr trains 9084 and 9085 REGGIO BRANCALEONE also cutting psgr service REGGIO - METAPONTO to 2 days per week further details later will DMRI arrange delivery of empties at METAPONTO instead of BATTIPAGLIA until situation clears cancellations effective 19 February.

ACTION

DIST

Action: TN S/C
Info: A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
FILE 2
FLOAT

2966

HEADQUARTERS
17 FEB 15
A.C.

RESTRICTED

MABA V MBAY NR84 OP OP QVR12A MBDB
FROM BLAIR REGGIO 17-
TO DMRI ROME TN INC FOR TN SUB COMM ROME
AC TN BARI AC TN PALERMO MOVWIT RAIL
QQX GR52 BT
R317 RE TD. ACCOUNT CONGESTION SAN EUFEMIA DUE TO LACK OF POWER
AM CANCELLING P S G R TRAIN 9086 AND 9085 REGGIO - BRANCALEONE
ALSO CUTTING P S G R SERVICE REGGIO - METAPONTO TO TWO DAYS PER
WEEK FURTHER DETAILS LATER
WILL DMRI ARRANGE DELIVERY OF EMPTIES AT METAPONTO INSTEAD OF
BATTIPAGLIA UNTIL SITUATION CLEARS
CANCELLATION EFFECTIVE 19 FEB
BT
CT 84 OP 1 17 52 317 9086 9085 19
EAMH : D OP
RD 84 2300 JFW B2

2965

03121

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

100/95
S



521

MABA V MEAY NR190 OP QVR1 A MEDE
FROM BLAIR REGGIO 171900A
TO TN INC FOR TN UB COMM ROME INFO
AC TN BARI : MOVWIT NAPLES : AC TN PALERMO
QQX GR46

R319. RESTD. FURTHER TO// TO MY R317 THIS DATE.
P S G R TRAIN TV 9086 WILL LEAVE REGGIO
MONDAYS AND THURSDAYS.
TV 2879 WILL LEAVE METAPONTO TUESDAYS AND SATURDAYS.
EXPECT TO HAVE CONGESTION RELIEVED IN ONE WEEK WHEN
NORMAL SERVICE WILL BE RE-UMED

2964

BT
CT 190 OP 1 1719 HUN 46 319 317 9086 2879
EJH : B ORD KK
RD 190 2307 JFW B1

Transportation Sub-Comm. (Rails)
Allied Commission
c/o Movements East Italy
Ref.: AC.Tn/BD/M/4I/53
Date: 22 Jan. 45

Subject: New Services in Calabria.

To : Tn. Sub-Commission A.C.
c/o Transportation Increment C.M.F.

Reference AC/100/95/Tn. dated 20 Dec. 44.

The services enumerated in Director General
I.S.R. letter dated 22 Nov. 44 a copy of which was
sent with above quoted AC. letter will not affect the
BARI Division.



C.W.G. TAYLOR, MAJOR R.A.
AC.Tn. Sub Commission Repr.

CWGT/GT

2963

ACF/1c

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

Tel: 843207

20 November 44.

Our Reference: AC/100/95/Tn

TO : Major W.F. BLAIR - c/o Mov. Reggio
Major R.W.P. JEFFERY c/o Mov. R. Italy C.M.F.

SUBJECT : New services in Calabria.

1. Please let me have your considered opinion in respect of the enclosed proposed additional service.

Sd RCP

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

copy to : MRS(Major Wilson)

TRANSLATION

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

Roma nov. 22nd 1944
ref. M.211/9050-41-A/ICCA/L380/28

To

ALLIED COMMISSION
Transportation S/Commission

Subject:

New services in Calabria

R O M A

1) Besides already submitted proposals of improvement of presently operating passenger services, having considered that on both lines Reggio-Battipaglia and Reggio-Metapont the long-distance passenger trains operate every day, we ask for the authorization to operate:

also on sundays following trains

4755 from B. Eufemia to Catanzaro M.

4731 & 4734 btw. Paola and Cosenza

4763 & 4760 " Sileri and Cosenza

also on Mondays following train

4742 from Catanzaro M. to Nicastro

No further allotment of locos & stock is required to operate above services

2) For the students' service, as long as the schools remain open, we propose following shuttle services to be operated daily, except on

Sundays:

Train N. 4883 :	Roccella Ionica dep.	0720-Locri arr	0800
" "	Locri	1540-Roccella I. arr.	1620
" "	Soverato	0520-Catanzaro M. "	0550
" "	Catanzaro M.	1830-Soverato	1900

3) For the couple Locri-Roccella the spare engine presently staying at Roccella could be employed.
For the couple Soverato-Catanzaro M. the same engine & stock presently employed for the shuttle service btw. Catanzaro S. and Catanzaro M. could be employed.

We want to point out that above mentioned timings for the new trains must be considered only as approximate ones, as definite time-tables must be carefully established in connection with the actual operating conditions of each section at the date when the new trains will start operating.

Director General I.S.R.

gio-Battipaglia and Reggio-Metapont the long-distance passenger trains operate every day, we ask for the authorization to operate:

also on sundays following trains

4755 from S. Eufemia to Catanzaro M. 1000
4731 & 4734 btw. Paola and Cosenza 1000/1000
4763 & 4760 " Sibari and Cosenza 1000

also on Mondays following train

4742 from Catanzaro M. to Nicastro 3000

No further allotment of locos & stock is required to operate above services

- 2) For the students' service, as long as the schools remain open, we propose following shuttle services to be operated daily, except on Sundays:

Train N. 4883 : Roccella Ionica dep. 0720-Locri arr 0800
" " 4884 Locri " 1540-Roccella I. arr. 1620
" " 0050 Soverato " 0520-Catanzaro M. " 0550
" " 9051 Catanzaro M. " 1830-Soverato " 1900

- 3) For the couple Locri-Roccella the spare engine presently staying at Roccella could be employed.
For the couple Soverato-Catanzaro M. the same engine & stock presently employed for the shuttle service btw. Catanzaro S. and Catanzaro M. could be employed.

We want to point out that above mentioned timings for the new trains must be considered only as approximate ones, as definite time-tables must be carefully established in connection with the actual operating conditions of each section at the date when the new trains will start operating.

Director General I.S.R.

sgd. G. Di Raimondo

Coal Consumption: (approximate figures given by eng. Sottile) 2961

A) Trains under 1); weekly	consumption (total) abt. 8 tons
B) " " 2); daily	" " 0,6 "
B) " " 2); weekly	" " 3,6 "

ROMA, 22 Novembre 1944

NOV. 21/2050-41-A/T093/1390/29

COMMISSIONE ALLEATA
SOTTOCOMMISSIONE TRASPORTI



I - In aumento alle proposte presentate per il miglioramento dei servizi viaggiatori sulle linee in esercizio, tenuto presente che sulle linee Battipaglia-Reggio e Metaponto-Reggio i treni viaggiatori a lunga percorrenza si effettuano tutti i giorni, si propone l'effettuazione anche nei giorni di domenica dei treni:

4755 S. Guilford St. Cambridge 21.

4731 e 4734 tra Paola e Cassino

4769 e 4960 tra Sileri e Sovenna

ciorno di lunedì del treno

4742 da Catarina M. A. Nicastro.

Per questo servizio non occorre maggiore impegno di locomotive e materiale.

II - Per il servizio degli studenti durante il periodo dell'apertura delle scuole, si propongono le seguenti corse locali da effettuare tutti i giorni menò la domenica.

4883	Roccella I.	p.	7.20	Locri	err.	8.00
4884	Locri	"	15.40	Roccella I.	"	16.20
9050	Soverato	"	5.20	Catanzaro M.	"	5.50
9051	Catanzaro M.	"	18.50	Soverato	"	19.00

La coppia Locri-Roccella si potrebbe provvedere con la loca-
metiva di riserva di stanza a Roccella I.

Per la coppia Soverato-Catanzaro M. si provvederebbe con la stessa locomotiva e stesso materiale che oggi serve per le corrette corrispondenti che si effettuano fra Catanzaro M. e Catanzaro S.

Con l'occasione si fa presente che gli orari dei treni proposti per i servizi viaggiatori in aumento, sono da considerarsi come

I - In aumento alle proposte presentate per il miglioramento dei servizi viaggiatori sulle linee in esercizio, tenuto presente che sulle linee Battipaglia-Reggio e Metaponto-Reggio i treni viaggiatori a lungo percorso si effettuano tutti i giorni, si propone l'effettuazione anche nei giorni di domenica dei treni:

4755 da S. Eufemia a Catanzaro M.
4781 e 4784 tra Paola e Cosenza
4783 e 4780 tra Sibari e Cosenza
nel giorno di lunedì del treno
4742 da Catanzaro M. a Nicastro.

Per questo servizio non occorre maggiore impegno di locomotive e materiale.

II - Per il servizio degli studenti durante il periodo dell'apertura della scuola, si propongono le seguenti corse locali da effettuare tutti i giorni menò la domenica.

4883 Roccella I.	P.	7.20	Iocri	arr.	8.00
4884 Iocri	"	15.40	Roccella I.	"	16.20
9050 Soverato	"	5.30	Catanzaro M.	"	6.50
9051 Catanzaro M.	"	18.30	Soverato	"	19.00

Per la coppia Iocri-Roccella si potrebbe provvedere con la locomotiva di riserva di stanza a Roccella I.

Per la coppia Soverato-Catanzaro M. si provvederebbe con la stessa locomotiva e stesso materiale che oggi serve per le corse corrispondenti che si effettuano fra Catanzaro M. e Catanzaro S.

Con l'occasione si fa presente che gli orari dei treni proposti per i servizi viaggiatori in aumento, sono da considerarsi come estremi, di larga massima, dovendosi gli orari definitivi studiare nel dettaglio in relazione alle reali condizioni di esercizio che per ciascun tratto di linea si avranno all'epoca in cui ne sarà decisa l'effettuazione.

IL DIRETTORE GENERALE

F. to DI RAIMONDO

0319

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

100/95

MEMORANDUM

15 December 1944

To: DMRI
DDMRI
DD, OPERATIONS

Representative of A.C. Transportation Sub-Commission of Calabria Division was called upon to advise approximate date rail line between Metaponte and Sibari will be open and advises as follows:

"Your signal 13th re line Sibari to Metaponte. The four hundred yards of eight foot embankment is expected to be completed and train running by 30 January 45."

S. E. London

S. E. LONDON
Captain, T.C.

Superintendent Transportation

cc:-AC Transpn. Sub-Commission

2959

BEST COPY POSSIBLE

A circular stamp from the Allied Control Commission, Transportation Sub-Committee. The outer ring contains the text "ALLIED CONTROL COMMISSION". The inner circle contains the text "TRANSPORTATION SUB-COMMITTEE". In the center, the date "14/12" is stamped.

TO: YOUR OFFICE FOR

Originator: The Institute
Degree of Priority

that is, no one may be sent on mission by any means except miracle.

W. G. Fletcher. Major.

王仲雄 王仲人 王仲

SIGNAL MESSAGE OUT

121750A

FROM: TM IND

TO: D.A.D.M., 4. BOLT

263 TM, A.C. (.) RESTRICTED (.) LANE HANOUT HAS RECENTLY OCCURRED BETWEEN
 MOVA BIRI AND TUCSI ON LINE 95 (.) A.C. REPAIRER HAS INSPECTED AND ESTIMATES 60
 DAYS TO REPAIR (.) THIS ESTIMATE IS BASED ON FACILITIES AVAILABLE FROM LOCAL
 ITALIAN RESOURCES ONLY (.) WOULD APPEAR FROM REPORTS RECEIVED HERE THAT THIS
 TIME COULD BE CUT CONSIDERABLY IF MILITARY AID WAS AVAILABLE (.) HAD CONTACT
 WITH MAJOR HLAIR ALLIED COMMISSION DIVISIONAL RAIL SUPERINTENDENT REGGIO DE
 CALABRIA TELEPHONE REGGIO 1778 AND ARRANGES JOINT RECCO OF SITE (.) ENDEAVOUR
 TO ARRANGE ASSISTANCE LOCALLY (.) ISSUES OF TOOLS AND MATERIALS FROM THE STORES
 WILL BE CONSIDERED ON RECEIPT OF YOUR RECOMMENDATIONS (.) AM ARRANGING FOR
 16 DECAUVILLE TRUCKS 100 PICKUP AND 100 SHOVELS TO BE SENT TO SITE DASH LATER
 AS RESULT OF REQUEST BY HLAIR (.) TREAT AS URGENT AND REPORT BY SIGNAL EARLIEST

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

Originator's Instructions
 Degree of Priority

I M M E D I A T E

copy to: Major Street A.C. (Hdg) - Please warn Major HLAIR of contents
 of this signal.

