

ACC

ACTN 100/279

10000/148/1649

TERM
JAD.-SE

10000/148/1649

TERMOI-CAMPORASSO
JAD.-SEPT. 1945

TRANSMISSION

MINISTRY OF TRANSPORTS
FOR WORK AND CONSTRUCTION SERVICE.

Zone 8 Sept. 45
 Ref. 1.10/59415

SUBJECT: Rehabilitation of Beneventus-Kampucheano Line.

TO : On Sub-Commission AO
 Room 52 3rd Floor
File.

1. With letter n°L.5/13/3659 of the 13 March 1945 we pointed out the necessity of starting with works along the above line owing to the importance of its agricultural and industrial area.

Reconstruction of n°28 viaduct, n°3 tunnel, n°3 viaduct-bridge, some station buildings, n°4 water tanks and some road repair works, was shown as the necessary task for the rehabilitation of this line.

2. We also pointed out that the necessary contingent materials were available on the spot and that no special allocation of materials was therefore to be issued by your commission; the only need was the concession of 12 trucks for about 8 months (scheduled required time for all the works) and the allocation of 126,000 litres of gasoline and 2400 Kg of lubricating oil.

3. With a/m letter we attached our scheme which was estimating a total expenditure of about L.175,000,000.

4. After that, with letter L.5/13/21945 dated 11 May 1945 and awaiting your approval for the rehabilitation of above line, we required your authorization to start the works on the Beneventus tunnel, near Campobasso, in order to recover 4 utilisable locomotives which were blocked inside this tunnel.

5. Approval for this latter has been given on June 30, 1945 and works are already at a good stage.

6. Having not as yet received any authorization about works for the reconstruction of the entire line, we beg you to kindly consider this urgent necessity, being this line both very useful to the numerous lignite mines of that area and an efficient subsidiary of the Naples-Foggia line, especially in case of interruptions on the latter.

1. With letter no. 5/13/9659 of the 13 March 1945 we pointed out the necessity of starting with works along the above line owing to the importance of its agricultural and industrial area.

Reconstruction of n°28 viaduct, n°6 tunnel, n°3 viaduct-bridge, some station buildings, n°4 water tank and some road repair works, was shown as the necessary task for the rehabilitation of this line.

2. We also pointed out that the necessary contingent materials were available on the spot and that no special allocation of materials was therefore to be issued by your commission; the only need was the concession of 12 trucks for about 3 months (scheduled required time for all the works) and the allocation of 126,000 litres of gasoline and 2400 kg of lubricating oil.

3. With a/m letter we attached our estimate which was estimating a total expenditure of about E. 175,000,000.

4. After that, with letter 5/13/1945 dated 11 May 1945 and awaiting your approval for the rehabilitation of above line, we required your authorization to start the works on the Fernandino tunnel, near Desamparados, in order to recover 4 utilisable locomotives which were blocked inside this tunnel.

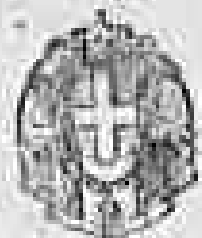
5. Approval for this letter has been given on June 30, 1945 and works are already at a good stage.

6. Having not so far received any authorization about works for the restoration of the entire line, we beg you to kindly consider the urgent necessity, being this line both very useful to the numerous lignite mines of that area and an efficient subsidiary of the Naples-Torres line, especially in case of interruptions on the latter.

3406

Director General
SEN. J. DI RAZONIG

22/12/15/9/45.



MINISTERO

XXXXXXXXXXXXXXXXXXXX

DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALESERV. LAV. F. C. GRUPPO
RICOSTRUZIONI

OGGETTO

Ripristino linea
Benevento-Campobasso

Roma, li 8 - 9 - 1945 A.

N. L. 10/55415

Al N.

del

ALLA COMMISSIONE ALLFATA
SOTTOCOMMISSIONE TRASPORTI
Stanza n°52 - Piano 3°S E D E
=====

ALLEGATI N.

