

ACC

AC/100/295

10000/148/1661

ROCCHETTI  
AUG. 1944 -

10000/148/1661

ROCCHETTA GIOIA DEL COLLE  
AUG. 1944 - AUG. 1945

Ministry of Transporte

I.S.P. Direction General

Rome Cust, 17 - 1945

N.211/3432/41-A/Jca. 6001.28

Subject:

Additional services by  
diesel rail cars.

To Mr. Sub Commission A.G.

(Rail Division)

C/o Transportation (Dr) Main

Building

1. Ref. is made to your AC/165/Tn 4 letter dated July 21, 1945.
2. We have examined the possibility to use coupled diesel rail cars to operate additional services on the lines of Rome Area. In such<sup>a</sup> way it would be possible to meet the necessities of local communications, earnestly requested by local populations.

3. You will find herebelow the proposed programme:

a) Line Rome - Nettunia, the service would be integrated, (inverting the present operation of the steam trains couple) by two couples of diesel rail cars, having the following timing:

Rome d.	0740	Nettunia a.	0923	(diesel rail car: via Cecchina)
"	"	1530	"	" via Torricola)
"	"	1850	"	2040 (steam train: " " )
Nettunia d.	0530	Rome a.	0730	( " " )
"	"	0953	"	1115 (diesel rail car: " " )
"	"	1742	"	1925 ( " " via Cecchina)

b) Line Rome-Frascati, the present service would be

integrated by one couple of diesel rail cars, having the following timing: **3502**

Building

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3. You will find herebelow the proposed programme:

a) Line Rome - Nettunia, the service would be integrated, (inverting the present operation of the steam trains couple) by two couples of diesel rail cars, having the following timing:

Rome d.	0740	Nettunia e.	0923	(diesel rail car: via Cecchina)
" "	1530	" "	1657	( " " via Torricola)
" "	1850	" "	2040	(steam train: " " )
Nettunia d.	0530	Rome a.	0720	( " " )
" "	0953	" "	1115	(diesel rail car: " " )
" "	1742	" "	1925	( " " via Cecchina)

b) Line Rome-Frascati, the present service would be integrated by one couple of diesel rail cars, having the following timing: **3502**

Rome d.	1320	Frascati a.	1356
Frascati d.	1419	Rome a.	1455

c) Line Rome - Fiumicino, the present service of mixed trains (passengers and freight) would be integrated by one couple of diesel cars, whose service is more suitable to meet the

necessities pointed out by Bodies and Authorities:

Fiumicino d. 0643 Rome a. 0730

Rome d. 1730 Fiumicino a. 1817

d) Line Rome - Albano, the second couple of steam trains (N. 5405 and 5404) would be discontinued while the first couple of trains (n. 5403 and 5402) would still run, integrated by the following two couples of diesel rail cars:

Rome d. 0800 Albano a. 0850

" " 1300 " " 1350

Albano d. 0920 Rome a. 1010

" " 1415 " " 1505

4. Please benevolently examine what above proposed and let us know your decisions on the matter, bearing in mind that we should use the diesel rail cars located at Rome Sniastamento, i.e. the seven ones, to be coupled, Class Fiat 556, whereof only, 4 will be used for said services.

About the other 3 Diesel cars, further proposal will follow.

The Director General

Sgd. Di Raimondo

following two couples of diesel rail cars:

- Rome d. 0800 Albano a. 0650
- " " 1300 " " 1350
- Albano d. 0920 Rome a. 1010
- " " 1415 " " 1505

4. Please benevolently examine what above proposed and let us know your decisions on the matter, bearing in mind that we should use the diesel rail cars located at Rome Sniastamento, i.e. the seven ones, to be coupled, Class Fiat 556, whereof only, 4 will be used for said services.

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The Director General

Sgd. Di Raimondo

2501

Cu.17.cb.

Ro., li 17 AGO 1945

M.211/3432/41-A/Jcca.6001.28



Sottocommissione Trasporti dell'A.C.

Divisione Ferroviaria

S E D EOggetto: Servizi integrativi  
con automotrici.

1) - Si fa riferimento alla lettera AC-165-Tn-4 del 21 Luglio u.s.-

2) - E' stata esaminata la possibilità di utilizzare le automotrici a combustione interna, accoppiate, impegnandole in servizi integrativi sulle linee intorno a Roma, in modo da soddisfare in parte alle esigenze delle comunicazioni locali, tanto reclamate dalle popolazioni interessate.

