

ACC

AC100/292

10000/148/1659

SIGNANO - L
JUNE 1944 - APR. 19

0000/148/1659

SICIGNANO - LAGONEGRO
JUNE 1944 - APR. 1945

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel. 843238
Ref. AC/100/292/13 4

6 April 1945

TO : Minister of Transport
His Excellency Corabona.

SUBJECT : Request of additional passenger coach to the train
Bari-Naples.

Dear Mr. Minister,

1. I am sorry that it is not possible at the present time to allocate a separate passenger coach to be used between Lagonero and Sioignano, being attached at the latter point to the Naples-Bari train.

2. As you know, we are pressing strongly for civilian passenger train services between Rome and Leghorn, Anzio and Ancona, and it will be very difficult indeed to provide coaching stock even for one of those services, in view of the continued military demand.

3. It is understood that as an alternative, you are interested in stopping the Naples-Reggio trains at Matera. The ISR has been told that it must be expected to make its own decisions in respect of such stops, bearing in mind the nature of the service and the traffic offering.

4. I feel that where the operation of military trains is not concerned, the time has come where such matters must be decided by the competent Italian railway authorities, in territory which is solely under Italian control. Where military traffic would be affected however, such intentions should still be conveyed to this Sub-Commission for examination.

Yours very truly,

3467

M. B. Thomas

M. B. THOMAS, Colonel
Deputy Director.

100/292

SUBJECT: Request of additional passenger coach to the train
Bari-Naples.

Dear Mr. Minister,

1. I am sorry that it is not possible at the present time to allocate a separate passenger coach to be used between Lagonero and Sigmara, being attached at the latter point to the Naples-Bari train.
2. As you know, we are pressing strenuously for civilian passenger train services between Rome and Leghorn, Ancona and Ancona, and it will be very difficult indeed to provide coaching stock even for one of those services, in view of the continued military demand.
3. It is understood that as an alternative, you are interested in stopping the Naples-Reggio trains at Maratea. The ISR has been told that it must be expected to make its own decisions in respect of such stops, bearing in mind the nature of the service and the traffic offering.
4. I feel that where the operation of military trains is not concerned, the time has come where such matters must be decided by the competent Italian railway authorities, in territory which is solely under Italian control. Where military traffic would be affected however, such intentions should still be conveyed to this Sub-Commission for examination.

Yours very truly,

M. B. Thomas

M. B. THOMAS, Colonel
Deputy Director.



IL MINISTRO DEI TRASPORTI

Roma,

Caro Signor Colonnello,

Dai Comuni della Lucania vicini a Lagonegro, che in particolar modo difettano di comunicazioni ferroviarie con Napoli, mi viene richiesto con insistenza l'aggiunta di una vettura al treno Bari Napoli.

Detta carrozza dovrebbe agganciarsi a Sicignano, prelevandola dal treno in coincidenza proveniente da Lagonegro per la corsa Bari Napoli, mentre per quella Napoli Bari la vettura stessa, già in composizione a Napoli, dovrebbe essere separata a Sicignano per proseguire.

Il desiderio di quelle popolazioni oltrechè determinato da necessità d'ordine economico e sociale trova origine anche dal fatto che a Sicignano il treno è già molto affollato e quindi difficilmente si riesce a trovar posto.

In relazione a quanto sopra prego vivamente voler prendere in considerazione la questione e, premesso che ne sono interessato personalmente, prego altresì perchè venga benevolmente esaminata e sia concessa l'autorizzazione dell'aggiunta della vettura di che trattasi.

Gradirei al riguardo conoscere i Suoi intendimenti e in tale attesa La saluto cordialmente

Al Col. M.B. THOMAS
Direttore della
Sotto Commissione dei Trasporti

Cerabona

3406

28 MAR. 1945

Rail Div
This refers to
Conversation to-day.
Ps. draft reply
for me to sign
W.H.H.



IL MINISTRO DEI TRASPORTI

Rome, 28 MAR. 1955

Dear Colonel Thomas,

From the Communities of Lucania, proximity to Lagonegro where there is an insufficient means of communications with Naples, they persistently request for the addition of a railway carriage on the train Bari-Naples.

Such carriage should, therefore be attached at Sicignano, deducted from the train coming from Lagonegro for the run Bari-Naples, while, for the run Naples-Bari, the same carriage should be unhooked at Sicignano and proceed to Lagonegro.