CW/SAB

2957

TRANSPORTATION SUB=COMMISSION
ALLIED CONTROL COMMISSION
PROVINCE OF REGGIO IN CALABRIA

SUBJECT: TRAIN SERVICE

REF: REG/ I/I/I

TO: H.Q. A.C.
TN SUB=COMM
A.P.O. 394

1. Acknowledging your letter 23 Oct 44 file A.C./TN/100/
/95. With attachment from the Provincial Traders
Union asking for an additional train between Reggio
and Monasterace.
2. As there is already a daily passenger train covering
this section - N° 9086 leaving Reggio at 1740 HRS-
and as it is a section where steam locos are used,
it is suggested that peace time train service is
too much to be asked at this time.

W. F. Blair
W.F. BLAIR, MAJOR
DIV. SUPT. TN SUB=COMM

2956

/elo

100/90

TRANSLATION

PROVINCIAL TRADERS' UNION

13th October 1944
Via Logoteta 6

Reference : No 985

Subject : Institution of a train operating daily
from Reggio Calabria to Monasterace.

To : Ministry of Communications

Hq. Allied Control Commission

Rome

I.S.R. Chief Compartment.

Reggio Calabria

This Union is pleased for what has been done during these days for the trains of the ionic railway line, but in thanking you it points out that in the same time these are no trains which in the morning operate from Reggio to Monasterace.

This is really very inconvenient for all the economic classes, who just during the a.m. hours have to despatch their business in the towns of the ionic coast.

Therefore we beg you eagerly to institute a train operating daily between Reggio Calabria and Monasterace and allow passengers to despatch, also as luggage, small parcels up to 50 Kg.

Sure that you will examine the wishes of the economic classes, in thanking you we beg you to accept our best regards.

The Director
(sgd. Dott. Vitalone)

2955

The President
(sgd. Grand. Off. Vilardi)

Subject : Institution of a train operating daily
from Reggio Calabria to Monasterace.

To : Ministry of Communications

Hq. Allied Control Commission

Rome

I.S.R. Chief Compartment.

Reggio Calabria

This Union is pleased for what has been done during these days for the trains of the Ionic railway line, but in thanking you it points out that in the same time there are no trains which in the morning operate from Reggio to Monasterace.

This is really very inconvenient for all the economic classes, who just during the a.m. hours have to despatch their business in the towns of the Ionic coast.

Therefore we beg you eagerly to institute a train operating daily between Reggio Calabria and Monasterace and allow passengers to despatch, also as luggage, small parcels up to 50 Kg.

Sure that you will examine the wishes of the economic classes, in thanking you we beg you to accept our best regards.

The Director
(sgd. Dott. Vitalone)

2955

The President
(sgd. Grand. Uff. Vilardi)

TRANSLATION

I 3 R General Direction

Allied Commission
Transportation Subcommission Rome

Subject: Passenger trains add.

1. In addition to the proposals for the improvement of passengers services of the lines and considering that on the Battipaglia-Reggio and Metaponto-Reggio lines, the long sections passengers trains are daily operated, we propose the operation also on Sundays for the following trains:

4755 from S. Eufemia to Catanzaro M.
4731 and 4734 between Paola and Cosenza
4763 and 4760 between Sibari and Cosenza
and on Monday for the train
4742 from Catanzaro M. to Nicastro.

For this operation a further availability of locomotives and rolling stocks is not required.

2. For the students service during school opening period we propose the following local trains to be operated every day excepting Sundays:

4883 Roccella I.	dep.	0720	arr. Locri	0800
4884 Locri	"	1540	" Roccella I.	1620
9050 Soverato	"	0520	" Catanzaro M.	0550
9051 Catanzaro M.	"	1830	" Soverato	1930

3. For the couple Locri Roccella it could be provided with the reserve locomotive located at Roccella I.

For the couple of trains Soverato Catanzaro M. ²⁹³⁴ could be provided with the same locomotive and rolling stock that are now used for the short runnings operated between Catanzaro M. and Catanzaro Sala.

We also inform that the timings proposed for the passenger trains that are going to be increased are to be considered as a maximum, as the stated timings must be examined in detail, with reference to the real conditions of operation, which may be decided.

Rome 22 Nov. 44
N.M. 211-9050-41-A/TOCA/.

COPY

100/951

See file 100/204
in original

1. In addition to the proposals for the improvement of passenger services of the lines and considering that on the Battipaglia-Reggio and Metaponto-Reggio lines, the long sections passenger trains are daily operated, we propose the operation also on Sundays for the following trains:

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9050 Soverato	" 0520	" Catanzaro M.	0550
9051 Catanzaro M.	" 1830	" Soverato	1930

3. For the couple Locri Roccella it could be provided with the reserve locomotive located at Roccella I.

For the couple of trains Soverato Catanzaro M. ²⁹³⁴ could be provided with the same locomotive and rolling stock that are now used for the short runnings operated between Catanzaro M. and Catanzaro Sala.

We also inform that the timings proposed for the passenger trains that are going to be increased are to be considered as a maximum, as the stated timings must be examined in detail, with reference to the real conditions of operation, to be performed when their execution will really be decided.

The General Director
sigd: Di Raimondo

ACF/hl

100/95

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel: 478701
Our Ref: AC.Tn/100/95

15 November 1944

TO : Ministry of Communications, Rome
(Att: General Direction, I.S.R.)

SUBJECT: Extension of services.

1. Reference is to your letter M 210/8791/41/13 dated 24 October 1944.
2. A careful enquiry has been made in regard to the transformation of the freight trains 8133/81377 & 8126/8130 between Potenza, Metaponto and Taranto into mixed trains.
3. This could only be done at the moment by sacrificing essential freight tonnage and it is considered undesirable at this important stage that any reduction in freight tonnage should take place.
4. It might be possible with little loss of tonnage to agree to the introduction of mixed service at week-end periods as a start, provided rolling stock is available and perhaps you will let me have your observations in that respect.

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

Copy to: M.R.S.
Mov.Tn.Sub.Comm.
Mov.& Priorities, Econ.Sec.

2953

100/95

Tn Sub-Comm Repr.
c/o Gov. East Italy

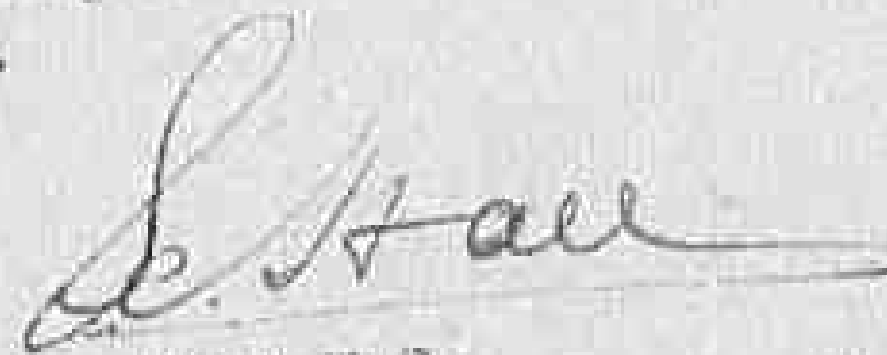
TO : Capt. A.C. PING
P.A. to D.D.

Date : 3rd Nov. 12.
Ref : ACC/Tn/DD/FAI/153

SUBJECT : Travellers Service,
POTENZA - TARANTO Line

Your letter, Ref ACC/Tn/100/95/96 received and after conferring with the State Railway officials at BARI, would recommend that two 2nd Class coaches be attached to the goods train referred to in the Minister of communications request for this service.

The dock yard workers and other civilian workers at TARANTO do not at present have any means of communicating between TARANTO and POTENZA.



Capt. T.C.
ACC Div. Supt.
BARI

SB/BT

2952

Translation

Ministry of Communications
Director General Office

Subject:

Travellers service

Potenza Taranto line

Rome 24th Oct. 1944

M. 210/8791/194/ICCA/1114/28

To Allied Control Commission

Rome

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

1) By letter M.210/8791/41B dated 22nd August 1944 we proposed the transformation, into mixed, of the weights trains 8133/8137 Potenza - Metaponto - Taranto and 8126/8130 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 which are coming upon this Direction from 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 regularly and solicit the forwarding of the correspondence for the many places of the line actually in function with obvious delay and not regularly by motor services.

Director General

signed Lo Signo

Go.ng24

2951

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission

CG/ra

100/95/

ACC Tm/100/95/96

28 October 1944

TO : Capt. S.F. Hall
c/o Mov. East Italy
CMP

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.

Adams
D.S. ADAMS
Colonel, C.E.,
Director, Tm.S/C/

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

2950

Translation

Ministry of Communications
Director General Office

Subject:

Travellers service

Potenza Taranto line

To Allied Control Commission

R o m e

Att.

General Direction M.R.S. - Building

1) By letter M.210/8794/41B dated 23rd August 1944 we proposed the transformation, into mixed, of the freight trains 8123/8137 Potenza - Metaponto - Taranto and 8126/8130 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 which are coming upon this Direction from the workmen 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.

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Director General

signed Lo Cigno

Go.ng24

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

1) By letter M.210/3791/41B dated 22nd August 1944 we proposed the transformation, into mixed, of the weights trains 8133/8197 Potenza - Metaponto - Taranto and 8126/8130 Taranto - Metaponto - Potenza for local service between Potenza and Taranto in consequence of the 3537 and 3538 Naples Brindisi Naples non making local services.

2) We insist again on such proposal considering the many calls which are coming upon this Direction from the workers occupied in the 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.

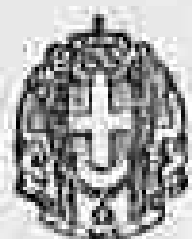
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Director General

signed Io Diano

Co.ng24

2949



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 24 OTT 1944

N. M.210/8917/194/KCA/1114/28

Al. N.

del

Commissione Alleata Controllo

R O M A

OGGETTO

p.n. Direzione Generale M.R.S.

S E D E

Servizio viaggiatori
linea Potenza-Taranto

I - Con lettera M.210/8791/41B del 22 agosto u.s. proposta la trasformazione in mista 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

Trigu

2948

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub - Commission
APO 394

File
RWH/bm

23 October 1944

ACC/TN/100/95

SUBJECT : Request for train service.

TO : Maj. W.F. Blair
Mov. Reggio.

1. Hereto attached is request for the daily operation of a morning train from Reggio Calabria to Monasterace.
2. Please let us have your opinion as to the advisability of this new Railway service.

ad
D. S. ADAMS
Colonel, C.E.,
Director, Tptn. S/C.

Enclosure 1.

2947

TRANSLATION

PROVINCIAL TRADERS' UNION

Reference : No 985

Subject : Institution of a train operating daily from Reggio Calabria to Monasterace.

To : Ministry of Communications

Hq. Allied Control Commission

Rome

I.S.M. Chief Compartment.

Reggio Calabria

This Union is pleased for what has been done during these days for the trains of the Ionic railway line, but in thanking you it points out that in the same time there are no trains which in the morning operate from Reggio to Monasterace.

This is really very inconvenient for all the economic classes, who just during the a.m. hours have to despatch their business in the towns of the Ionic coast.

Therefore we beg you eagerly to institute a train operating daily between Reggio Calabria and Monasterace and allow passengers to despatch, also as luggage, small parcels up to 50 Kg.

Sure that you will examine the wishes of the economic classes, in thanking you we beg you to accept our best regards.

The Director
(sgl. Dott. Vitalone)

The President
(sgl. Grand. Cif. Vilarid)

13th October 1944
Via Bogoteta 3

ele
100/95

Subject : Institution of a train operating daily
from Reggio Calabria to Monasterace.

To : Ministry of Communications
Hq. Allied Control Commission

Rome

I.S.R. Chief compartment.

Reggio Calabria

This Union is pleased for what has been done during these days for the trains of the Ionio railway line, but in thanking you it points out that in the same time there are no trains which in the morning operate from Reggio to Monasterace.

This is really very inconvenient for all the economic classes, who just during the a.m. hours have to despatch their business in the towns of the Ionio coast.

Therefore we beg you eagerly to institute a train operating daily between Reggio Calabria and Monasterace and allow passengers to despatch, also as luggage, small parcels up to 50 Kg.

Sure that you will examine the wishes of the economic classes, in thanking you we beg you to accept our best regards.

The Director
(sgd. Dott. Vitalone)

The President
(sgd. Grandi. Uff. Viceri)

2946

BEST COPY POSSIBLE

Associazione Provinciale Commercianti
di Reggio Calabria

985
N. di aut.

il, 13 ottobre 1944
Via Logoteta, 6

OGGETTO: Istituzione un treno giornaliero con partenza da Reggio Calabria - a Monasterace

AL MINISTERO DELLE COMUNICAZIONI
AL QUARTIERE GENERALE DELLA COMMISSIONE ALLEATA CONTROLLI



AT CASH COMPARTMENT IN SS.