1°) Con lettera n°L.5/13/9659 del 13-3-45 venne fatta presente a codesta Commissione la necessità di eseguire, data la notevole importanza della zona agricola ed industriale servita dalla linea, i lavori di ripristino sulla linea BENEVENTO-CAMPOBASSO consistenti nel ripristino di n°28 viadotti, di n°8 gallerie, di N°3 cavalcavia, di alcuni fabbricati di stazione, di n°4 rifornitori d'acqua e nella riparazione della sede stradale sia lungo le linee che nelle stazioni.

2°) Si fece altresì presente che, potendosi reperire in loco i materiali contingentati necessari agli anzidetti lavori, non sarebbero occorse, da parte di codesta Commissione, assegnazioni speciali dei materiali stessi, ma soltanto la concessione per la durata dei lavori, prevista in circa otto mesi, di 12 automezzi, 126.000 litri di benzina e 2400 Kg. di olio lubrificante. 3405

3°) All'uopo, allegata alla predetta lettera, venne trasmesso il progetto di massima per il ripristino delle opere di cui avanti, per attuare ^Lquale era prevista una

././.

C.T.

spesa complessiva di circa £.175.000.000.==

4°) Successivamente, con lettera n°L.5/13/21945 in data 11-5-45, nell'attesa che codesta Commissione concedesse il proprio benestare per il ripristino della linea di cui trattasi, si è chiesta a codesta Commissione stessa il nulla osta per eseguire i lavori di sistemazione della galleria ~~FERMOZZANO~~, presso CAMPOBASSO, allo scopo di poter recuperare quattro locomotive utilizzabili, rimaste imprigionate nella galleria stessa.

5°) L'autorizzazione per questi ultimi lavori è stata concessa in data 30-6-45 ed essi sono già in avanzato stato di esecuzione.

6°) Non essendo, invece, a tutt'oggi, pervenuta ancora alcuna autorizzazione per i lavori di ripristino della intera linea, si prega la Commissione Alleata di prendere in benevola considerazione l'urgente necessità di riattivare al traffico ferroviario la linea medesima per la utilità che essa apporta ai numerosi giacimenti di lignite esistenti nella zona attraversata e per la circostanza che la spesa è di sussidio alla NAPOLI-FOGGIA, specialmente nel caso di una accidentale interruzione di quest'ultima.

IL DIRETTORE GENERALE

Noli Raimondo

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 840238
Ref. AC/120/279/D:4

ASP/Lml
7 September 1945

Dottor Ugo La Malfa,
Minister of Transport,
Rome.

My dear Dr. La Malfa:

Authorization is granted for the repair and reconstruction of the Caspoggio-Benavente section of Line 275, at an estimated cost of 150,000,000 lire.

This expenditure should be charged against Capitolo 2.43 (spese per riparazione danni di guerra dipendenti da azioni belliche) in the Budget of the Ministero delle Comunicazioni (Ferrovie dello Stato) for financial year 1944/45.

Very truly yours,

FRANK WHEELER, Jr.
Director

Copy to: Rail Division, Civil Engineering
Director General, RSR
Finance Sub-Commission
Military Railway Service (Finance)

3404

ACP/lml

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

4 September 1945

Tel. 843238
Ref. AC/100/279/Tn4

SUBJECT : Repair to Railway Line 279 Campobasso/Benevento.

TO : Director, Transportation Sub-Commission.

1. Financial authority is requested for the reconstruction of this line.

2. Transportation Sub-Commission has been responsible for the supervision of repairs of section of line Termoli-Campobasso and this section has now been completed.

3. Campobasso, however, is thus out of its pre-war link with Naples via Benevento and considerable haul has to be taken for the conveyance of wheat from the area around Campobasso to the area of distribution, which is likely Naples or Rome. The completion of the section Campobasso-Benevento would not only put this production area in connection with the west side of Italy, but would enable rail traffic to be conveyed from the lignite mines at Modrone.

4. No controlled materials would be required for this work, the estimated cost of which is 159,000,000 lire, and the approximate duration of the work would be six months.

5. Will you please indicate your approval in the usual way, with notification to the Ministry that the necessary charge may be listed in the Budget for repairs to Italian State Railways.