The desire of these populations, besides being determined by a necessity of social and economic order, it is also the fact that at Sicignano the train is overcrowded and very difficult to find place on board.

In relation to what is said above, I hope you will consider the request and, as I am personally interested, I also hope in a satisfactory result in the matter.

I will appreciate your opinion on the subject.

Yours very truly

2465

(Francesco Cerabona)

(Translation) Rome 20 Dec. 1944

Ministry of Communications
I & R - Direction GeneralSubject: Improvements for
passenger serviceFor information: Military Railway Services
Buildings

N.M. 210/3170/100A/1773/28

To Allied Commission
Transportation R/Comm.

R D N N

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

1) Line Naples - Reggio Calabria

Salerno	2. 1630
Capri	" 0330

Capri	3. 2103
Salerno	" 0530

With the operation of these trains, indispensable for the travel of students, as a compensation, the workers trains 5102 and 5543, that are at present operating from Battipaglia to Capri - might be superseded. The new trains might have a consist of 4 cars: 2 for workers (just as it is at present) and two for students or other travellers, authorized to ride the train.

II) Line Naples - Brindisi - Lecce

a) Brindisi	4 0400
Mottola	" 1900

Mottola	5. 0625
Brindisi	" 2135

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

b) Taranto	4 1722
Francavilla	" 0530

Francavilla	5 1638
Taranto	" 0700

For this train requested on behalf of the workers of the Royal Y.M., we refer to the letter N. 311/115/134 dated

3464

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

1) Mine Naples - Reggio Calabria

Salerno	d.	1630	Sepri	e.	2105
Curri	"	0355	Salerno	"	0830

With the operation of these trains, indispensable for the travel of students, as a compensation, the workers trains 5102 and 8245, that are at present operating from Battipaglia to Sepri - might be suppressed. The new trains might have a consist of 4 cars: 2 for workers (just as it is at present) and two for students or other travellers, authorized to ride the train.

II) Line Naples - Brindisi - Lecce

a) Moli	d	0400	Nocera	e.	0625
Nocera	"	1400	Moli	"	2125

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

3462

b) Taranto	d	1722	Francavilla	e	1818
Francavilla	"	0250	Taranto	"	0700

For this train requested on behalf of the workers of the Naval Yard, we refer to the letter N. 211/2115/134 dated 5 dec. We point out that in case your Commission would think it more convenient there is no objection for said train to start from Taranto at 1615 instead of 1700, arriving at Francavilla at about 1730 hrs.

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

././.

This train is especially required for students as 3701 train coming from Bari arrives at Lecce too late (0815) for the beginning of lessons and the evening train bound to Bari leaves Lecce too late (1700 hrs).

e) Line Sığınano-Lagonegro

Sığınano	d. 0600	Lagonegro	a. 0920
Lagonegro	" 1500	Sığınano	" 1750

With the daily operation of this train indispensable for students as a compensation, the triweekly couple of 3991/3995 trains might be suppressed.

III) Line Foggia - Naples

(Caserta)	d. 0605	Naples	a. 0745
(Napoli)	" 1625	Caserta	" 1945
(Napoli)	" 0605	Benevento	a. 1015
(Benevento)	" 1715	Naples	" 2145
(Benevento)	" 0450	Foggia	" 0800
(Foggia)	" 1700	Benevento	" 2045

By the operation of these trains we will enable the students to go to school without obliging them to stay away from their houses, as this is very expensive nowadays and it is not possible for all classes of people. As a partial compensation of the couple Benevento-Foggia, the couple of trains 5057 and 5058 for workers now operating between Ariano and Foggia might be absorbed, coupling to the new proposed train Benevento-Foggia two cars for workers between Ariano and Foggia; cars that must be sent back by the evening train leaving Foggia at 1700 hours.