REGGIO CALABRIA

Questa Associazione plaudento a quanto ci si istitui in questi giorni per i treni ferroviari della linea ionica, ringraziando, deve sottomettere che nelle ore del mattino non c'è alcun treno che da Reggio vada a Monasterace. Ciò porta un grave disagio e tutte le categorie economiche, che, precisamente, nelle ore antimeridiane, devono sbrigare i loro affari lungo i Centri del versante ionico della nostra Provincia.

Conseguentemente, si permette di pregare vivamente a che venga istituito un treno giornaliero Reggio Calabria-Monasterace e permettere ai passeggeri la spedizione per collette fino a 50 chilogrammi anche come bagaglio. La stessa cosa dovrebbe farsi anche per i viaggiatori Reggio Calabria - Messina e viceversa.

Sicuri che i desiderata della classe economica saranno benevolmente esaminati si ringrazia e si osserva.

Vil. Di. Lit. MORE
(Dott. A. de Vitalone)

Fil PRESIDENTE
(Grandi, A. Vilaridi)

Calvin Koppetta

901

13 ottobre 1944

OGGETTO: Istituzione un treno giornaliero
con partenza da Reggio Calabria -
a Monasterace

Via Logoteta, 6

AL MINISTERO DELLE COMUNICAZIONI
AL QUARTIER GENERALE DELLA COMMISSIONE ALLEATA CONTROLLA

R O M A
..==..==..==..==..==..==..

AL CAPO COMANDAMENTO NF.SS.

REGGIO CALABRIA
..==..==..==..==..==..==..

Questa Associazione plaudente a quanto ci si istitui in questi giorni per i treni ferroviari della linea ionica, ringraziando, deve sottomettere che nelle ore del mattino non c'è alcun treno che da Reggio vada a Monasterace. Ciò porta un grave disagio a tutte le categorie economiche, che, precisamente, nelle ore antimeridiane, devono sbrigare i loro affari lungo i Centri del versante ionico della nostra Provincia.

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Sicuri che i desiderata della classe economica saranno benevolmente esaminati si ringrazia e si ossequia.

VIL D'AMORE
(Dott. F. d'Amore)

IL PRESIDENTE
(Grandi, Uff. A. Villardi)

Salv. Rognetta

2945

0381

100/95 '36/31

MOV REGGIO GALABRIA

ACC FROM ADAMS

4596

PRIORITY

10 OCT 44

TPEN 30

CONFIDENTIAL PD FURNISH MY SIGNAL YOUR FOUR EIGHT FOUR AND YOUR
REPLY PD PAREN TO MOV REGGIO GALABRIA FOR IRVING LYNCH FROM ACC
FROM ADAMS SIGNED STONE PAREN EIGHT ONE THREE THREE IS REVISED
TRAIN NUMBER FOR SEVEN ONE THREE THREE PD TRAIN FOUR EIGHT FOUR
YOUR RETAINS ORIGINAL NUMBER PD

2944

L. T. MONTANE
1st Lt AGD
Adjutant *[Signature]*

4596

PRIORITY

10 OCT 44

WPTN SC

CONFIDENTIAL PD FURTHER NY SIGNAL FOUR FOUR EIGHT FOUR AND YOUR
REPLY PD PAREN TO NOV REGGIO CALABRIA FOR IRVING LYNCH FROM AGO
FROM ADAMS CIGERS STONE PAREN RIGHT ONE THREE THREE IS REVISED
THAT NUMBER FOR SEVEN ONE THREE THREE PD TRAIN FOUR EIGHT FOUR
YOUR RETAINS ORIGINAL NUMBER PD

2944

L. T. MONTANT
1st Lt AGD
Adjutant

[Handwritten signature]

0343

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

ARMY FORM 02136 (Small)

MESSAGE FORM

Register No. 100/95 136/34

Call 226 Priority 2 Transmission Instructions 9/18/44

ABOVE THIS LINE FOR SIGNAL'S USE ONLY

Office DATE STAMP. 9/18/44

FROM (A) REC TN Rep. Bari Date-Time of Origin

TO Hdq Rec T.N. Sub-Command Rome For Action

(W) For Information (INFO)

Message Instructions OK

Originator's No. Your Signal 4484 received date.

THIS MESSAGE MAY BE SENT AT ANY TIME IF LIABLE TO BE INTERRUPTED OR TO ORIGINATOR'S INSTRUCTIONS BY ANY MEANS EXCEPT FALL INTO ENEMY HANDS THIS MESSAGE DEGREE OF PRIORITY WIRELESS MESSAGE MUST BE SENT IN DIPHE

Signature Le Hall
Capt T.C.

Time System Op.
THI or TOR
1300
Time elapsed

2943

CONFIDENTIAL *TN SC*
AL ED CONTROL COMMISSION

100/95 136/30

INCOMING MESSAGE

TO: HQ ACC FOR DAMS 7323
FROM: IRVINE LYNCH REGIO CALABRIA SIGNAL MESSAGE CENTER No: 83/08
REFERENCE No: NONE CLASSIFICATION: _____
PRECEDENCE: _____ OPERATIONAL PRIORITY: _____
DATE AND TIME OF ORIGIN: OCT 8/1110 A OFFICE OF ORIGIN: CITE: NONE

CONFIDENTIAL. ACKNOWLEDGE receipt of signal 4484. Instruction carried out.
Confirm train numbers quoted as they do not tie up with service

ACTION

ACC DIST

ACTION : TN S/C (2)

INFO : A/CC
ECON SEC
FILE (2)
FLOAT



2942

DATE and Time of RECEIPT OCTOBER 8/1710

Distribution:

CONFIDENTIAL

0345

136/27
100/95

NOV REGGIO CALABRIA MOVIEIT (ACTION) MRS AFHQ (INFO)

ADD FROM ADAMS

4484

PRIORITY

7 OCT 44

FM 20

CONFIDENTIAL PD REFERENCE SIGNAL THREE SEVEN ZERO FOUR DATED TWO TWO
SEPTEMBER PD PHEX TO NOV REGGIO CALABRIA FOR RELAY TO MOVIEIT FOR MAIL
TO MRS BONE TO AFHQ FOR NOV AND TH FROM AFHQ HIGHLY URGENT

PLAIN DAILY VANDERBILT SERVICE REGGIO TO METROPOLIS AGREEED EARLY IN NINE
ZERO EIGHT FOUR AND TV NINE ZERO EIGHT FIVE PD ALSO AGREED BY MRS THAT
TRAINING NIGHT ONE TWO THREE AND TV FOUR EIGHT FOUR FOUR EIGHT
METROPOLIS AND VANDERBILT OPERATE DAILY FORTWITH TO CONNECT WITH TV NINE
ZERO EIGHT FOUR AND TV NINE ZERO EIGHT FIVE PD MAIL TO ADVICE

PLAIN

AUTHORIZATION OF ALL TRAINING TO CARD SERVICE MOVEMENTS DAILY PD
TO ADVISE CARD SERVICE MOVEMENTS REGGIO ~~PD~~ ON BEHALF OF LER WHO ARE
COMMUNICATING BY CERTAIN BY MRS PD ACKNOWLEDGE RECEIPT OF THIS

SIGNAL PD

2962

Carl Riney
L.T. MONTAGNE
1st Lt AGD
Adjutant

ACC FROM ADAMS

4484

PRIORITY

7 OCT 44

TH SO

CONFIDENTIAL PD REPORTING SIGNAL THREE SEVEN ZERO FOUR DATED TWO TWO
SEPTEMBER PD PASSED TO NEW MEXICO CALIFORNIA FOR BLAIR 88 MONTAGUE FOR MAIL
TO HAS COME TO LTH FOR MOY AND TH FROM ACC FROM ADAMS HIGHLY STONE
PAREN DAILY PASSENGER SERVICE HIGHS TO WETLANDS AGREEED TRAINS TV NINE
ZERO EIGHT FOUR AND TV NINE ZERO EIGHT FIVE PD ALSO AGREEED BY HAS THAN
TRAIN NINE ONE TWO THREE AND TV FOUR NINE FOUR FOUR THREE
METLANDS AND TRAINS OPERATE DAILY FORTYFIVE TO COMING WITH TV NINE
ZERO EIGHT FOUR AND TV NINE ZERO EIGHT FIVE PD MAIL TO ADVISE
AUTHORIZATION OF ALL TRAINS TO CARO MOUNTAIN MOVEMENTS HARI PD ^{BLAIR} ~~BLAIR~~
TO ADVISE CARO MOUNTAIN MOVEMENTS RESCUE ~~BLAIR~~ ON BUILD UP LER WHO ARE
COMMUNICATING BY ORDINARY MEANS PD ACKNOWLEDGE RECEIPT OF THIS
SIGNAL PD

2941

Carl P. ...
L.T. MONTAGUE
1st Lt AGD
Adjutant

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele : 478701

28 September 1944

AGU, Wn/135/25

SUBJECT : Alteration of train service - East Coast Route

TO : Minister of Communications
Min. of. Comm. Bldg.,
Rome

1. Authorization has been given for the two trains numbered T.V. 9084 and 9085 between Reggio and Metoponto to be substituted by trains 9084 and 9085 running as a daily service on and from 1 Oct. 44.
2. Will you please advise your Capl Compartimento at Bari and Reggio in order that this service may become effective on 1 Oct. 44.

Copy to : Major W.F. Blair
c/o Mov. Reggio

Ad
D. H. ADAMS
Colonel, G.E.,
Director, In. Sub-Comm.

2820

0348

TRANSPORTATION SUB-COMMISSION
ALLIED CONTROL COMMISSION
PROVINCE OF REGGIO IN CALABRIA

Tm S.C.
136/76
100/95

SUBJECT: TRAIN SERVICE.

TO: H.Q. A.C.C.
TN SUB=COMM
A.P.O. 394

HEADQUARTERS
3-DIT-1944

REF: REG I/I/ I3
REGGIO CAL:
23 SEP 44

1. Acknowledging your letter 12 Sep 44 File A.C.C. TN/136/19 re alteration of train service.
2. The existing triweekly trains between Reggio and Metaponto have been mixed trains to the extent of carrying military perishables and it is proposed continue the practice.
3. It is true that there will be an increase in coal consumption but it is the considered opinion of the writer that the cause is justifiable. As was stated in my signal, deaths occur almost daily due to people falling from overcrowded trains. Now that restrictions to travel from Sicily are again in effect it is not feared that the passengers are refugees attempting to return home.
4. The proposal to extend the Melito train to Brancaleone was a result of requests from many students and workers residing between Melito and Brancaleone who come to Reggio to School and work. The present service is two trains each way but the proposal is to run one each way and the actual mileage is shorter.
5. It is stated that ~~that~~ many of the students and workers who use this train attend school or work in Reggio. They finish their duties at 1400 hrs. It is suggested that they be cleared early to avoid congestion after arrival of after-noon ferry.
6. Your remarks in para 3 duly noted. Very late advice of the changes in Sicilian service and a desire of the Capo Compartimenti to clear the increased traffic received are the only excuses for asking for speedy authority to change the service.

W. F. Blair
W.F. BLAIR, MAJOR
DIV. SUPT. TN SUB=COMM
2939

ALLIED CONTROL COMMISSION
INCOMING MESSAGE

136/24
6766
100/95

TO: HQ ACC FOR ADAMS
FROM: BLAIR HEGGIO
REFERENCE No:
DATE AND TIME OF ORIGIN: SEP 261825A
OFFICE OF ORIGIN:

SIGNAL MESSAGE CENTER No: 4/27

CLASSIFICATION: IN CLEAR

PRECEDENCE: IMMEDIATE

YOUR SIGNAL 23RD AUTHORIZING DAILY PASSENGER SERVICE HEGGIO METAPONTO.
BARI COMPARTICETO ADVISE NOT YET RECEIVED AUTHORITY TO ACCEPT TRAINS. WISH TO
START SERVICE FIRST OCTOBER. PLEASE ADVISE BARI AUTHORITY HAS BEEN GRANTED.