3) - Si espone qui di seguito il programma che si propone:

a) linea Roma-Nettunia: invertendo l'impostazione dell'attuale coppia di treni a vapore, integrare il servizio con due coppie di corse automotrici, assegnando il seguente orario:

Roma p.	7.40	Nettunia a.	9.23	(automotrice: via Cecchina)
" "	15.30	" "	16.57	(automotrice: via Torricola)
" "	18.50	" "	20.40	(treno a vapore: via Torricola)
Nettunia p.	5.30	Roma a.	7.20	(treno a vapore: via Torricola)
" "	9.53	" "	11.15	(automotrice: via Torricola)
" "	17.42	" "	19.25	(automotrice: via Cecchina)

b) linea Roma-Frascati: integrare l'attuale servizio con una coppia di corse automotrici, col seguente orario:

Roma p.	13.20	Frascati a.	13.56
Frascati p.	14.19	Roma a.	14.55

c) linea Roma-Fiumicino: integrare l'attuale servizio di treni misti (merci e viaggiatori) con una coppia di corse automotrici, la cui impostazione meglio corrisponda alle esigenze insistentemente fatte presenti da Enti ed Autorità:

Fiumicino p.	6.43	Roma a.	7.30
Roma p.	17.30	Fiumicino a.	18.17

d) linea Roma-Albano: sopprimere la seconda coppia di treni a vapore 5405 e 5404, lasciando in vigore la prima coppia 5403 e 5402, integrata dalle seguenti due coppie di corse automotrici:

Roma p.	8.00	Albano a.	8.50
" "	13.00	" "	13.50
Albano p.	9.20	Roma a.	10.10
" "	14.15	" "	15.05

4) - Si prega esaminare con benevolenza la proposta e far conoscere quale decisione sarà presa al riguardo tenendo presente che si fa assegnamento sulle automotrici esistenti a Roma Smistamento e precisamente sulle sette accoppiabili del gruppo 556-FIAT delle quali con i servizi di cui sopra ne verrebbero impegnate quattro. Si farà seguito per proposte circa l'impiego delle rimanenti

Il Direttore Generale

3500

5

AGP/10

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

Tel: 463339  
Our Reference: AG/100/295/TM

27 December 44.

TO : ISR  
General Direction  
Building

SUBJECT : Service between Santeramo-Gioia del Colle.

1. Reference is to your letter ME11/8932/222/ICCA/1178/28 of 1 November 44.

2. This matter has been carefully examined, but it is regretted the additional services cannot be conceded at the moment.

*all*  
C. H. LINDBERG  
Lt. Col. R.S.  
Chief, Rail Section

3499



100/295

Subject:- Trains between Santeramo and Gioia del Colle.

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

Military Railway Service,  
CMF.

Tele: Firebox 13,  
Th.A.3(0)/24/6-142A.  
20 Dec.'44.

Your reference AC/100/295 dated 14 Dec.

It is regretted that the suggested new services  
cannot be agreed.

*R.A. Wilson*

Major ~~Gen.~~, R.E.  
for Brigadier,  
Director, Military Railway Service.

JRMK.

3498

100/295

ACP/ic

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

Tel: 843207  
Our Reference: AC/100/295

14 December 44.

TO : Director,  
MRS.  
Building

SUBJECT : Trains between Santeramo and Gioia del Colle.

1. Reference is to application from ISR, copy attached to.
2. Consultation has been had with Tn Sub Commission representatives at Bari, and they consider the shuttle service would be desirable to facilitate the movement of about 250 workers to Gioia del Colle to connect there with Bari-Taranto trains.
3. They suggest that box cars would meet the requirements, in view of the shortage of passenger stock, and recommend the use of 7 box cars for the purpose.

*Will you please say if you agree to the  
operation of the additional services asked for*

*awp*

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

3497

Rome - 8 DIC. 1944 100/295  
N 211/8932/232/ICCA/1611/28

Translation

to A.C. Transportation Subcommissione  
copy to Direction M.R.S. - Building

Subject:

Trains between Santeramo  
and Gioia del Colle -

copy 15 95/

- 1) Reference is to our previous letter, same file, dated 1 Nov. 1944, requesting the operation of a daily double run between Santeramo and Gioia del Colle. Such run was requested to facilitate the daily movement of a large lot of workers available at said locality, to work spots, especially to Bari.
- 2) The Bari Prefect is now urging the operation of the proposed trains declaring it be necessary to decrease the unemployment in the area.
- 3) We beg you kindly to examine the matter.