2483

IV) Line Foggia-Potenza

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

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

V) Communications in the Foggia area:

(Termoli)	d. 0430	Foggia	a. 0720
-----------	---------	--------	---------

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

III) Line Foggia - Naples

(Caserta	d. 6605	Naples	a. 0745
(Napoli	" 1525	Caserta	" 1948
(Napoli	" 0505	Benevento	a. 1015
(Benevento	" 1715	Naples	" 2145
(Benevento	" 0450	Foggia	" 0800
(Foggia	" 1730	Benevento	" 2045

By the operation of these trains we will enable the students to go to school without obliging them to stay away from their houses, as this is very expensive nowadays and it is not possible for all classes of people. As a partial compensation of the couple Benevento-Foggia, the couple of trains 3057 and 5058 for workers now operating between Ariano and Foggia might be absorbed, coupling to the new proposed train Benevento-Foggia two cars for workers between Ariano and Foggia; cars that must be sent back by the evening train leaving Foggia at 1700 hours.

3463

IV)

Line Foggia-Potenza

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

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

V) Communications in the Foggia area:

(Termoli	d. 0430	Foggia	a. 0730
(Foggia	" 1730	Termoli	" 2015
(Manfredonia	" 0500	Foggia	" 0704
(Foggia	" 1800	Manfredonia	" 2006
(Lucera	" 0530	Foggia	" 0730
(Foggia	" 1705	Lucera	" 1810

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

We beg you to examine these proposals in the next meeting of

Transportation Sub Commission on 22nd December.

for the General Director

sgd: lo Cigno

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

A GP/1d

Our reference: ACO Tn/42/68
Date : 1 September 44

Tele : 478701

SUBJECT : Proposed additional freight programme.

TO : Ministry of Communications
Italian State Railways
General Direction

1. The additional freight services requested in your letter, reference M/323/8066/309/98 of the 22 August 1944 were carefully considered at the meeting of the Transportation Sub-Committee held on Monday, 28 August 1944. The lack of rolling stock and locomotives parts at the present time it is impossible to consider additional services.

2. It is fully appreciated that there is a considerable tonnage of wine on hand in the Puglie district; but for the time being it is regretted that this type of traffic which carries such a low priority, cannot be moved in any great quantities.

3. For your information, we are conveying a considerable tonnage of fresh vegetables daily into the cities and localities where these commodities are urgently required and this tonnage is being brought forward attached to Military trains.

4. I am afraid the movement of building materials will have to be suspended a short time until a regular flow of traffic can be maintained.

5. The rolling stock needed to carry out the programme in your "appendix" attached to this letter, would require 2261 cars and owing to the serious shortage of rolling stock in liberated Italy, it was found impossible to consider your proposition for the time being.

6. This application will be kept closely before us and considered at a later period by the transportation committee.

SUBJECT: Proposed additional freight programme.

TO : Ministry of Communications
Italian State Railways
General Direction

1. The additional freight services requested in your letter, reference M/323/8066/302/98 of the 22 August 1944 were carefully considered at the meeting of the Transportation Sub-Committee held on Monday, 28 August 1944. The lack of rolling stock and locomotives parts at the present time it is impossible to consider additional services.

2. It is fully appreciated that there is a considerable tonnage of wine on hand in the Puglie district; but for the time being it is regretted that this type of traffic which carries such a low priority, cannot be moved in any great quantities.

3. For your information, we are conveying a considerable tonnage of fresh vegetables daily into the cities and localities where these commodities are urgently required and this tonnage is being brought forward attached to Military trains.

4. I am afraid the movement of building materials will have to be suspended a short time until a regular flow of traffic can be maintained.

5. The rolling stock needed to carry out the programme in your "appendix" attached to this letter, would require 2281 cars and owing to the serious shortage of rolling stock in liberated Italy, it was found impossible to consider your proposition for the time being.

6. This application will be kept closely before us and reconsidered at a later period by the transportation committee.

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

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Ref: ACC.Tn/42/67
Date : 1 Sept. '44

Tel: 478701

TO : Ministry of Communications
Italian State Railways
General Direction

SUBJECT: Proposed additional passenger train programme.

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

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

3. Your para.1.(a)
Additional trains, Naples to Reggio, via Battipaglia and Gioia Tauro. The present train timings were carefully studied, but owing to the considerable amount of Military traffic northern bound on this route, it was found impossible to alter these timings without affecting considerably the present running schedules.

Your representative could not agree to the substitution of the new train for the one at present operating.

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

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

1323

1. In reply to your letter, ref.M/210/879L/4L/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 affecting considerably the present running schedules.

Your representative could not agree to the substitution of the new train for the one at present operating.