ACC DIST



(ack) TN s/e (2)
(M) A/ACC
Rem Sa
File (2)
Flint

2938

DATE and Time of RECEIPT SEP 270135A

Distribution:

CONFIDENTIAL

136/23

100/95

MOV REGGIO CALABRIA (ACTION) MOVBIT DOWNS ROME (BY HAND) (INFO)

ACC FROM ADAMS

CONFIDENTIAL

3704

PRIORITY

22 SEPT 44

FM SUBCOMMISSION

DAILY PASSENGER SERVICE REGGIO METAPONTO AGREED PD PAREN TO
MOV REGGIO CALABRIA FOR BLAIR TO MOVBIT FOR HALL TO DOWNS ROME
FROM ACC FROM ADAMS SIGNED STONE PAREN REGGIO TO SUBMIT STOCK
COMPOSITION OF TRAIN

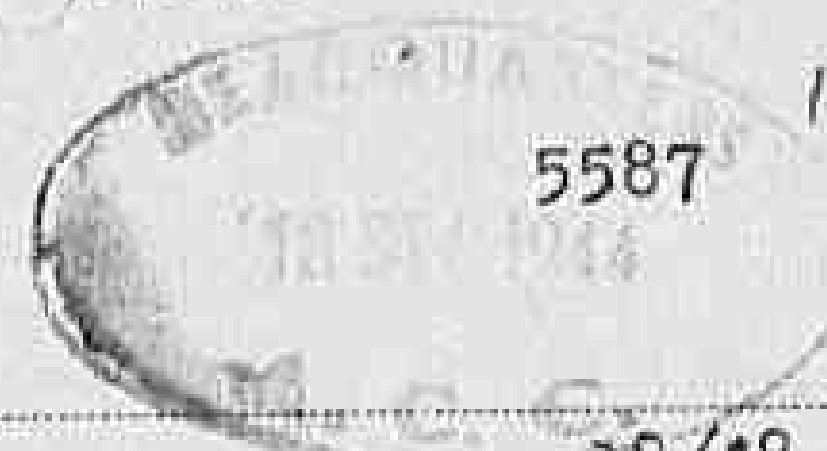
L.T. Fontant

L.T. FONTANT
1st Lieut AGD
Adjutant

2937

ALLIED CONTROL COMMISSION
INCOMING MESSAGE

136/22
100/95



5587

TO: HQ ACC FOR ADAMS

SIGNAL MESSAGE CENTER No. 38/18

FROM: BLAIR REGGIO

CLASSIFICATION: NONE

REFERENCE No:

PRECEDENCE: IMPORTANT

DATE AND TIME OF ORIGIN: SEP 180925A OFFICE OF ORIGIN:

YOUR 3301 SIGNAL 15.

DAILY PASSENGER SERVICE REGGIO METAPONTO ABSOLUTELY ESSENTIAL SINCE THROUGH TRAINS AND NO RESTRICTIONS TO TRAVEL FROM SICILY. DEATHS ARE DAILY OCCURANCE DUE TO PEOPLE FALLING FROM OVERCROWDED TRAINS. NO MIXED TRAINS CANCELLED TO INCREASED PASSENGER SERVICE RAILWAY AUTHORIZE TO OPERATE DAILY SERVICE ON RECEIPT YOUR LETTER ACC TN 136/14 DATED 6 SEPT PLEASE AUTHORIZE BARI DIVISION TO ACCEPT.

ACTION

DIST

ACTION - Tn ^SC (2)
INFO - A/CC
ECON SEC
FILE

2936

DATE and Time of RECEIPT SEP 181430A

Distribution:

0352

LMKE V MEDY V MEAY NR18571 IMMEDIATE
QY A MEDD CRSS
FROM BLAIR REGGIO
TO HQ ACC FOR 11/11/11 ADAMS GR 63 BT
182925A

N38/5587
183 Copies

TN 5/c

YOUR 3301 SIGNAL 15.
DAILY PASSENGER SERVICE REGGIO METAPONTO ABSOLUTELY ESSENTIAL
SINCE THROUGH TRAINS AND NO RESTRICTIONS TO TRAVEL FROM
SICILY.
DEATHS ARE DAILY OCCURANCE DUE TO PEOPLE FALLING FROM
OVERCROWDED TRAINS.
NO MIXED TRAINS CANCELLED TO INCREASED PASSENGER SERVICE
RAILWAY AUTHORIZE TO OPERATE DAILY SERVICE ON RECEIPT YOUR
LETTER ACC TN 136/14 DATED 6 SEPT PLEASE AUTHORIZE
BARI DIVISION TO ACCEPT

THI 180930A
SENT NR18571 1420 CFC AR
RECD NR 18571 18/1420A J O I

HEADQUARTERS
10 SEP 1944
A. C. C. ACTION: TN SC 124
...AR..

Acc Hist
INFO: A/C
EC 2935
FILE
181430

CONFIDENTIAL

136/21
100/95

MOV REGGIO FOR BLAIR

ACC FROM ADAMS

3301

15 Sept '44

CONFIDENTIAL

PRIORITY

TPTN S.C.

YOUR SIGNAL ONE THREE SEPTEMBER NO REFERENCE PD PAREN TO MOV REGGIO
FOR BLAIR FROM ACC HQ SIGNED STONE / ^{PAREN} REGGIO METAPONTO DAILY SERVICE PD
YOUR JUSTIFICATION FOR COAL CONSUMPTION AND CANCELLATION OF MIXED
TRAIN FOR INCREASED PASSENGER SERVICE REQUIRED PD

L.T. MONTANT

1st Lieut. AGD

Adjutant

2934

EWD/lr

136/18

FILE

100/95

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele. 478701

12 September 1944

ACC Tn/136/19

SUBJECT : Alteration of Train Services

TO : Major BLAIR, Divisional Supt. ACC
Reggio

1. Reference your letter 1st Sept. '44 covering request from Capo Compartimento, Reggio for retiming of the existing triweekly Reggio-Metaponto service, in order to give immediate effect to the application so as to connect with the Sicily service, assent, by signal was given.

2. On closer examination into the position the following discrepancies are found

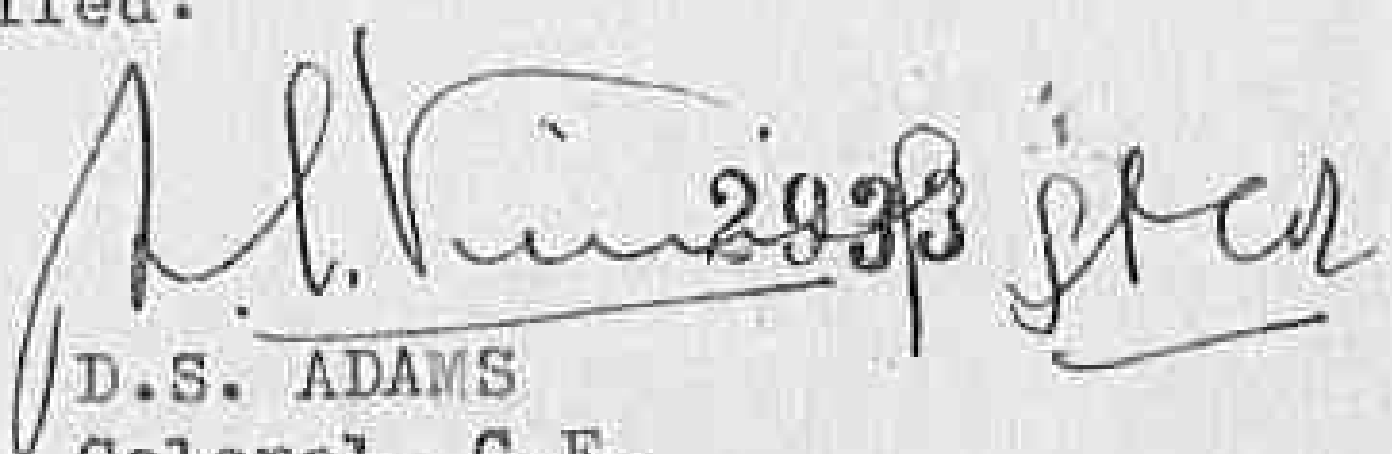
(a) The existing triweekly trains between Reggio and Metaponto were "mixed" trains, whereas the new trains are shown as "passenger" trains.

(b) The new trains are scheduled as "daily" which will increase the consumption of coal and oil.

(c) What reason is given in justification for the extension of the Melito train to Brancaleone.

(d) For what reason was the departure time from Reggio fixed at 14.40, seeing that the afternoon ferry boat is not due to reach Reggio until 17.00 hours. Would it not have been better to have kept to the timing of train 9076.

3. In submitting any further proposals for alterations of existing services or the introduction of new trains it is essential that full information as to the reasons behind the request and any relevant information as to the effect of such alteration on the remaining services should be supplied.


D.S. ADAMS

Colonel, C.E.

Director, Tptn. S.C.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele. 478701

AGC Tn/136/18

12 September 1944

SUBJECT: Alteration of train service - East Coast Route

TO : Director General, Military Railway Service
Min. of Comms. Bldg.
Rome

1. In order to make suitable connections with the revised Sicilian service which operated as from 6 September 1944 certain alterations in the services on the mainland from Reggio were proposed.

2. Briefly the alteration are summarised as under:

- (a) The present pair of tri-weekly trains (Nos. 9034 and 9035) between Reggio and Metaponto to be cancelled.
- (b) In place of these 2 trains, a pair of daily trains (Nos. TV9084 and TV9085 between Reggio and Metaponto.

<u>9084</u>		<u>9085</u>
1800 dep.	Reggio C. arr.	0730
2150 arr.	Roccella I. dep.	0250
2240 dep.	" arr.	0125
0312 arr.	Crotone dep.	1845
0350 dep.	" arr.	1800
1040 arr.	Metaponto dep.	1200
		2932

(c) The 2 pairs of daily trains (Nos. 9036, 9037 and 9076, 9077) between Reggio and Melito to be cancelled.

(d) In place of these 2 trains, a pair of daily trains (Nos. 9086 and 9087) between Reggio O. and Brancaleone

1. In order to make suitable connections with the revised Sicilian service which operated as from 6 September 1944 certain alterations in the services on the mainland from Reggio were proposed.

2. Briefly the alteration are summarised as under:

(a) The present pair of tri-weekly trains (Nos. 9034 and 9035) between Reggio and Metaponto to be cancelled.

(b) In place of these 3 trains, a pair of daily trains (Nos. TV9084 and TV9085 between Reggio and Metaponto.

<u>9084</u>		<u>9085</u>
1800 dep.	Reggio C. arr.	0730
2150 arr.	Roccella I. dep.	0250
2210 dep.	" " arr.	0125
0312 arr.	Crotone dep.	1845
0350 dep.	" " arr.	1800
1040 arr.	Metaponto dep.	1200

2932

(c) The 2 pairs of daily trains (Nos. 9036, 9037 and 9076, 9077) between Reggio and Melito to be cancelled.

(d) In place of these 2 trains, a pair of daily trains (Nos. 9086 and 9087) between Reggio C. and Brancalione

<u>9086</u>		<u>9087</u>
1440 dep.	Reggio C. arr.	0700
1710 arr.	Brancalione dep.	0430

Train charts are enclosed, which will show intermediate timings.

3. These alterations have been agreed to and the Capo

Compartimento, Reggio, has been authorized accordingly.

4. this for your information.

D. S. Adams

D. S. ADAMS

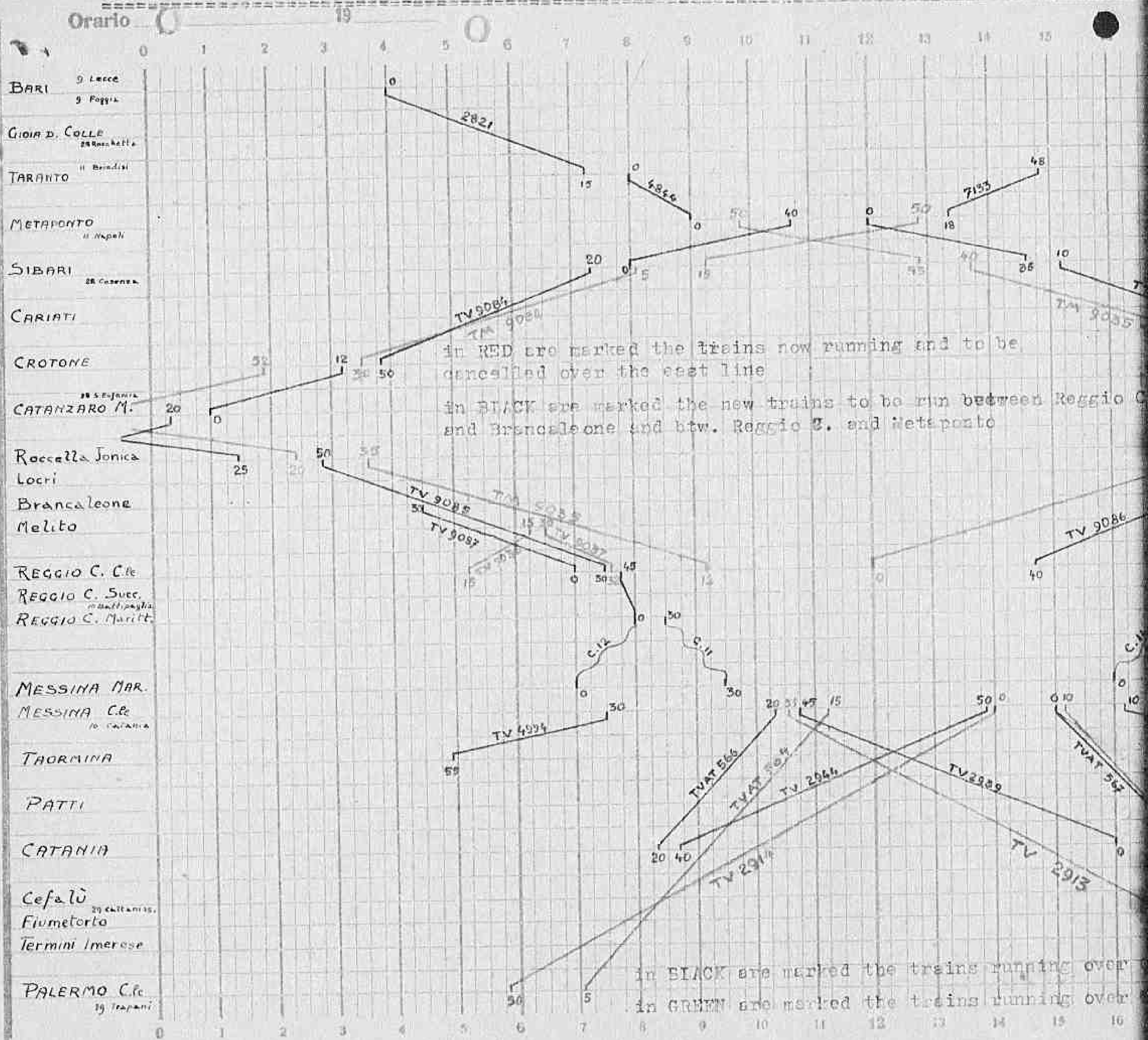
Colonel, C.E.