The Director General

F. lo DI RAMONDO

Cu ng?

3496



MINISTERO  
DELLE COMUNICAZIONI  
FERROVIE DELLO STATO  
DIREZIONE GENERALE

Roma, - 9 DIC. 1944 194 - A

N. M.211.8932.222 (Icca/1611/23)

Al N. \_\_\_\_\_ del \_\_\_\_\_

→ Alla Commissione Alleata  
Sottocommissione Trasporti

ROMA

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

OGGETTO

Treni fra Santeramo  
e Gioia del Colle.

ALLEGATI N. \_\_\_\_\_

- I) - Si fa riferimento alla precedente nostra lettera p.n. in data 1° novembre u.s., con la quale si proponeva l'istituzione di una doppia corsetta fra Santeramo e Gioia del Colle, per favorire il trasferimento giornaliero di una considerevole massa di operai, disponibile in detta località, sui posti di lavoro, particolarmente a Bari.
- II) - Il Prefetto di Bari sollecita ora l'attuazione del provvedimento proposto, dichiarandolo indispensabile per alleviare la disoccupazione in quella zona.
- III) - Si prega di voler esaminare con la massima benevolenza la questione.

IL DIRETTORE GENERALE

*Ugo Ramonello*

100/295

TO : Hq. Tr. Sub-Comm. A.C.  
          Attent. Capt. A. G. PINGO

SUBJECT : Shuttle Service  
          Bari - Taranto

T.M. Repr. AC  
c/o Rev. S. Italy  
Date : 29 Dec. 44  
Ref : AC/Tr/30/VI/

1. Reference to your AC Tr/100/303.  
This office thinks this shuttle service is necessary to facilitate the movement of about 250 workers to CICIA INC. COCINE to connect with the BARI - TARANTO trains there.
2. Regarding the stock necessary for this service in view of the shortage of coaches, this office recommends they use about 7 wagons box type for this train.

*S. Hall*

CAPT. T.C.  
AC Tr Repr.  
Bari

SM/RT

3494

1374

1 NOV 1944

Rome M. 211. 2932. 222  
Deafu8128

Ministry of Communications  
I S R Direction General  
Movement Service

To A.G.  
Transportation Subcommittee  
R o m e

p.c.  
Direction General  
Military Railway Service  
Building

1) The "Federazione Nazionale Lavoratori della Terra" (National Union of Farm-labourers) informs that in Santeramo area, as soon as the thrashing and vintage works will be over, several workers will be available.

Due to lack of facilities, however, these workers have to remain on the spot, unemployed, while they could be efficiently utilized for the works to be carried on in the Bari and Taranto areas.

2) Said "Federazione", together with the Prefect of Bari, requests that communications between Santeramo and Gioia del Colle be made available.

3) It is suggested, therefore, to effectuate two shuttle trains services, one in the morning and one in the evening, in connection with the trains of the Bari-Taranto line, with timings as follows:

Morning  
Gioia del Colle 17. 0415 Santeramo arr. 0435 (forwarding of rolling stock).  
Santeramo " 0455 Gioia del Colle arr. 0515  
in junction with train 4832 bound to Bari and 2621 bound to Taranto -

Evening  
Gioia del Colle 17. 1950 Santeramo arr. 2010 in junction with train 4836 from Taranto and 4885 from Bari:

Santeramo 17. 2030 Gioia del Colle arr. 2050 (return of rolling stock)-

4) The fuel consumption for both the shuttle services is approx. 2 tons. in charge. Director General signed Di Raimondo

Ca/ng31 in charge.  
in charge.

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Ca/ng31

in charge.  
in charge.

3493

18 ottobre 1944 Anno 4



RECEIVED AT A.C.C. BARI ZONE HQS.