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

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

3461

5. Your para.3.
The Transportation Committee fully appreciate that civil passenger and freight trains are required between Rome and Naples, but the heavy demand of Military traffic at the present, makes the running of civilian trains impossible; therefore the following applications have been declined for the present:-

via
Rome - Naples, -/Formia
Rome - Naples, - via Cassino

6. Your para. 3 (a) Rome - Grosseto.

Your para. 3 (e) Rome - Arezzo/

Your para. 3 (f) Rome - Foligno.

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

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

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

8. Your para. 4 (a) Pescara - Lecce
It is not as yet possible to organise civil trains between these points, but with regard to refugees, organised parties will be conveyed south bound from Pescara providing a bid is submitted through the proper channels. 3/20

9. Your para. 4 (c) Potenza - Siciignano
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

1 3 2 5

will run special trains to convey these passengers. It is also realised that agriculturists in the south will require to return to their land in the north in due course and this proposition is already receiving attention.

7. Your para. 3 (g) Naples - Foggia - Bari

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

8. Your para. 4 (a) Pescara - Lecce

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

3/9/44

9. Your para. 4 (c) Potenza - Siciignano

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.

11.

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

12.

Your para.4 (d) Foggia-Potenza
Your para.4 (e) Foggia-Manfредonia
Your para.4 (f) Foggia-Lucera

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

13.

Your para.4 (g) Rocchetta-Gioia del Colle
Military traffic running over this section of the line is so heavy that it takes the full capacity tonnage in the present time and therefore additional passenger services cannot be considered.

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

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

3459

MINISTRY OF COMMUNICATIONS
ITALIAN STATE RAILWAY
GENERAL DIRECTION

Rome, 22 August 1944
our ref. N 119/2751/41/18

To Allied Control Commission
Transportation Sub-Commission

18 0 0 0

Copy to General Director
M.E.C.

Subject:

Passenger trains
programme

Building

I. Passenger service situation, in at present, along the liberated Italy's lines; that resulting from the attached fasciola.

The following inconveniences are pointed out from such situation

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

-two daily trains between Naples and Salerno. Such trains have a stop at Salerno of 07.00 hrs in descending direction and of 08.15 in upward direction.

-two daily trains between Salerno and Reggio (with train-shipment at Gioia Laure (about 3 km.) and stop in such locality of 10.00 hrs. in descending direction.

b) The daily train Naples-Bari (Sunday excluded) operates the passenger service exclusively at the stations of Naples, Salerno, Battipaglia, S. Angelo, Potenza, Mottoponte, Arzano, Brindisi, Bari.

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

Such situation, besides to generate discontent, induces the civil population to ride on goods trains and some time to take place, abusively, on the same passenger trains in those stations in which are no regular stops.

c) No communications are between Rome and its Province, and and between Rome and other liberated Provinces, Northward of Rome and Southward), between Naples and North, between Naples and Benevento, Campobasso, Avellino, Reggio Province, among the Adriatic watershed localities, and between Reggio and the Province displacing localities etc.

II. As for the enlargement of the liberated Italy's areas, and for the effort which since the Nation to reconstitute promptly the normal activity, although limited by war exigencies, is necessary

3458

Building

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

The following inconveniences are pointed out from such situation

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

-two daily trains between Naples and Salerno. Such trains have a stay at Salerno of 07.00 hrs in descending direction and of 08.10 in upward direction-

-two daily trains between Salerno and Reggio S. 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-Salerno (Sunday excluded) operates the passenger service exclusively at the stations of Naples, Salerno, Castell'Gagliardo, Stigliano, O. Potenza, Materotondo, Ariccia, Brindisi, Bari.

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

Such situation, besides to generate discontent, induces the civil population to ride on goods trains and some time to take place, abusively, on the same passenger trains in those stations in which are no regular stops.

c) No communications are between Rome and its province, and between Rome and other liberated provinces, Northward of Rome and Southward), between Naples and North, between Naples and Benevento, Campobasso, Avellino, Foggia provinces, among the Adriatic waterbed localities, and between Reggio and the Province displacing localities etc.

II. As for the enlargement of the liberated Italy's areas, and the effort which aims the Nation to reactivate promptly the normal motivity, although limited by war exigencies, is necessary to institute some services for civil passengers where such services are till now, not in operation, and to fill necessary important gaps where is already in operation a civil passenger service.