A. C. Ping
A. C. PING, Major
for Chief, Rail Division

3403

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

Date/Time of Origin:

MAY 7/NFT

Message Centre No:

Date Time Rec'd:

Precedence:

E/56

MAY 10/0950B

ROUTINE

FROM:

CAPT BOEDS CTO ALCOM CAMPOBASSO

TO :

DIRECTOR RAILWAY DIVISION TRANSPORTATION SUB COMMISSION

ACTION

IN CLEAR.

TERMOLI - CAMPOBASSO railway line officially opened today May 7. All officials concerned send thanks to ALLIED COMMISSION for assistance received

DIST

ACTION : TM SC (2)

INFO : A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
FILE (2)
FLOAT



3402

1206

100/279 S

TM. 3991

TM. 3990

a. 5.13	5.00	TERNOLI	a. 19.00	1900
a. 5.37	5.23	Guglionesi	" 18.35	" 18.43
a. 6.00	5.42	S. Martino in P.	" 18.09	" 18.20
" 6.16	6.03	Piane di Lar.	" 17.50	" 17.53
" 6.57	6.24	Ururi Rotello	" 17.28	" 17.40
" 6.49	7.10	Larino	" 16.57	" 17.10
" 8.11	7.58	Casacalenda	" 16.21	" 16.32
" 8.27	8.01	Provvidenti	" 16.02	" 16.12
" 9.17	8.17	Bonafro S.C.	" 15.39	" 15.49
" 9.42	8.40	Ripabottoni	" 15.10	" 15.22
" 10.03	9.20	Campolieto	" 14.38	" 14.47
" 10.20	9.34	Castellino	" 14.13	" 14.18
" 10.30	9.50	Matrice M.	" 14.00	" 14.00
" 10.30	10.09	Ripalimosani		
" 10.30	10.20	CAMPORASSO		

Sospeso la domenica

Sospeso la domenica

Cost consumption

five tons a day

Consumo carbone: Tonnellate cinque giornaliere

Locomotiva gruppo 625

Prestazione massima tonn. 110 (6 carri)

Maximum weight 110 tons (6 cars)



* Trains run by without stopping

Sopreso la domenica

8.	6.00	"	6.03	Piane di Lar.	"	17.50	"	17.53
"	6.16	"	6.24	Ururi Rotello	"	17.23	"	17.40
"	6.57	"	7.10	Larino	"	16.57	"	17.10
"	7.49	"	7.58	Casacalenda	"	16.21	"	16.32
"		"	8.01 *	Provvidenti	"		"	16.17
"	8.11	"	8.17	Bonaifro S.C.	"	16.02	"	16.12
"	8.27	"	8.40	Ripabottoni	"	15.39	"	15.49
"	9.17	"	9.20	Campolieto	"	15.10	"	15.22
"		"	9.31 *	Castellino	"		"	14.55
"	9.42	"	9.50	Matrice M.	"	14.38	"	14.47
"	10.03	"	10.09	Ripalimosani	"	14.13	"	14.18
"	10.20	"	10.20	CAMPOBASSO	"		"	14.00

Sopreso la domenica

Coal consumption

five tons a day

Consumo carbone: Tonnellate cinque giornaliere

Locomotive gruppo 625

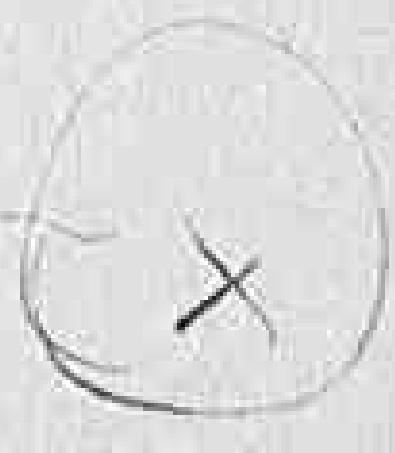
Prestazione massima tonn. 110 (6 carri)

Maximum weight 110 tons (6 cars)



* Trains run by without stopping

3491



Ministry of Transports
General Direction ISR
Movements Dept.