Director, Tptn. S.C.

Copy to : Minister of Communications
(for Director of Italian State Railways)

2931

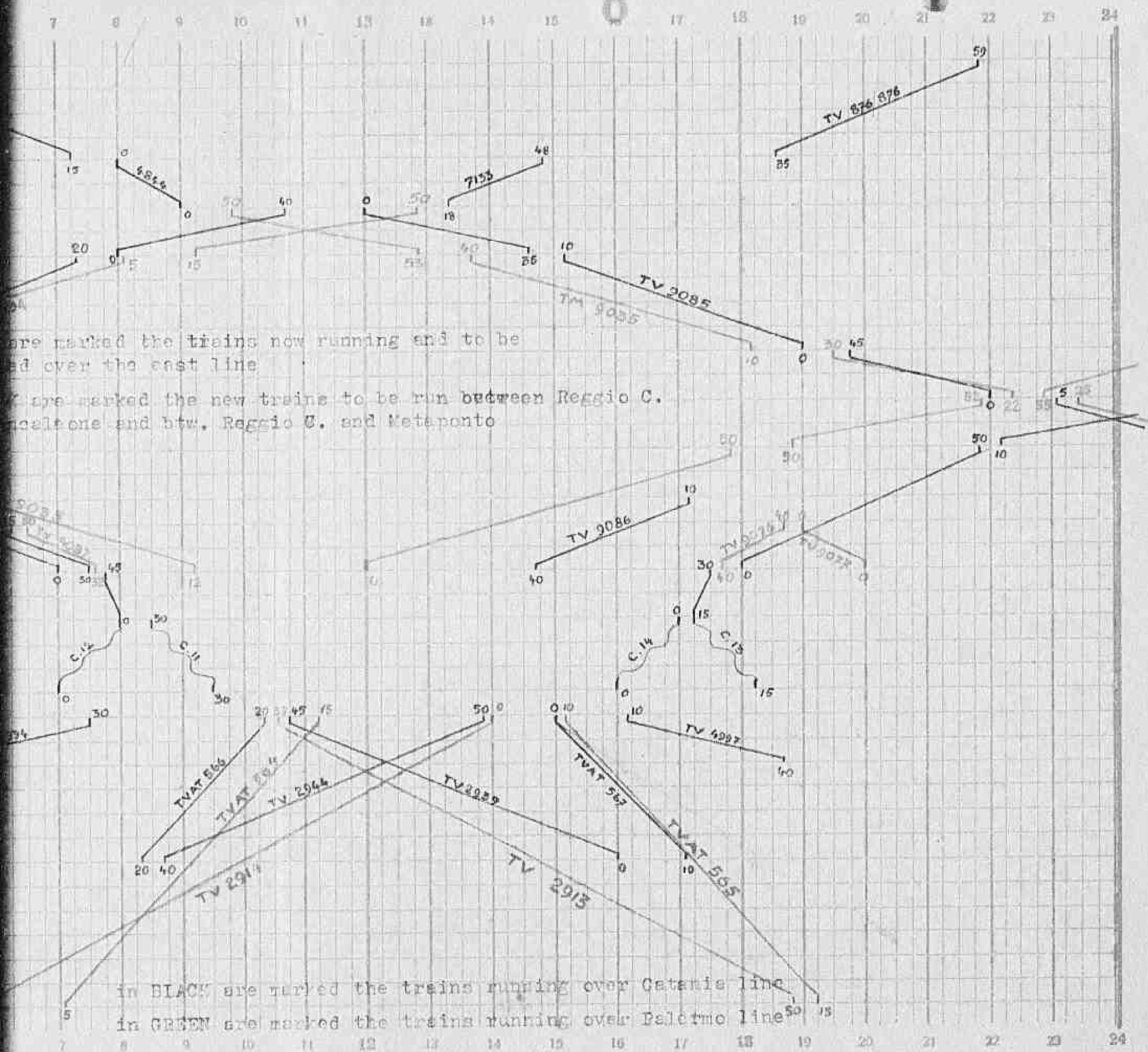
Schemo of train time table which we are proposing to be actuated over the east line beginning



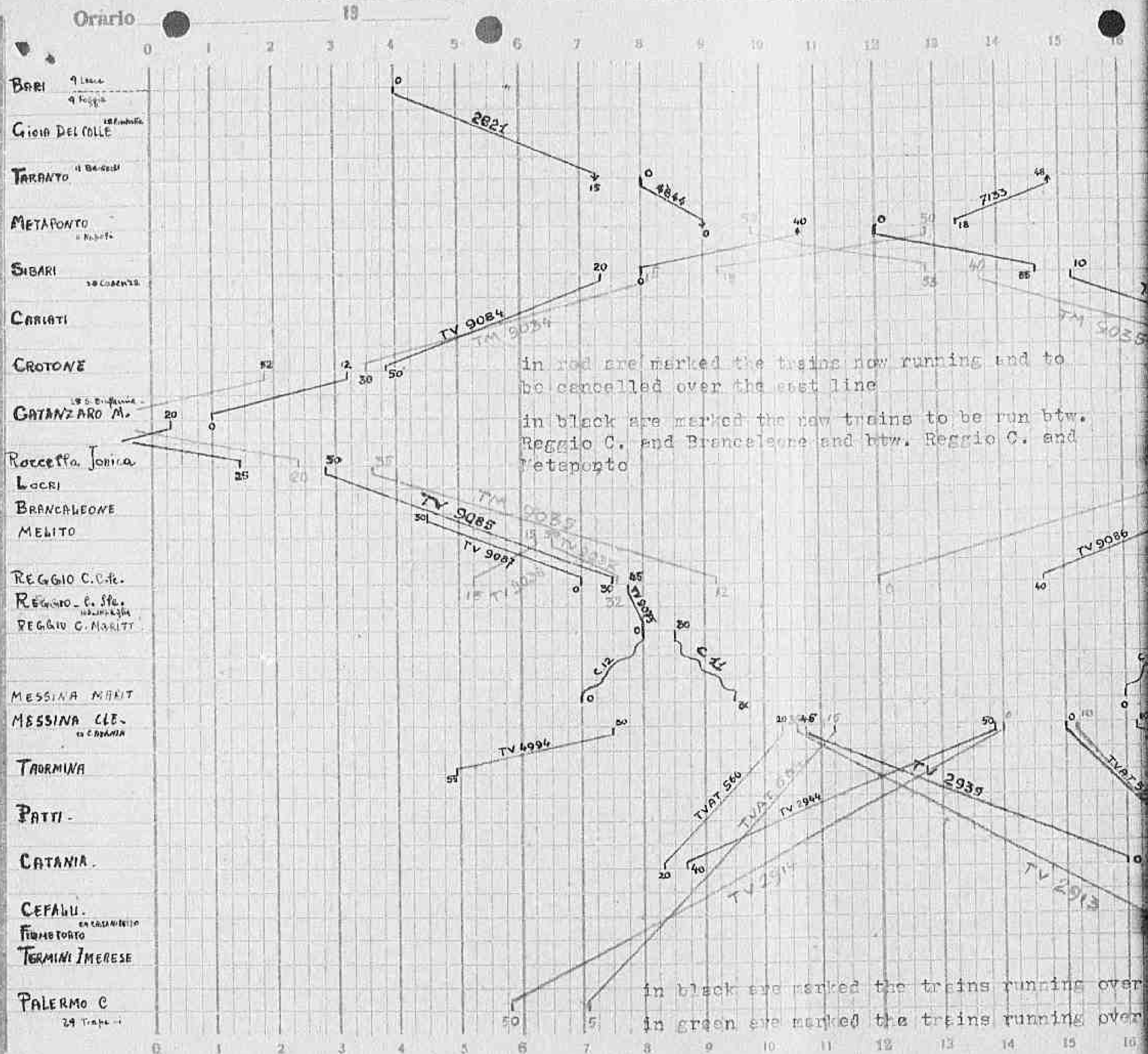
ANNOTAZIONI:

BARI-TARANTO-METAPONTO-REGGIO.C.-MESSINA-PALERMO

are proposing to be actuated over the east line beginning next september 1944



Scheme of Train Time Table which we are proposing to be actuated over the

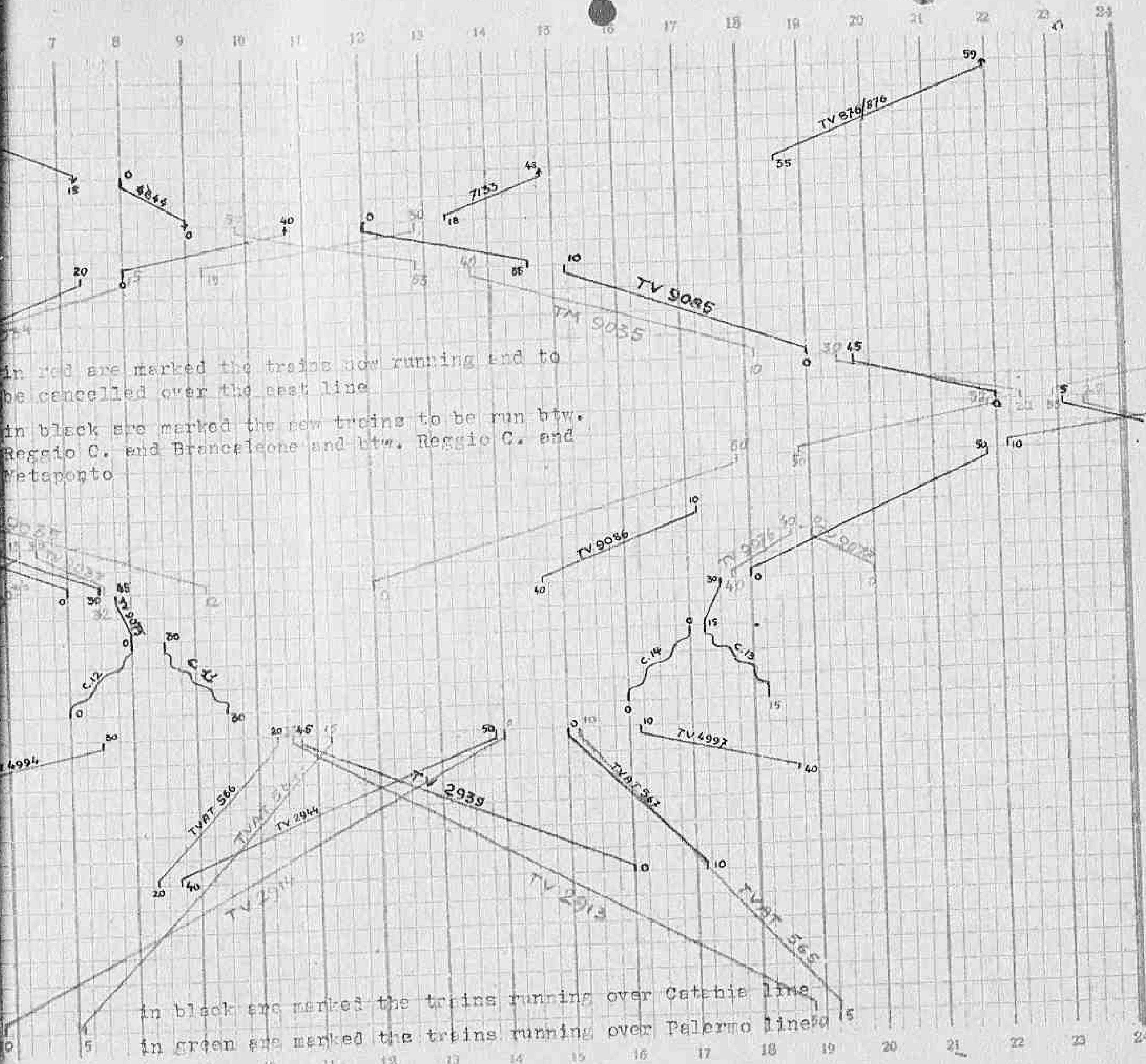


ANNOTAZIONI:

BARI-TARANTO-METAPONTO-REGGIO C.-MESSINA-PAL

No. 785021

Table which we are proposing to be actuated over the east line beginning next september 1944.



in black are marked the trains running over Catania line
in green are marked the trains running over Palermo line

BARI-TARANTO-METAPONTO-REGGIO C.-MESSINA-PALERMO

0 3 6 2

T36/17
100/95

MOV RESCUE

ACC HQ

2969

8 SEPT 44

CONFIDENTIAL
PRIORITY
TRANSPORTATION E/C

REFERENCE REQUEST OF CAPC COMPTANTO ONE ONE TWO PD PAREN
MOV RESCUE FOR BLAIR FROM ACC HQ SIGNED STONE PAREN THREE PD
TWO TWO PD ~~XXXXXXXXXX~~

AND YOUR LETTER ONE SEPT PD

ALTERATIONS TO SERVICE AGREED TO BY ME

2929

L.T. MONTANT Jr.
1st Lieut. ADJ
Adjutant

D.S. ADAMS
Colonel, C.S.
In. Sub-Comm.