On the subject requests are submitted to us increasing and founded whereof examination results the urgency to carry out, however, the following programs.

3428

III. Taking for granted that the inconveniences (mentioned in the paragraph I-a) could be removed by the operation of the Naples-Reggio U. communication, proposed with the letter dated 7 August 1944 file n. M. 210/8761/1938-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-Reggio U., already proposed with dated 7 August 1944 file n. 210/8761/1938-C.

Rome	lv. 0700	arr. Naples	1400
Naples	lv. 1400	arr. Rome	1800

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	0045	} with line to arr. Rome 0730 } service
Naples	lv. 1230	arr. Rome	0730	

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, 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. 1230	Rome	arr. 1830

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. 0930

3457

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	Terni	arr. 1130	Terni	lv. 1400	Poligno	arr. 1640
Polignopolv.	0830	"	" 1110	"	" 1340	Rome	arr. 1930

Rome lv. 0700
Naples lv. 1300

arr. Naples 1400
arr. Rome 1900

These trains will stop at Littoria, Formello, Villa Litterna, 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
Naples lv. 1830

arr. Naples 0848 } with line
arr. Rome 0739 } service

The benefit, to connect Rome with Southern Italy and to secure communications to the whole intermediate area with Naples, Rome and the important towns of Frosinone, Cassino, Speranice, Capua, Casserta will be realized through such two communications.

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

d) Rome-Grosseto line. A couple of trains (three weekly) composed of 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 lv. 1830

Grosseto arr. 1400
Rome arr. 1830

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 lv. 2000

Arezzo arr. 0400
Rome arr. 0730

3457

These trains will be stopped at the most important stations.

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

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

These trains will be stopped at the most important stations.

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

Naples lv. 2200 Foggia arr. 0450 Foggia lv. 0500 Bari arr. 0900
Bari lv. 2000 " " 0400 " 0010 Naples arr. 0700

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

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

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

Ortona lv. 0700 Termoli arr. 0830 Termoli lv. 1300 Bari arr. 2030
Bari lv. 0800 " " 1330 " " 1530 Ortona arr. 1930

2) Prolongation between Fasano and Monopoli of the trains:

F. 4704 Fasano lv. 0800
F. 1791 Fasano arr. 1845

b) Battipaglia-Prindisi lines. 1) Transformation into mixed of the goods trains N. 8133 and 8137 - Potenza-Taranto. (Potenza lv. 0800 Metaponto arr. 1133 - lv. 1335 Taranto arr. 1816) and N. 81 6/8130 Taranto-Potenza

(Taranto lv. 0832 Metaponto arr. 0855 - lv. 0915 Potenza arr. 1455) so these trains will be added passengers cars.

2) Transformation into mixed of the trains:

N. 7000 Potenza lv. 0805 Gioianni arr. 1144
N. 7003 Gioianni lv. 1132 Potenza arr. 1900

To these trains will be allotted 2 passengers cars.

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

Taranto lv. 1700 Potenza arr. 2300
Potenza lv. 0100 Taranto arr. 0800

4) Prolongation between Taranto and Vignacavilla of the trains 4551 (Taranto lv. 0445) and 4554 (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) Gioianni-Lecce line. Transformation into daily of the now bi-weekly two trains, to allow the afflux of the students to the Sala Consiliare Lyceum and of the lawyers and other professional men to Lagonero Tribunal.

d) Foggia-Potenza line. 3) A couple of daily trains between Foggia and Rocchetta in connection with the two trains already in operation between Rocchetta and Potenza.

Foggia lv. 0850 Rocchetta arr. 1800
Rocchetta lv. 1845 Foggia arr. 1907

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

Rocchetta lv. 0800 Potenza arr. 0830
Potenza lv. 1430 Rocchetta arr. 1900

Taranto-Potenza arr. 0808 - lv. 0815 Potenza arr. 1406

(Taranto lv. 0552 Metaponto arr. 0808 - lv. 0815 Potenza arr. 1406)

To these trains will be added passenger cars.

c) Transformation into mixed of the trains:

R. 7000 Potenza lv. 0805 Biadene arr. 1144

S. 7000 Biadene lv. 1152 Potenza arr. 1900

To these trains will be allotted 2 passenger cars.