Roma, 3 May 1945
D. 211/2850/225

To: Tn. Sub-Commission AC
Rail Division

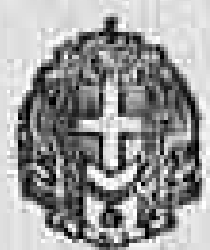
Subject: Reoperation of line Termoli-Campobasso.

1. Reference is made to your letter AC ~~211~~/208 Tn 4 dated 10 April ult.
2. The test train has been run over a/m line on April 30th with satisfactory results.
3. The line can be reopened to service beginning May 7th next with one round trip daily mixed trains as per attached schedule.

The Chief of the Dept.

Biondi

3400



MINISTERO DEI TRASPORTI
MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
SERVIZIO MOVIMENTO

Roma, 3 MAG 1945

N. WL. 211/2850/225

OGGETTO: Apertura all'esercizio linea
Termoli-Campobasso.
Alleg. 1-

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

- I) - Si fa riferimento alla lettera AC-208-Tn 4 del 10 Aprile u.s..
- II) - Il 30 Aprile è stata effettuata la corsa di prova sulla linea Termoli - Campobasso con esito soddisfacente.
- III) - Con decorrenza 7 Maggio la linea può essere riaperta all'esercizio con attivazione di una coppia di treni misti, come da unito orario.

IL CAPO DEL SERVIZIO MOVIMENTO

1400: Trasmissione F. S. Roma 7/1945-119

3399

AHS/ef

100/279

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
(Railway Division)

19th February 1945

MEMO TO CHIEF OF RAIL DIVISION, A.C.

1. Reference your note on buck slip attached to Lt. Bowie's report on line 279 Termoli-Campobasso.
2. I do not know who gave the information contained in the Engineer's monthly report for January, sent to Brigadier Waghorn.
3. The monthly report for December shewing 96 % of work completed was based on Major Mole's report of 27th Nov.
4. I have instructed Major Mole to inspect line and submit full report.


A.H. STREET,
Major,
Tn-Sub.Comm.A.C.

*please let me see
the further report, when
received. A.D. 19/2.*

OK.


2398

REB/ic

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL DIVISION)

c/o Transportation Increment
C.M.F.

Tel. 243191/48
Ref. AC/100/279

18 February 45

TO : Director Transportation Sub-Commission (Rails)
Allied Commission A.F.O. 394

SUBJECT : State of line from CAMPOBASSO to TERMOI. Just 279.

1. Acting on instructions of Tn 3., MRS I visited Campobasso on the 14 February 45 and in company with Ing. CARLUCCIO, of ISR, carried out an inspection of the various works to be completed before a service can be resumed between Campobasso and Termoli. The follows times given are those of Ing. Carluccio, and I consider that if these times are doubled they would give a much fairer idea of the situation. It must be stated that the heavy fall of snow throughout this district has done much to hinder and in many cases increase the work to be completed. At a number of places work has not yet been resumed because of bad weather, and there is no saying how long these conditions will last.

2. At Galleria Gessiera KM. 81.
There is still 1000 c.m. (approx) of earth to be removed, and it may be necessary to timber the sides to prevent further falls of earth. (I should say very necessary).
The bridge which is on the Campobasso side of the tunnel, has been completed, but there is still some 40 yds of banking to finish building up and the track to relay.

Ing. Carluccio stated that the bank would take 15 days to complete, whilst 5 weeks would be required to finish the work on the tunnel.

3397

3. At Galleria KM. 80.
There is still a great deal of work to be done on the tunnel both at the centre and at one end, and it is estimated by Ing. Carluccio that at least 1200 c.m. have still to be removed. In the middle of the tunnel this will prove a long job as all the dirt has to be removed by shovel, being thrown some 30 ft to the top of the hill through which the tunnel passes, via a series of platforms. This break on the tunnel is only semi-timbered and will not be safe

1. Acting on instructions of Tn 3., MRS I visited Campobasso on the 14 February 45 and in company with Ing. CARLUCCIO, of ISR, carried out an inspection of the various works to be completed before a service can be resumed between Campobasso and Termoli. The follows times given are those of Ing. Carluccio, and I consider that if these times are doubled they would give a much fairer idea of the situation. It must be stated that the heavy fall of snow throughout this district has done much to hinder and in many cases increase the work to be completed. At a number of places work has not yet been resumed because of bad weather, and there is no saying how long these conditions will last.