Tn S.C.
ALLIED CONTROL COMMISSION
PROVINCE OF REGGIO IN CALABRIA

136/16

SUBJECT:
TO:

REF:

100/95
Reggio Cal
1 Sept 44

H Q A C C
Tn Sub Comm
A P O 394

Train Service

Enclosed is request from the
Capo Compartment, Reggio, to make certain changes
in train times to agree with those arriving at
Messina;

Hope you will give this matter
urgent attention as the Sicily service is to start
6 th Sept. Advise by telephone please;

*Phone. ✓
Proposed changes
approved
DN 579*

W. F. Blair
W F Blair Major
Div Supt Tn Sub Comm





MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO

IL CAPO COMPARTIMENTO

Reggio Cal. 31 AGO. 1944

N. 112.3.22

Al N. _____ del _____

To: Major W.F. BLAIR

Div. Supt. Tr. A.C.C.

Building

OGGETTO

Train service over
the East Line.

Referring to your conversatione

with the Movement Chief, I forward You the scheme of the
time table of TV9084 and TV9085 trains to be run daily
between Reggio and Taranto instead of the three-weekly
9034 and 9035 trains.

I suggest of operating the two trains 9086 and 9087
between Reggio C. and Brancalene (total 122 kilometers)
instead of the four trains between Reggio and Melito
(total 120 kilometers).

Will You please let me know when this scheme could
be operated.

In the attached graphic are stated the passenger
trains to be run on the first September between Mes-
sina and Catania and between Messina and Palermo.

I have to note that the communications between
Sicily and the mainland don't prove useful to the
passengers owing to the stay which they must do in
Messina and in Reggio in the getting of the pass.

IL CAPO COMPARTIMENTO

Baron 2927


MINISTERO
DELLE COMUNICAZIONI
FERROVIE DELLO STATO
IL CAPO COMPARTIMENTO

Reggio Cal. 31 AGO. 1944.
N. 112.3.22
Al N. _____ del _____

OGGETTO
Miglioramento treni
viaggiatori sulla li-
nea jonica.

Sig. Maggiore BLAIR
Sovrintendente Servizio Militare
Ferroviario Alleato
REGGIO C.
=====

In relazione a quanto V.S. ha rappre-
sentato a voce al Dirigente del Riparto Movimento, co-
munico il progetto di orario dei treni TV9084 e TV9085
da effettuare giornalmente fra Reggio C. e Taranto in
sostituzione dei treni trisettimanali TM9034 e TM9035.

Riterrei poi opportuno che in vece dei quattro
treni fra Reggio C. e Melito che impegnano una percor-
renza di Km. 120, fossero effettuati i due treni TV9086
e TV9087 fra Reggio C. e Brancaleone che hanno una per-
correnza complessiva di 122 Km.

Resto in attesa di conoscere quando potrà essere
attivato il provvedimento.

Sul grafico qui unito sono riportate le comunica-
zioni viaggiatori che saranno attivate col 1° Settembre
p.v. fra Messina e Catania e fra Messina e Palermo.

Devo notare però che le coincidenze studiate per
le comunicazioni fra la Sicilia ed il Continente non
sono di alcuna utilità per i viaggiatori data la sosta
che essi devono subire a Messina o Reggio pel rilascio
del permesso occorrente pel traghetto.

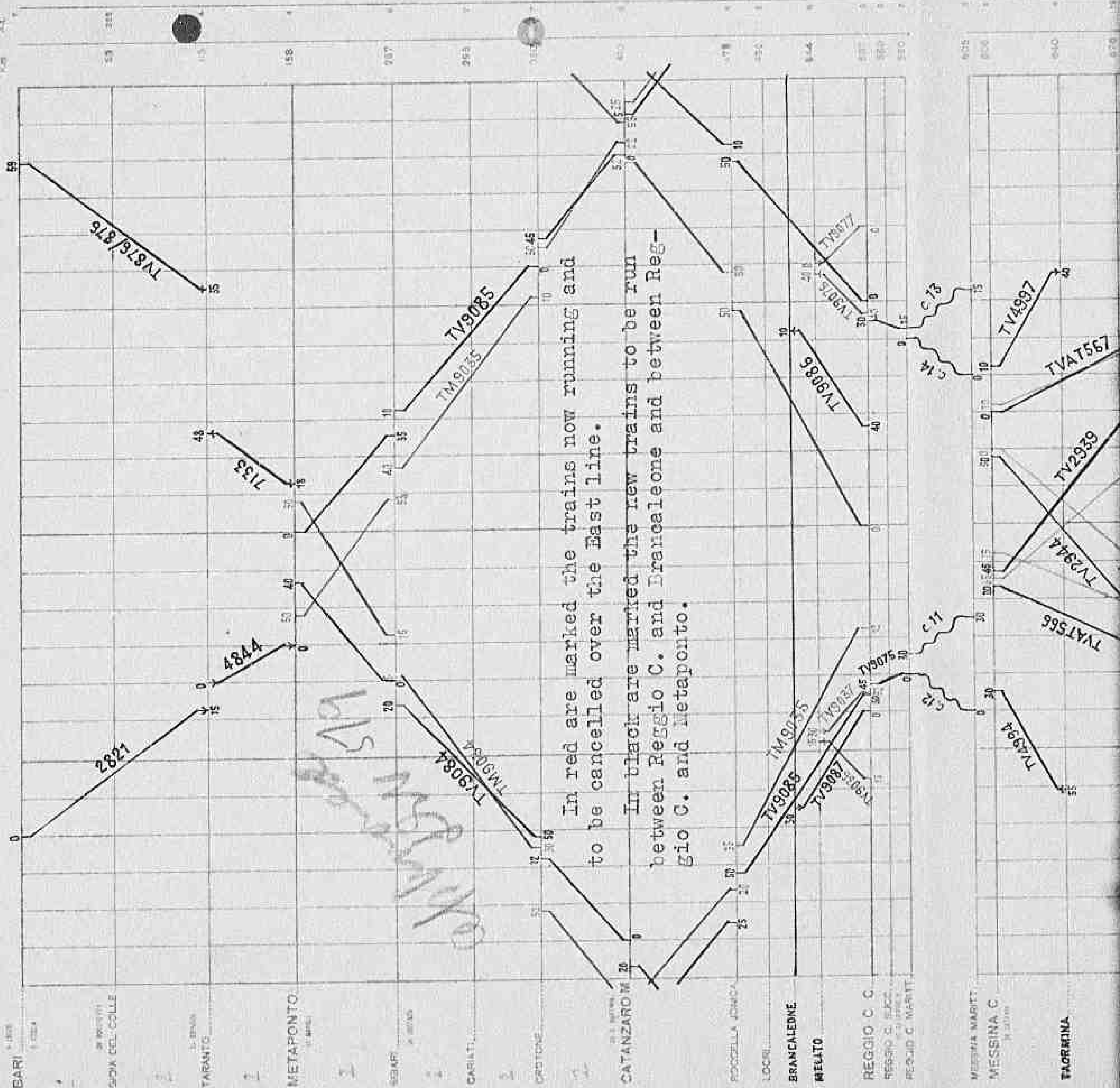
IL CAPO COMPARTIMENTO

[Signature]
2926

SCHEME OF TRAIN TIME TABLE WHICH WE ARE PROPOSING TO BE ACTUATED OVER
THE EAST LINE BEGINNING NEXT SEPTEMBER 1944.

BARI-TARANTO-METAPONTO-REGGIO C-MESSINA-PALERMO

13 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25



METAPONTO

ASAS

CASATI

CROTONE

CATANZARO M.

ROCCELLA JONICA

LOCOROTONDO

BRANCALEONE

MELITO

REGGIO C. C.

REGGIO C. RUCC.

REGGIO C. MARIT.

MESSINA MARIT.

MESSINA C.

TAFORMINA

CATANIA

DEGANI

PRIMOTURCO

TERMINI IMERSE

PALERMO C.

In red are marked the trains now running and to be cancelled over the East line.

In black are marked the new trains to be run between Reggio C. and Brancaleone and between Reggio C. and Metaponto.

In black are marked the trains running over Catania line.
In green are marked the trains running over Palermo line.

TV9085

TV9085

TV9084

TV9084

TV9086

TV9086

TV9087

TV9087

TV9088

TV9088

TV9089

TV9089

TV9090

TV9090

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TV9100

TV9101

TV9101

TV9102

TV9102

TV9103

TV9103

TV9104

TV9104

13

13

A L I E D CONTROL COMMISSION
INCOMING MESSAGE

5187

136/20

100/95

TO: HQ ACC FOR ADAMS DGMRS SIGNAL MESSAGE CENTER No: N11/14
 FROM: BLAIR REGGIO CLASSIFICATION: NONE
 REFERENCE No: NONE PRECEDENCE: IMMEDIATE
 DATE AND TIME OF ORIGIN: SEP131830B OFFICE OF ORIGIN: _____

FURTHER TO MY LETTER 1ST NOT TO ALL AND YOUR REPLY OF 8TH.
 PLEASE CONFIRM THAT PERMISSION IS GRANTED TO RUN PASSENGER TRAIN
 BETWEEN REGIO AND METAPONTO DAILY INSTEAD OF 3 DAYS PER WEEK.
 BARI DIVISION APPROVES.

ACC DIST

ACTION- TN S/C 2

INFO_ A/CC

ECON SEC

FILE 2

FLOAT

HEADQUARTERS
 14 SEP 1941
 A

DATE and Time of RECEIPT SEP140735

Distribution:

2924

03691

WTH/21

100/95

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Ref: ACC-324/42/67
Date: 11 Sept. 1944.

Tels: 478701

TO: Ministry of Communications
Italian State Railways
General Direction

SUBJECT: Proposed additional passenger train programs.

1. In reply to your letter, ref. M/210/8792/42/13 of the 22nd August 1944:
2. Each proposition in this letter was carefully studied at the Transportation Committee held at HQ ACC 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 trainings operating, you are at liberty to do so in consultation with ACC.

4. Your para. 2.(b) Naples - Bari. It was found impossible to stop the above train at all the intermediate stations because of slowing down of traffic, and it was equally impossible to agree for the time being to 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.

1. In reply to your letter, ref. D/210/8791/41/13 of the 22nd August 1944.

2. Each proposition in this letter was carefully studied at the Transportation Committee held at HQ AAI on Monday, 28 August, and so that you may appreciate the decisions taken, I will refer to the paragraph in your letter.

3. Your para. 1.(a)

Additional trains, Naples to Reggio, via Battipaglia and Gioia Tauro. The present train timings were carefully studied, but owing to the considerable amount of military traffic northern bound on this route, it was found impossible to alter these timings without effecting 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 AGC.

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. 1.

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

Rome - Naples - via Rome
Rome - Naples - via Caserta

6. Your para. 3 (d) Rome - Grosseto.
 Your para. 3 (e) Rome - Livorno.
 Your para. 3 (f) Rome - Florence.

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 beyond Naples, it is pointed out that when parties are organized through proper channels, the military will run special trains to convey these passengers.

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

7. Your para. 3 (g) Naples - Portici - Bari.
 It is agreed by the Transportation Committee that one coach per day to carry approx. 50 persons can form part of the daily military train running between Naples and Bari, via Benevento and Foggia. This service to operate 6 days per week and commence on the 11 September 1944. Will you please inform all concerned throughout the route of this new civil service and to inform your officials that only special priority passengers should be admitted in this daily coach. This coach will be added to the above mentioned train provided the Director General Military Railway Service is able to supply the coach and the capacity of the line permits.