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

Taranto lv. 1700 Potenza arr. 0800

Potenza lv. 0100 Taranto arr. 0800

2/26

e) Prolongation between Taranto and Francavilla of the trains 4861 (Taranto lv. 0445) and 4864 (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.

f) Biadene-Lecce line. Transformation into daily of the now bi-weekly two trains, to allow the afflux of the students to the Bela Consilina Lyceum and of the lawyers and other professional men to Legonere Tribunal.

g) 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. 0800

Rocchetta lv. 1240

Rocchetta arr. 1800

Potenza arr. 1407

h) A couple of trains between Rocchetta and Potenza (three

weekly - Tuesday, Thursday, Saturday)

Rocchetta lv. 0800

Potenza lv. 1400

Potenza arr. 0800

Rocchetta arr. 1800

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

i) Potenza-Manfredonia line. A couple of daily trains.

Potenza lv. 0730

Manfredonia lv. 1650

Manfredonia arr. 0930

Potenza arr. 1730

f) Foggia-Lucera line. A couple of daily trains:

Foggia	lv. 0840	Lucera	arr. 0740
Lucera	lv. 1500	Foggia	arr. 1400

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

The requests (mentioned in paragraph d)-1)-e) and f) are justified by the decentralization of the Foggia public Office and by the population displacing owing to the destructions operated by air-bombings.

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

Spinazzola	lv. 0900	Giulia del Colle	arr. 0825
Giulia del Colle	lv. 1600	Spinazzola	arr. 1530

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

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

The General Director
sgt. St. Rainondo

3475

100/292

TRANSLATION

MINISTRY OF COMMUNICATIONS
STATE RAILWAY - GENERAL DIRECTOR

Rome, August 5 1944
No: M.211.8755, 208
To No: APO 394 of the 4th ult.

TO: Allied Control Commission,
Transportation Sub-Commission,
Rome.

Referring to your request, we inform you that about one hundred seventy students (170) travel by rail from various places to the schools of Sala Consilina.

It would be convenient if the tri-weekly service on the Line Sicignano - Lagonegro, could become daily.

Naturally by these daily operations also other travelers would benefit.

The General Director

Di Raimondo

244



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE

Roma, 5 MAGGIO 1944 19 - A

N. L. 211.8755.208

Al N.A.P.O. 394 del 4 andante

OGGETTO:

Alla Commissione Alleata di Controllo
Sottocommissione Trasporti

R O M A

In relazione alla vostra richiesta, si informa che alle scuole di Sala Consilina affluiscono con mezzi ferroviari dalle varie località circa 170 studenti.

Sarebbe pertanto opportuno che sulla linea Sicignano - Lagonegro l'attuale servizio trisettimanale fosse reso giornaliero e naturalmente del servizio stesso verrebbero a beneficiare anche gli altri viaggiatori ordinari.

IL DIRETTORE GENERALE

Luigi Tamm

(1) Servizio

3453

100/292

FM/12

~~File 112~~

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 324

Tel.: 478701 Ext 336

Our reference: AOC Ty/98
Date: 5 August 1944

TO : Ministry of Communications
Under-Secretary of State for Railroads and Highways.
SUBJECT : Extension of train services between Legnagro and Sioignano.

1. Your M.S.C. Ka/522 25 July 44 to Brig. Gen. Carl Gray
2. Your application for the tri-weekly train service between Legnagro and Sioignano to be run daily was discussed at the Transportation Committee Meeting held at HQ AAI 31st 1944.
3. I have been instructed to inform you that for the present your request cannot be met owing to the heavy timber and charcoal traffic emanating from the Area and lack of rolling stock.

SECRETARY
Transportation Committee

3452

BWB/rg

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

100/892

Our reference : ACC Tn/42/40.
Date : 4 July '44.

TO : Minister of Communications,
Italian Government.

SUBJECT : Passenger Train Service on Lagonegro-Sicignano Line.

1. Reference your M.13.C.Na./522 of 22 June '44 to D.O.M.R.S. which has been passed to this office, the request will be considered here at the next Transportation Committee Meeting.

2. In the meantime will you please advise me what amount of passenger traffic from the school at SalaConsilina is likely to be forthcoming if the trains are operated daily and if, in your opinion, such daily service is likely to be made use of by civilians.