2. At Galleria Gessiera KM. 81.
There is still 1000 c.m. (approx) of earth to be removed, and it may be necessary to timber the sides to prevent further falls of earth. (I should say very necessary).

The Bridge which is on the Campobasso side of the tunnel, has been completed, but there is still some 40 yds of banking to finish building up and the track to relay.

Ing. Carluccio stated that the bank would take 15 days to complete, whilst 5 weeks would be required to finish the work on the tunnel.

3397

3. At Galleria KM. 80.

There is still a great deal of work to be done on the tunnel both at the centre and at one end, and it is estimated by Ing. Carluccio that at least 1200 c.m. have still to be removed. In the middle of the tunnel this will prove a long job as all the dirt has to be removed by shovel, being trown some 30 ft to the top of the hill through which the tunnel passes, via a series of plat forms. This break on the tunnel is only semi-timbered and will not be safe until timbered throughout, but the ISR Ing. insist that when the fine weather arrives the banks will harden and be perfectly safe.

The 90 metre bridge is complete as far as the arches are concerned, but the spaces between the arches have still to be filled in and the track replaced.

Ing. Carluccio estimates that work at this point could be finished in 1 month.

././

4. At Galleria KM. 79.
There still remains 1000 c.m. of earth to remove and it is estimated that it will take 40 days to complete the work here.
5. At Galleria KM. 72
The work on the tunnel and 5 arches bridge is completed, but there is still the line to relay.
6. At Galleria KM. 66
There is still a quantity of earth to remove from this tunnel and it is estimated that 15 days will be required to complete the work.
7. Bridge KM. 58 (3 Arches).
It is estimated that 5 days will finish off the final work on the bridge and relay the track.
8. Bridge KM. 48 (8 arches, 5 new construction).
The work on the bridge and line has been completed here.
9. Bridge KM. 12 (1 arch) Work Completed.
10. Bridge KM. 9 - RIVER BIFERNO .
All arches have been completed and the work of filling in is well on hand, but the estimate of the private Contractor, who states that the work will be completed by the end of FEB. 45, is a little to short.
11. When the bridge at KM. 9 is completed, a service as far as MATRICE could be started, and this would relieve road traffic over some 75 Km. of very bad surface road.

R. C. Bowle
R.C. BOWLE Lt. R.A.
Transportation Sub-Comm. (Rails)
Allied Commission A.P.O. 394

There is still a quantity of earth to remove from this tunnel and it is estimated that 15 days will be required to complete the work.

7. Bridge KM. 58 (3 Arches).

It is estimated that 5 days will finish off the final work on the bridge and relay the track.

8. Bridge KM. 48 (8 arches, 5 new construction).

The work on the bridge and line has been completed here.

9. Bridge KM. 12 (1 arch) Work Completed.

10. Bridge KM. 9 - RIVER BIFERNO .

All arches have been completed and the work of filling in is well on hand, but the estimate of the private Contractor, who states that the work will be completed by the end of FEB. 45, is a little to short.

11. When the bridge at KM. 9 is completed, a service as far as MATRICE could be started, and this would relieve road traffic over some 75 km. of very bad surface road.

R. C. Bowie

R. C. BOWIE Lt. R. A.

Transportation Sub-Comm. (Rails)

Allied Commission A. P. O. 394

2905

REB/ic

TRANSPORTATION SUB-COMMISSION, AC.

(RAIL DIVISION)

c/o Transportation Increment

C.M.F.

Tel. 343191/48

Ref. AC/100/279

18 February 45

TO : Director Transportation Sub-Commission (Rails)
Allied Commission A.P.O. 394

SUBJECT : State of Line from CAMPOBASSO to TERMOLI.