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

9. Your para. 4 (b) Pescara - Sighele.
 This train operated 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.

2922

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

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

7. Your para. 3 (g) Barber - Potania - Bari
It is agreed by the Transportation Committee that one coach per day to carry 50 persons can form part of the daily military train running between Naples and Bari, via Benevento and Potania. This service to operate 5 days per week and commence on the 11 September 1944. Will you please inform all concerned throughout the route of this new civil service and to inform your officials that only special priority passengers should be admitted in this daily coach. This coach will be added to the above mentioned train provided the Director General Military Railway Service is able to supply the coach and the capacity of the line permits.

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

9. Your para. 4 (c) Potania - Frosinone
This train operated 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.

2922

11. Your para. 4 (c) Siemurro-Lakeview
This application has been dealt with under para 4 (e).
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) Possie-Potenza
Your para. 4 (e) Possie-Manfredonia
Your para. 4 (f) Possie-Lucera

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

13. Your para. 4 (g) Rocchetta-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, O.E.,
Director, T.S.O.

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

Rome, 22 AGO 1944
Nr. M 323 8056 309 98

SUBJECT: Proposals about increase of goods trains extension
of piece-goods service -

TO : Allied Control Commission - Rome.

1. The present situation of civilian transportation on the
Compartimenti's lines south of Rome is as follows:

A couple of daily goods trains is running only on the lines

Napoli - Potenza, Battipaglia - Reggio Calabria, Metaponto -

Reggio Calabria, Bari - Brindisi, Brindisi - Taranto, Taranto -

Potenza; besides, a couple of goods trains is running each

four weeks, on the Sığneno - Lagonegro line. On the lines

Foggia - Manfredonia, Potenza - Rocchetta S.A., Rocchetta S.A. -

Gioia del Colle, Barletta - Spinazzola, the goods service is exe-

cuted by mixed trains quoted in the time table in force. Finally,

on the line Catanzaro-S. Rufemia, Paola-Cosenza, Cosenza-Sibari is

performed a limited goods service through the goods trains effec-

tuated per Allied benefit.

2. By the rehabilitation of the lines Naples-Rome, via Cassino,
and Naples-Rome, via Formia it arises the possibility to provide
Rome by railway - with goods coming from its natural procurement
centres, i.e. Campania and Puglia. This supply appears necessary
and urgent, as for the difficulty foods situation of Rome, as
well as for avoiding the storage of many products, which are in
excess at the production districts. Such products are also to be
taken away as soon as possible, in order to avoid their waste and
to make place for the next harvest of vegetables - especially po-
tatoes - grapes, fruits and wine (only in Lecce province there
are still 170.000 tonn. of wine at hand). And last not least are
to be considered salt transportations.

We suggest, therefore, to set up two couples of daily goods
trains between Naples and Rome, (the one via Cassino, the other
via Formia) and to increase the goods service in the Campania
and in the Puglia, in order to convoy goods from inland product-
ion localities to the main lines and through these last, to Rome.

3. Moreover, considering that plenty of supplies have been made
to Rome in the past, and could take place still at present, from
North Lazio, Marche, Umbria and Toscana, we suggest to effettuate -
as soon as possible - a limited goods service between Civitavec-
chia, Chiusi, Toligno and Rome.

Among said supplies, besides foods, there are very important
ones, i.e. those of charcoal and building materials.

4. The suggested services with the indications of the rolling
stock required, of the tons. volume, of the trains routes and
of the needed fuel, are shown - for each line - by the attached

897- Foggia - Manfredonia, Potenza - Rocchetta S.A., Rocchetta S.A., Gioia del Colle, Barletta - Spinazzola, the goods service is executed by mixed trains quoted in the time table in force. Finally, on the line Catanzaro-S. Eufemia, Paola-Cosenza, Cosenza-Sibari is performed a limited goods service through the goods trains effected per Allied benefit.

2. By the rehabilitation of the lines Naples-Rome, via Cassino, and Naples-Rome, via Formia it arises the possibility to provide Rome by railway - with goods coming from its natural procurement centres, i.e. Campania and Puglia. This supply appears necessary and urgent, as for the difficulty foods situation of Rome, as well as for avoiding the storage of many products, which are in excess at the production districts. Such products are also to be taken away as soon as possible, in order to avoid their waste and to make place for the next harvest of vegetables - especially potatoes - grapes, fruits and wine (only in Lecce province there are still 170.000 tonn. of wine at hand). And last not least are to be considered salt transportations.

We suggest, therefore, to set up two couples of daily goods trains between Naples and Rome, (the one via Cassino, the other via Formia) and to increase the goods service in the Campania and in the Puglia, in order to convoy goods from inland production localities to the main lines and through these last, to Rome.

3. Moreover, considering that plenty of supplies have been made to Rome in the past, and could take place still at present, from North Lazio, Marche, Umbria and Toscana, we suggest to effectuate - as soon as possible - a limited goods service between Civitavecchia, Chiusi, Foligno and Rome.

Among said supplies, besides foods, there are very important ones, i.e. those of charcoal and building materials. 999

4. The suggested services with the indications of the rolling stock required, of the tons. volume, of the trains routes and of the needed fuel, are shown - for each line - by the attached statement.

5. The piece-goods service, now allowed only within the single Compartimenti of Naples, Bari and Reggio C. and only for a limited volume, it appears to be insufficient for the imperative needs of the populations, which have especially the necessity of traffic opportunities with the main towns located out of the

Compartimenti. Therefore, by the suggested goods service extension, we consider indispensable that piece-goods transports be admitted also for destinations out of each Compartimento, effectuating the same through mixed cars to be coupled to all running goods trains. It is understood that such piece-goods service ought to be suitably regulated and extended also to the Roma Compartimento.

6. The rolling stock needed to effectuate the suggested trains shall be of 228 cars; this number is sensibly inferior to that of the rolling stock daily in excess in the various Compartimenti, being of 2550 cars.

7. Finally we point out the necessity that the authorizations to load the cars, be measured to the transport possibilities; this because, as we are informed, the few running trains are often not entirely loaded, owing to the lacking of authorizations in comparison with the requests.

The I.S.R. Director General

/sgd/ Di Raimondo

PROPOSTE NUOVI TRENI MERCI IN AUMENTO A QUELLI ESISTENTI

L I N E A	Quantità treni	Perce- renza ore	Composi- zione ciascun treno carri	Impegno medio giornaliero materiale		Consumo me- dio giorna- liero car- bone - tonnellate	A N N
				carri	ciclo		
Roma - Napoli via Formia	1 coppia giornaliera	27	20	240	6	15	) Per ri-) dalla C) alla C) cipient) utilizza) no sfo
Roma - Napoli via Cassino	1 coppia giornaliera	29	26	312	6	20	
Roma - Chiusi	1 coppia bisettimanale	22	35	120	6	5	
Roma - Foligno	1 coppia bisettimanale	23	18	60	6	4	) Per ri-) dalle) na, La) menti) teriali
Roma - Civita- vecchia	1 coppia bisettimanale	11	30	85	5	3,50	
Roma - Nettunia	1 coppia bisettimanale	7	15	40	5	1,50	
Napoli - Potenza	1 coppia giornaliera	21	20	240	6	22	) Per c) alimen) Roma) delle) nonch) fra l
Nocera - Caserta - Avellino	1 coppia bisettimanale	6	14	40	5	1	
Terni - Foggia	1 coppia bisettimanale	12	28	96	6	2	
Foggia - Bari	1 coppia giornaliera	20	36	432	6	13	) 8165
Bari - Taranto	1 coppia giornaliera	13	18	216	6	10	
Brindisi - Lecce	1 coppia	10	40	400	5	6	

PROPOSTE NUOVI TRENI MERCI IN AUMENTO A QUELLI ESISTENTI

Quantità treni	Perco- renza ore	Composi- zione ciascun treno carri	Impegno medio giornaliero materiale		Consumo me- dio giorna- liero car- bone - tonnellate	A N N O T A Z I O N I
			carri	ciclo		
pia liera	27	20	240	6	15	) Per rifornimenti alimentari) dalla Campania e dalle Puglie) alla Capitale e ritorno re-) cipienti e materiali vuoti,) utilizzabili anche per ritor-) no sfollati ai loro domicili.
pia liera	29	26	312	6	20	
pia manale	22	35	120	6	5	
pia manale	23	18	60	6	4	) Per rifornimenti alimentari) dalle Marche, Umbria, Tosca-) na, Lazio, nonché riforni-) menti carbone vegetale e ma-) teriali da costruzione.
pia manale	11	30	85	5	3,50	
pia manale	7	15	40	5	1,50	
pia liera	21	20	240	6	22	) Per convogliamento prodotti) alimentari diretti Napoli e) Roma e rifornimento centri) delle provincie meridionali,) nonché interscambio prodotti) fra le provincie stesse.
pia manale	6	14	40	5	1	
pin manale	12	30	96	6	2	
pia liera	20	36	432	6	13	) Per convogliamento prodotti) alimentari diretti Napoli e) Roma e rifornimento centri) delle provincie meridionali,) nonché interscambio prodotti) fra le provincie stesse.
pia liera	13	18	216	6	10	
pia	10	40	400	5	6	

8185

	bisettimanale	22	32	120	5	5	
Roma - Foligno	1 coppia bisettimanale	23	18	60	6	4	Per rife
Roma - Civita- vecchia	1 coppia bisettimanale	11	30	85	5	3,50	dalle M na, Lazi menti ca teriali
Roma - Nettunia	1 coppia bisettimanale	7	15	40	5	1,50	
Napoli - Potenza	1 coppia giornaliera	21	20	240	6	22	
Nocera - Caserta - Avellino	1 coppia bisettimanale	6	14	40	5	1	
Terni - Foggia	1 coppia bisettimanale	12	28	96	6	2	Per con alimen Roma e delle p nonchè fra le
Foggia - Bari	1 coppia giornaliera	20	36	432	6	13	
Bari - Taranto	1 coppia giornaliera	13	18	216	6	10	
Brindisi - Lecce	1 coppia giornaliera	10	40	400	5	6	
totale carri				2281	tom.	103	

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

manale						
ppia manale	23	18	60	6	4	Per rifornimenti alimentari dalle Marche, Umbria, Toscana, Lazio, nonché rifornimenti carbone vegetale e materiali da costruzione.
ppia manale	11	30	85	5	3,50	
ppia manale	7	15	40	5	1,50	
ppia alliera	21	20	240	6	22	
ppia manale	6	14	40	5	1	Per convogliamento prodotti alimentari diretti Napoli e Roma e rifornimento centri delle provincie meridionali, nonché interscambio predetti fra le provincie stesse.
ppia manale	12	28	95	6	2	
ppia alliera	20	36	432	6	13	
ppia alliera	13	18	216	6	10	
ppia alliera	10	40	400	5	6	
totale carri			2281	tom.	103	

materiale ed il consumo del combustibile per i treni bisettimanali sono ragguagliati



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 2^a Agosto 1944

N. M.323/8066/309/98

Al N.

del

ALLA COMMISSIONE ALLEATA DI CONTROLLO
SOTTOCOMMISSIONE TRASPORTI

per norma

DIREZIONE GENERALE M.R.S.

OGGETTO
Proposte di aumento di
treni merci.

R O M A

ALLEGATO N.

I^o - L'attuale situazione del servizio merci per tra-
sporti in conto civili sulle linee dei Compartimenti a Sud di Roma è
la seguente:

Si effettua una coppia di treni merci giornalieri soltanto sulle li-
nee Napoli - Potenza, Battipaglia - Reggio Calabria, Metaponto -
Reggio Calabria, Bari - Brindisi, Brindisi-Taranto, Taranto-Potenza;
inoltre si effettua una coppia quadrisettimanale sulla linea Sicigna-
no Lagonegro. Sulle linee Foggia - Manfredonia, Potenza - Rocchetta
S.A., Rocchetta S.A. - Gioia del Colle, Barletta - Spinazzola, il ser-
vizio merci viene svolto con treni misti dell'orario in vigore. Infi-
ne, sulle linee Catanzaro - S.Eufemia, Paola - Cosenza, Cosenza - Si-
bari si svolge un limitato servizio merci con i treni merci effettua-
ti in conto Alleati.

II^o - Col ripristino delle linee Napoli - Roma via Cassino e Napoli
Roma via Formia, si presenta la possibilità di provvedere per ferro-
via al rifornimento della Capitale dai suoi centri naturali di appro-
vigionamento e cioè la Campania e le Puglie. Ciò appare necessario
ed urgente, sia in relazione alle difficili condizioni alimentari di
Roma, sia per evitare che restino giacenti molti prodotti ²⁹¹⁷alimenti
ai bisogni delle regioni di produzione e che occorre asportare, per
evitarne la perdita e per fare posto ai prossimi nuovi raccolti (pro-
dotti ortofrutticoli specialmente patate, uve da tavola e vino di cui

esistono ancora 170.000 tonnellate nella sola provincia di Lecce) e per trasporto sale.