PROVINCIA DI BARI

COMUNE DI SANTERAMO IN COLLE

N. 5607 di Prot.

Cat. Clas. Fasc. \_\_\_\_\_

Risposta alla Nota del di \_\_\_\_\_ 194

Div. Sez. N. \_\_\_\_\_

**OGGETTO**

Servizio ferroviario Bari-Santeramo in Colle

*File*  
*Transportation*  
*File*

Allegati N. \_\_\_\_\_

Con mio precedente foglio n. 4879 del 12 settembre u.s. ebbi ad interessare l'E.V. e contemporaneamente gli altri Enti in indirizzo perché si fosse provveduto alla istituzione di un treno in partenza da Santeramo alle ore 5 onde raccordarlo al coincidente per Taranto e per Bari. Tale richiesta veniva giustificata dalle esigenze di oltre 400 operai recantisi al lavoro fuori paese ed oltre 200 viaggiatori giornalieri, specie per Capoluogo per affari diversi + La richiesta tendeva anche a far sì che la disoccupazione operaria non si accentuasse col blocco in Santeramo degli interessati per mancanza di mezzi di trasporto.

A ciò va aggiunto, sia l'imminenza della stagione invernale che non permette per la rigidità della temperatura (si tenga presente che Santeramo è il paese più elevato della Provincia) l'uso di mezzi di trasporto di fortuna e sia la riapertura delle Scuole secondarie che esigono l'affluenza nei vicini centri di Gioia e di Altamura di oltre 200 alunni, le cui famiglie verrebbero sensibilmente danneggiate dalla mancata frequenza delle scuole da parte dei propri figli. Tutto ciò premesso e che è di capitale importanza per questi cittadini, La prego di interessarsi perché detto voto si realizzi al più presto a tacitazione del sensibile malcontento di questi naturali In attesa ossequio e ringrazio con ogni osservanza

Ill. mo. Signor



N. 5607 di Prot.

Cat. Clas. Fasc. \_\_\_\_\_  
Risposta alla Nota  
del di \_\_\_\_\_ 194  
Div. Sez. N. \_\_\_\_\_

**OGGETTO**

Servizio ferroviario  
Bari-Santeramo in Colle

*Handwritten notes:*  
L. Maturzi  
L. Maturzi  
L. Maturzi

Allegati N. \_\_\_\_\_

Ill.mo Signor

S.E. Il Prefetto  
e per con.  
Al Comando Alleato presso  
la R. Prefettura  
Compartimento FF. SS.  
Bari

Pal. Prem. Casa Edit. Al. Liantonio

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Tutto ciò premesso e che è di capitale importanza per questi cittadini, La prego di interessarsi perché detto vote si realizzi al più presto a tacitazione del sensibile malcontento di questi naturali. In attesa ossequio e ringraziamento con ogni osservanza.

Il Sindaco  
( L. Maturzi )  
*L. Maturzi*

*Train from SANTERAMO to GIOIA to  
immed with 2821 4. Cam. BARI - TARANTO  
and TV 4888 4.0 on TARANTO - BARI*

100/295

ACP/fa

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB-COMMISSION

18 November 1944

Tele : 478701

Our ref.: AG Wn/100/303/

TO : Maj. Jeffrey,  
c/o Mov. E. Italy,  
C.M.F.

SUBJECT : Shuttle Service - Bari - Taranto

1. Reference is to papers attached.
2. Will you please let me have your observations as to the desirability of putting into service this particular shuttle service, and what stock would be needed, and if it is available.

*W. B. Capra*  
D.S. 2047  
Colonel, U.S.,  
Director, Tn. S/C.

Enclosures : 2 (Original and Translation)

3491

1379

100/395  
11 NOV 1944  
Rome M. 211. 8932. 222/Deaf  
- 1178/28

Translation

Ministry of Communications  
S R Direction General  
Movement Service

To A.C.  
Transportation Subcommission  
R o m e

p.o.

Direction General  
Military Railway Service  
Building

1) The "Federazione Nazionale Levatori della Terra" (National Union of Farmlabourers) informs that in Santerano area, as soon as the thrashing and vintage works will be over, several workers will be available.

Due to lack of facilities, however, these workers have to remain on the spot, unemployed, while they could be efficiently utilized for the works to be carried on in the Bari and Taranto areas.

2) Said "Federazione", together with the prefect of Bari, requests that communications between Santerano and Gioia del Colle be made available.