1. Acting on instructions of Tm 3., MRS I visited Campobasso on the 14 February 45 and in company with Ing. CARLUCCIO, of ISR, carried out an inspection of the various works to be completed before a service can be resumed between Campobasso and Termoli. The follows times given are those of Ing. Carluccio, and I consider that if these times are doubled they would give a much fairer idea of the situation. It must be stated that the heavy fall of snow throughout this district has done much to hinder and in many cases increase the work to be completed. At a number of places work has not yet been resumed because of bad weather, and there is no saying how long these conditions will last.

2. At Galleria Gessiera KM. 81.

There is still 1000 c.m. (approx) of earth to be removed, and it may be necessary to timber the sides to prevent further falls of earth. (I should say very necessary).

The Bridge which is on the Campobasso side of the tunnel, has been completed, but there is still some 40 yds of banking to finish building up and the track to relay.

Ing. Carluccio stated that the bank would take 15 days to complete, whilst 5 weeks would be required to finish the work on the tunnel.

3. At Galleria KM. 80.

There is still a great deal of work to be done on the tunnel both at the centre and at one end, and it is estimated by Ing. Carluccio that at least 1200 c.m. have still to be removed. In the middle of the tunnel this will prove a long job as all the dirt has to be removed by shovel, being thrown some 30 ft to the top of the hill through which the tunnel passes, via a series of platforms. This break on the tunnel is only semi-timbered and will not be safe.

1216

SUBJECT : State of line from CAMPORASSO to TERNOLI.

1. Acting on instructions of Mr 3., MRB I visited Campobasso on the 14 February 45 and in company with Ing. CARLUCCIO, of ISR, carried out an inspection of the various works to be completed before a service can be resumed between Campobasso and Ternoli. The follows times given are those of Ing. Carluccio, and I consider that if these times are doubled they would give a much fairer idea of the situation. It must be stated that the heavy fall of snow throughout this district has done much to hinder and in many cases increase the work to be completed. At a number of places work has not yet been resumed because of bad weather, and there is no saying how long these conditions will last.

2. At Galleria Gessiere KM. 81.

There is still 1000 c.m. (approx) of earth to be removed, and it may be necessary to timber the sides to prevent further falls of earth. (I should say very necessary).

The Bridge which is on the Campobasso side of the tunnel, has been completed, but there is still some 40 yds of banking to finish building up and the track to relay.

Ing. Carluccio stated that the bank would take 15 days to complete, whilst 5 weeks would be required to finish the work on the tunnel.

3. At Galleria KM. 80.

There is still a great deal of work to be done on the tunnel both at the centre and at one end, and it is estimated by Ing. Carluccio that at least 1200 c.m. have still to be removed. In the middle of the tunnel this will prove a long job as all the dirt has to be removed by shovel, being thrown some 30 ft to the top of the hill through which the tunnel passes, via a series of platforms. This break on the tunnel is only semi-timbered and will not be safe until timbered throughout, but the ISR Ing. insist that when the fine weather arrives the banks will harden and be perfectly safe.

The 90 metre bridge is complete as far as the arches are concerned, but the spaces between the arches have still to be filled in and the track replaced.

Ing. Carluccio estimates that work at this point could be finished in 1 month.

././

4. At Galleria KM. 79.
There still remains 1000 c.m. of earth to remove and it is estimated that it will take 40 days to complete the work here.
5. At Galleria KM. 72
The work on the tunnel and 5 arches bridge is completed, but there is still the line to relay.
6. At Galleria KM. 66
There is still a quantity of earth to remove from this tunnel and it is estimated that 15 days will be required to complete the work.
7. Bridge KM. 58 (3 Arches).
It is estimated that 5 days will finish off the final work on the bridge and relay the track.
8. Bridge KM. 48 (8 arches, 5 new construction).
The work on the bridge and line has been completed here.
9. Bridge KM. 12 (1 arch) Work Completed.
10. Bridge KM. 9 - RIVER RIVERNO.
All arches have been completed and the work of filling in is well on hand, but the estimate of the private Contractor, who states that the work will be completed by the end of FEB. 45, is a little too short.
11. When the Bridge at KM. 9 is completed, a service as far as MATRICE could be started, and this would relieve road traffic over some 75 km. of very bad surface road.