L.E. Vining

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

1338

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

Exec Sec
4-3489

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

Thm

A. P. O. 400
28 JUNE 1944

SUBJECT: MIXED TRAIN OPERATION, SICIGNANO - LAGONEGRO
TO: GENERAL DI RAIMONDO, BUILDING

1. YOUR COMMUNICATION 23 JUNE, PRESENTING REQUEST THAT THE PRESENT TRI-WEEKLY MIXED TRAIN NOW OPERATING BETWEEN SICIGNANO AND LAGONEGRO BE OPERATED DAILY TO SATISFY REQUIREMENTS BY STUDENTS, HAS BEEN REFERRED TO THE TRANSPORTATION SUB-COMMISSION FOR CONSIDERATION OF A.C.C.

FOR THE DIRECTOR GENERAL:

CHARLES F. DOUGHERTY
COLONEL, T. C.
ASSISTANT GENERAL MANAGER
TRANSPORTATION DEPARTMENT

CC - TRANSPORTATION SUB-COMMISSION, A.C.C., APO 394
ING. POMARICI, BUILDING

HEREWITH APPLICATION OF GENERAL DI RAIMONDO. WILL YOU CONDUCT NECESSARY INVESTIGATION TO DETERMINE THE NECESSITY FOR THIS ADDITIONAL SERVICE.

3450

30 June 73



MINISTERO DELLE COMUNICAZIONI

SOTTOSEGRETARIO DI STATO

PER LE FERROVIE - LA MOTORIZZAZIONE

CIVILE E TRASPORTI IN CONCESSIONE

N. M.13.C.Na/522.

di N.

OCCASIONE: Treni sulla linea Lagonegro - Siciignano.

Trains on the line Lagonegro - Siciignano.

1. We have been solicited by the school directors of Sala Consilina to let the present couple of tri-weekly trains between Siciignano and Lagonegro run daily, in order to satisfy requirements by students.
2. Such provisions does not effect any additional power, because two 625 class locomotives are permanently located at Siciignano for the ordinary service and for any extraordinary service with Lagonegro.
3. We beg you therefore to take our request into consideration and to let us know your opinion on the matter.

3) Vi prego pertanto di esaminare la richiesta ed esprimermi il vostro parere in merito.

349

* In TV 3991 Siciignano to Lagonegro runs Wed Thurs Sun
In 3996 Lagonegro to Siciignano runs Tues Wed Fri

IL SOTTOSEGRETARIO DI STATO

Ud. Nenni

NAPOLI. GILU. 1944

AL BRIG. GENERAL CARL R. GREY
DIRECTOR GENERAL MILITARY RAILWAYS SERVICE

N A P O L I

Piazza Nicola Amore 2

N. M.13.C.Na/522.

N A P O L I

Piazza Nicola Amore 2

OGGETTO Treni sulla linea Lagonegro - Siciignano.

Trains on the line Lagonegro to Siciignano.

I. We have been solicited by the

* school directors of Sala Consilina to let the present couple of

tri-weekly trains between Siciignano

and Lagonegro run daily, in order to satisfy requirements by students.

1) Sono pervenute premure da parte dei Presidi delle scuole di Sala Consilina affinché l'attuale coppia di treni trisettimanali tra Siciignano e Lagonegro sia resa giornaliera, allo scopo di venire incontro alle necessità degli studenti.

2. Such provisions does not effect

any additional power, because two

625 class locomotives are permanent-

ly located at Siciignano for the or-

dinary service and for any extraor-

dinary service with Lagonegro.

2) Il provvedimento in parola non importa nessun maggiore impegno di mezzi di trazione, perchè a Siciignano sono dislocate in permanenza due locomotive gruppo 625 per il servizio ordinario e per gli eventuali servizi straordinari su Lagonegro.

3. We beg you therefore to take our

request into consideration and to

let us know your opinion on the

matter.

3) Vi prego pertanto di esaminare la richiesta ed esprimermi il vostro parere in merito.

249

IL SOTTOSEGRETARIO DI STATO

Ud. Neri

* In TV 3991 Siciignano
to Lagonegro
runs Wed Thurs Sun

In 3996 Lagonegro to
Siciignano Fri
runs Tues Wed Fri

20 June 13

1341