3) It is suggested, therefore, to effectuate two shuttle trains services, one in the morning and one in the evening, in connection with the trains of the Bari-Taranto line, with timings as follows:

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Santerano " 0455 Gioia del Colle arr. 0515  
in junction with train 4832 bound to Bari and 2621 bound to Taranto -

Evening  
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Santerano lv. 2030 Gioia del Colle arr. 2050 (return of rolling stock)-

4) The fuel consumption for both the shuttle services is approx. 2 tons.

Director General  
signed Di Raimondo

Ca/ng31

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4) The fuel consumption for both the shuttle services is approx. 2 tons.

Director General  
signed Di Raimondo

Ca/ng31

2490

EWD/lr

*42/91*

*100/295*

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Transportation Sub-Commission  
APO 394

Tele . 478701

14 September 1944

ACC Tn/42

SUBJECT : Extension of Services : Bari-Taranto Line.

TO : General di Raimondo  
Director General Italian State Railways  
Min. of Comms. Bldg.  
R o m e

1. Reference letter dated 10 September 1944 from the Director General Military Railway Services agreeing to the extension of the undermentioned civil passenger services.

Train 2824	Taranto-Palagianello	to be extended to GIOIA
Train 2823	Bari-Gioia	to be extended to PALAGIANELLO to connect with TV 2823

2. Please advise me as to the date on which it is proposed that these alterations shall take effect.

*Y.W. Dean*  
*capt*  
for D.S. ADAMS  
Colonel, C.E.  
Director, Tptn. S.C.

100/295

Translation

Rome 20 September 1944

our reference: M. 211/8865/220

Reply is to N.ACC.Tn/42 dated  
12 September 1944

Have we any  
papers &  
L.N. info

To D.s. Adams  
Col. C.E.  
Tn. S.B. Director  
A P O 394

The disposition regarding the trains 2823 and 2824,  
prolongation (between Gioia del Colle and Palagianello)  
has been actuated since 18 Sept. 1944.

The General Director  
Signed Di Raimondo

ew  
c.b./20

*[Handwritten signature]*  
25/9

2488



Roma, 20 SET. 1940

M.211/8865/220/Deca.767/28

Al N° ACC. Tn/42 del 14 andante

D.S. ADAMS  
Colonnello C. E.  
Direttore Sottocommissione Trasporti  
A. P. O. 394

Il provvedimento riguardante il prolunga-  
mento dei treni 2823 e 2824 fra Gioia del Colle  
e Palagianello è stato attuato dal 18 corrente.

IL DIRETTORE GENERALE

*Ugo Raimondo*

3487

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

*Transp. S/C  
#2790*

*100/295*

A. P. O. 1100  
10 SEPTEMBER 1944

SUBJECT: EXTENSION OF CIVIL PASSENGER TRAIN BARI-TARANTO LINE  
TO : GENERAL DI RAIMONDO, DIRECTOR GENERAL, I.S.R., BUILDING

1. REFERENCE REQUEST OF THE I.S.R. TO EXTEND THE RUNS OF THE FOLLOWING TRAINS:

- 2824 - TARANTO-PALAGIANELLO, TO BE EXTENDED TO GIOIA
- 2823 - BARI-GIOIA, TO BE EXTENDED TO PALAGIANELLO AND TO CONNECT WITH TV-2823 TO GIVE ADDITIONAL THROUGH SERVICE IN BOTH DIRECTIONS BETWEEN TARANTO AND BARI.

2. INASMUCH AS NO ADDITIONAL ENGINES OR ROLLING STOCK ARE REQUIRED AND SOME ADDITIONAL TRANSPORTATION CAN BE AFFORDED, WE ARE AGREEABLE TO THIS SERVICE BEING EXTENDED AS REQUESTED.

3. PLEASE ADVISE JOINTLY WITH TRANSPORTATION SUB-COMMISSION, A.C.C., THE EFFECTIVE DATES OF THE EXTENSION OF THESE RUNS.

FOR THE DIRECTOR GENERAL:

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

CC - TRANSPORTATION SUB-COMMISSION, A.C.C.  
ING. FRANZI, CAPO DI COMPARTIMENTO, I.S.R., BARI  
ADTN 3 (BR), BUILDING

HEADQUARTERS  
12 SEP 1944  
A.C.C.

3486



100/293

ACP/Ed

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Transportation Sub-Commission  
APO 394

Our reference: ACC Tn/42/68  
date : 1 September 44

Tele : 478701

SUBJECT : Proposed additional freight programme

TO : Ministry of Communications  
Italian State Railways  
General Direction.