R.C. BOWIE Lt. R.A.
Transportation Sub-Comm. (Rails)
Allied Commission A.P.O. 394

ACP/1c

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

Tel. 543238
Ref. AC/100/279/Tn 4

14 February 45

TO : Regional Commissioner, Southern Region

SUBJECT : Railway CAMPOBASSO-TERMO-LI.

1. Reference is to your letter R/1492 20 January 45.
2. It has been decided that the operation and control of the Termoli-Campobasso line shall be covered by the Bari Capo Compartimento.
3. ISR will not operate services which have not been agreed through this HQ with MRS.

CLP
O.H. LINDBERG
Lt. Col. R.E.,
for MERRITT E. TAYLOR
Director, Tn Sub-Comm.

Copy to: ISR - Building
MRS

3393

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR ITALY

A.P.O. 512
7 February 1945

531.7 OP

SUBJECT: Opening Line 279 (Termoli-Campobasso)

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

1. Notice has been received from the Director General, Italian State Railways that Line 279 will be ready for traffic between Termoli and Campobasso within a short time. The jurisdiction of this Line shall be temporarily under the Bari Compartment, due to the lack of railway connection between Campobasso and Benevento.

2. The Director General of the Italian State Railways will please advise when this Line is ready for traffic and submit through the Rail Section, Tn. Sub-Commission, Allied Commission what rail service will be required as a minimum. No rail service is to be established on this Line without approval of this Headquarters.

For the Director:

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

cc-Director, MRSI
Deputy Director, MRSI
AD Tn 3 (O)
AD Tn 3 (M)
DD Tn (Constr)

ACF/eg

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

Tel: 843238

27 January 1945

Our reference: AC: 100/279/Tm4.

TO : General Direction
ISR.

SUBJECT: Termoli-Campobasso line.

1. This line will shortly be open for traffic, and in normal times would be within the Naples Compartmento.

2. It is pointed out, however, that the absence of any connection between Campobasso and Benevento will make control difficult, and it is suggested that temporary control of the line should be vested in your Bari Capo.

3. Please let me know if you agree and will issue instructions on the matter.

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

Copy to: Southern Region. Com
Ref R/1492

2391

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

R/149E

20 January 1945

SUBJECT: Railway - Campobasso - Termoli.

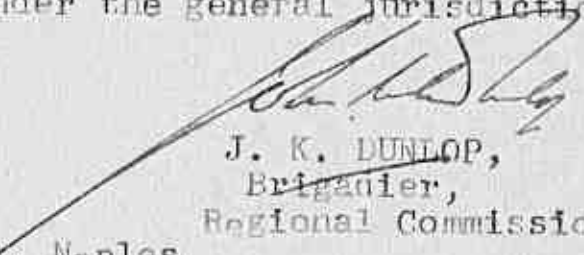
TO: Headquarters, Allied Commission,
(TRANSPORTATION SUB-COMMISSION - RAIL.) ✓

1. In the course of a visit paid yesterday to the offices of Major BOWERS, I noted that the section of the line TERMOLI-CAMPOBASSO is included in the section administered from the Naples office.

2. Such an allocation would be perfectly comorehensible in ordinary time of peace, when most traffic approached Campobasso Province from the direction of Benevento.

3. In the circumstances at present ~~in~~ visaged the line will only be reopened on the stretch TERMOLI-CAMPOBASSO. Therefore all traffic will have to approach CAMPOBASSO by means of the line FOGGIA-TERMOLI.

4. It would, therefore, appear more sensible to operate the TERMOLI-CAMPOBASSO line under the general jurisdiction of your BARI Office.


J. K. DUNLOP,
Brigadier,
Regional Commissioner.

JKD/jh

Copy to: Transp S/C (Rail), Naples.
Transp S/C (Rail), Bari.

2208

1 2 2 2