Pertanto si propone l'istituzione di due coppie di treni merci giornalieri tra Roma e Napoli - uno via Cassino ed uno via Formia - ed una intensificazione del servizio merci nella Campania e nelle Puglie allo scopo di convogliare le merci dalle località di produzione interne alle linee principali e attraverso queste su Roma.

III°-Inoltre, tenuto conto che notevoli rifornimenti affluivano e pos-sono ancora affluire a Roma dall'alto Lazio, dalle Marche, dall'Um-bria e dalla Toscana, si propone di effettuare - appena possibile - un limitato servizio merci fra Civitavecchia, Chiusi, Foligno e Ro-ma. Fra questi rifornimenti oltre ai prodotti alimentari, sono di speciale importanza il carbone vegetale e i materiali da costruzione.

IV°-I servizi proposti, con l'indicazione dell'impegno del materiale occorrente, del tonnellaggio, della percorrenza dei treni e del consumo di combustibile risultano - per ciascuna linea - dall'unito prospetto.

V°- Il servizio merci a collettame, ammesso soltanto nell'interno dei compartimenti di Napoli, Reggio Calabria e Bari in limitata misura, appare insufficiente alle esigenze inderogabili delle popolazioni, che hanno specialmente necessità di traffico con centri principali posti oltre l'ambito dei Compartimenti. E pertanto, col proposto ampliamento del servizio merci, si ritiene indispensabile che i trasporti a collettame siano ammessi anche fuori Compartimento, effettuandone l'inoltro a mezzo di carri misti da aggiungersi a tutti i treni che effettuano servizio merci. Naturalmente questo servizio dovrà essere opportunamente disciplinato ed esteso anche al Compartimento di Roma.

VI°- L'impegno del materiale per l'effettuazione dei treni proposti si prevede in 2281 carri, quantità che risulta sensibilmente inferiore alla eccedenza di materiale che giornalmente si rileva nei vari Compartimenti e che si calcola in 2550 carri.



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

seguito lettera N° M.323/8066/309/98 del ...
diretta Alla Commissione Alleata di Controllo
Sottocommissione Trasporti = ROMA =

OGGETTO

ALLEGATI N°

Compartimenti e che si calcola in 2550 carri.

7) - Si segnala infine la necessità che le autorizzazioni per il carico dei carri siano commisurate alle possibilità di trasporto, risultando che spesso i pochi treni esistenti non sono completamente utilizzati per la scarsità delle autorizzazioni rispetto alle richieste.

IL DIRETTORE GENERALE

F. To di Raimondo

2916

C O P Y

100/95
/nf

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 3 (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, EFFETTIVE 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 F. DOUGHERTY
COLONEL, T. C.
ASSISTANT GENERAL MANAGER
TRANSPORTATION DEPARTMENT

CC - DQMG (M), HQ, AAI, CASERTA
TRANSPORTATION SUB-COMMISSION, A.C.C., APO 394

2915

TRANSLATION

Rome, 23 August 1944
our ref. N 810/8721/41/13MINISTRY OF COMMUNICATIONS
ITALIAN STATE RAILWAY
GENERAL DIRECTIONTo Allied Control Commission
Transportation Sub-CommissionROMACopy to General Director
M.R.S.Building

Subject:

Passenger trains
progresses

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

The following inconveniences are pointed out from such situation

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

-the daily trains between Naples and Salerno. Such trains have a stay at Salerno of 07.00 hrs in descending direction and of 00.15 in upward direction.

-two daily trains between Salerno and Reggio C. with trains-shipment at Gioia Tauro (about 2 km.) and stay in such locality of 10.00 hrs. in descending direction.

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

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

Such situation, besides to generate discontent, induces the civil population to ride on goods trains and some time to take place, abusively, on the tops 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, Caserta, Avellino, Foggia Provinces, among the Adriatic watered localities, and between Foggia and the Province displacing localities etc.

d) As for the enlargement of the liberated Italy's areas, and for the effort which since the Nation to reoperate promptly the normal activity, although limited by war exigencies, is not 2914

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ARE NO REGISTERED OWNERS

• 作者原

comel activity. Although limited to some extent by

to be added to the list of

shall follow program.

III. Taking for granted that the inconveniences mentioned in the paragraph 1-a) could be removed by the operation of the Naples-Rome line, communication, proposed with the letter dated 7 August 1944 file N.M.C. 10/8761/183-C., we propose you what follows to operate the needfull connection between Rome and liberated areas, and the displacing of the population immigrated, especially from the Southern Italy, to Rome, by the war operations.

a) Rome-Naples line (via Formia) a couple of trains between Rome and Naples, composed, at least of 3 cars, 1 luggage wagon, 1 mail wagon in connection with the new couple of trains Naples-Rome line, already proposed with dated 7 August 1944 file N.M.C. 10/8761/183-C.

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

These trains will stop at Littoria, Formia, Villa Igitano, Aversa, b) Rome-Naples (via Cassino) line. A couple of trains composed of 3 cars, at least, 1 luggage wagon and 1 mail wagon.

Rome	lv. 1717	arr. Naples	0840	with line's
Naples	lv. 1930	arr. Rome	0730	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 Teramo, Cassino, Speranza, Capua, Anagni will be realized through such two communications.

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

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

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

These trains will stop at the most important stations.

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

Rome	lv. 1630	Arezzo	arr. 0400
Arezzo	lv. 0800	Rome	arr. 0730

These trains will be stopped at the most important stations.

f) Rome-Poligno line. A couple of trains (three weekly) composed of 3 cars, 1 luggage wagon and 1 mail wagon.

Rome	lv. 0710	Poligno	arr. 1640
Poligno	lv. 1110	Rome	arr. 1930

These trains will stop at Littoria, Formia, Villa Literno, Avezzano, b) Rome-Naples (via Cassino) line. A couple of trains composed of 3 cars, at least, 1 luggage wagon and 1 mail wagon.

Rome lv. 1717 arr. Naples 0645 with line
Naples lv. 1830 arr. Rome 0738 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, Sperandio, Capua, Geneta will be realized through such two communications.

c) To facilitate the removal from Rome of the refugees with the consequent evident benefit of the all-entire 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-Frosinone line. A couple of trains (three weekly) composed of 3 cars, 1 luggage wagon and 1 mail wagon, to be utilized partially, for workmen, especially along the section Rome-Ostia-Via del Mare.

Rome lv. 0730 Grosseto arr. 1400
Grosseto lv. 1230 Rome arr. 1830

these trains will stop at the most important stations.

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

Rome lv. 1830 Arezzo arr. 0400
Arezzo lv. 0900 Rome arr. 0730

These trains will be stopped at the most important stations.

f) Rome-Foggia line. A couple of trains (three weekly) composed of 3 cars, 1 luggage wagon and 1 mail wagon.

Rome lv. 0710 Foggia arr. 1130 Terpi lv. 1400 Foggia arr. 1840
Foggia lv. 0830 " " 1110 " 1340 Rome arr. 1930

These trains will be stopped at the most important stations.

g) Napoli-Frosinone-Cassino line. A couple of three weekly trains composed of 3 cars, 1 luggage wagon and 1 mail wagon.

Naples lv. 2000 Foggia arr. 0430 Foggia lv. 0600 Bari arr. 0800
Bari lv. 0830 " " 2400 " 0610 Naples arr. 0730

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

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

a) Pescara-Lecce line. 1) A couple of trains between Ortone and Bari, composed of 3 cars, 1 luggage wagon and 1 mail wagon.

Ortone lv. 0700 Termoli arr. 0820 Termoli lv. 1300 Bari arr. 1330
Bari lv. 0600 " " 1330 " " 1510 Ortone arr. 1550

2) Prolongation between Pesano and Monopoli of the trains:

N. 4704 Pesano lv. 0500
N. 1751 Pesano arr. 1245

b) Battipaglia-Fridolfi line. 1) Transformation into mixed of the goods trains N. 8137 and 8137 - Potenza-Taranto. (Potenza lv. 0650 Taranto arr. 1130 - lv. 1300 Taranto arr. 1515) and N. 8134/8130

Taranto-Potenza
(Taranto lv. 0835 Metaponto arr. 0850 - lv. 0915 Potenza arr. 1405)
To these trains will be added passengers cars.

2) Transformation into mixed of the trains:

N. 7000 Potenza lv. 0505 Signora arr. 1145
N. 7005 Signora lv. 1105 Potenza arr. 1300

To these trains will be allotted 4 passengers cars.

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

Taranto lv. 1700 Potenza arr. 2000
Potenza lv. 0100 Taranto arr. 0600

4) Prolongation between Taranto and Frosinone of the train 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) Signora-Lecce line. Transformation into daily of the two bi-weekly two trains, to allow the influx of the students to the Sals Consilina Lyceum and of the lawyers and other professional men to Ligonero Tribunal.

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

Potenza lv. 0200 Rocchetta arr. 1050
Rocchetta lv. 1245 Potenza arr. 1407

5) A couple of trains between Rocchetta and Potenza weekly - Tuesday, Thursday, Saturday

Potenza arr. 0830

Rocchetta arr. 1030

2912

the 8000 train N. 8187 and 8187 - Potomac-Taranto. (Potomac lv. 0855, Taranto arr. 1155 - lv. 1252 Taranto arr. 1514) and N. 8186/2130 Taranto-Potomac.
(Taranto lv. 0855 Metaponto arr. 0858 - lv. 0915 Potomac arr. 1456)
To these trains will be added passengers cars.

2) Transformation into mixed of the trains

N. 7000 Potomac lv. 0905 Sicignano arr. 1145
N. 7003 Sicignano lv. 1152 Potomac arr. 1500

To these trains will be allotted 2 passenger cars.

3) Operations on Saturday from Taranto to Potomac and on Monday from Potomac 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 requested by Taranto Navy-Yard).

Taranto lv. 1700 Potomac arr. 2000
Potomac lv. 0100 Taranto arr. 0400

4) Prolongation between Taranto and Francavilla of the train 4251 (Taranto lv. 0445) and 4254 (Taranto arr. 0730) in order to operate a daily communication, between Taranto and Lecce, especially requested by the Taranto lawyers to reach Lecce, the Appeal Court Seat.

5) Sicignano-Lecce line. Transformation into daily of the now bi-weekly two trains, to allow the influx of the students to the John Concillina Lyceum and of the lawyers and other professional men to Lagonegre Tribunal.

6) Poggia-Potomac line. A couple of daily trains between Poggia and Rocchetta in connection with the two trains already in operation between Rocchetta and Potomac.

Poggia lv. 0900 Rocchetta arr. 1000
Rocchetta lv. 1245 Poggia arr. 1407

7) A couple of trains between Rocchetta and Potomac weekly - Tuesday, Thursday, Saturday, 29/12/55

Rocchetta lv. 0800 Potomac arr. 0930
Potomac lv. 1430 Rocchetta arr. 1500

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

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

Poggia lv. 0730 Manfredonia arr. 0930
Manfredonia lv. 1553 Poggia arr. 1700

f) Poggia-Lucera line. A couple of daily trains

Poggia	lv. 0640	Lucera	arr. 0745
Lucera	lv. 1030	Poggia	arr. 1130

All the above mentioned trains (Poggia-Lucera line) should be composed each of 3 passenger cars and 1 luggage wagon, and they ought to be composed with good-cars, to be operated as mixed trains.

The requests (mentioned in paragraph d)-(1)-(a) and (f) are justified by the decentralization of the Poggia public Offices and by the population displacing owing to the destructions operated by air-bombing.

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

Spinesuola	lv. 0600	Gioia del Colle	arr. 0625
Gioia del Colle	lv. 1000	Spinesuola	arr. 1030

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

By the required movement 100 wheeled truck cars, or equivalent vehicles, 10 luggage wagons, 10 mail wagons should be used together with a daily average consumption of about 150 tons of coal.

The General Director
sgd. El Raimondo

U) Spinnaker-Side 49 Calle line. A couple of mixed trains
between Spinnaker and Side 49, composed of two cars and one
luggage wagon, to allow to the line workers to reach Side and Toronto.

Spinnaker lv. 0800 Side 49 0800 arr. 0800
Side 49 0800 Spinnaker arr. 1000

In all passenger trains the luggage wagon should be utilized also
for goods (forwarded in small stock, by passenger trains, with payment
of an additional tax and also for a local business) in order
to aid the several construction companies and to operate profitable goods
carriage.

V. By the required passenger 100 wheel truck cars, or equivalent
vehicles, 10 luggage wagons, 10 small passenger cars should be used together
with a daily average consumption of about 100 tons of coal.

The General Director
Gen. El Salvador

2911

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