1. The additional freight services requested in your letter, reference M/325/6066/309/98 of the 22 August 1944 were carefully considered at the meeting of the Transportation Sub-Committee held on Monday, 28 August 1944. The lack of rolling stock and locomotive parts at the present time it is impossible to consider additional services.
2. It is fully appreciated that there is a considerable tonnage of wine on hand in the Puglie district; but for the time being it is regretted that this type of traffic which carries such a low priority, cannot be moved in any great quantities.
3. For your information, we are conveying a considerable tonnage of fresh vegetables daily into the cities and localities where these commodities are urgently required and this tonnage is being brought forward attached to Military trains.
4. I am afraid the movement of building materials will have to be suspended a short time until a regular flow of traffic can be maintained.
5. The rolling stock needed to carry out the programme in your "appendix" attached to this letter, would require 2981 cars and owing to the serious shortage of rolling stock in liberated Italy, it was found impossible to consider your proposition for the time being.
6. This application will be kept closely before us and reconsidered at a later period by the transportation committee.

1386  
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/322/3066/308/48 of the 22 August 1944 were carefully considered at the meeting of the Transportation Sub-Committee held on Monday, 28 August 1944. The lack of rolling stock and locomotive parts at the present time it is impossible to consider additional services.
2. It is fully appreciated that there is a considerable tonnage of wine on hand in the Puglia 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 2381 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.

A. S. ADAMS  
Colonel, O.B.,  
Director, M.S./O.

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FPR/hl

100/293  
HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Transportation Sub-Commission  
AFO 394

Our Ref: ACC.Tr/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 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 ACC.

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

5. Your para.3.  
The Transportation Committee fully appreciate that civil

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

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

5. Your para.3.  
The Transportation Committee fully appreciate that civil 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 Forcia
- Rome - Naples, - via Cassino

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22nd August 1944.

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

Your para. 3 (e) Rome - Arezzo.

Your para. 3 (f) Rome - Foligno.

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

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) 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) Pescera - Lecce  
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 (c) Potenza - S. Angelo  
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

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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.

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8. Your para. 4 (a) Pesera - Lecce  
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 Pesera providing a bid is submitted through the proper channels.

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

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11. Your para.4(c) Sicignano-Lasonegro  
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) Poggia-Potenza  
Your para.4 (e) Poggia-Manfredonia  
Your para.4 (f) Poggia-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 (5) above mentioned lines, but it  
is hoped that these may be organised at a later date.

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

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

D. S. ADAMS  
Colonel, C.E.,  
Director, I.R.S.

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.

12. Your para. 4 (g) Rocchetta-Gioia del Colle

Military traffic running over this section of the line is so heavy that it takes the full capacity tonnage in the present time and therefore additional passenger services cannot be considered.

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

D. S. ADAMS  
Colonel, C.E.,  
Director, In.S/O.

3482



COPY

Rome 22 Aug. 44

Nr. M 323 8066 309 98

MINISTRY OF COMMUNICATIONS  
I.S.R. DIRECTION GENERAL

To Allied Control Commission  
co. Direction General M.R.S.

SUBJECT

Proposals about increase  
of goods trains and extension  
of piece-goods service -

R o m e

1) The present situation of civilian transportation on the Comparti-  
menti'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-Rossio Calabria,  
Bari-Brindisi, Brindisi-Taranto, Taranto-Potenza; besides, a couple  
of goods trains is running each four weeks, on the Sicignano-Lagone-  
gro line. On the lines Foggia-Manfredonia, Potenza-Rocchetta S.A.,  
Rocchetta S.A.-Gioia del Colle, Barletta-Spinazzola, the goods  
service is executed by mixed trains quoted in the time table in  
force. Finally, on the line Catanzaro-S. Eufemia, Paola-Cosenza,  
Cosenza-Sibali is performed a limited goods service through the  
goods trains effectuated 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 difficult foods situation of Rome, as well as for avoiding  
the storage of many products, which are in excess at the production  
districts. Such products are also to be taken away as soon as  
possible, in order to avoid their waste and to make place for the  
next harvest of vegetables - 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 convey 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

1) The present situation of civilian transportation on the Comparti-  
menti'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 Sidigiano-Regione-  
gro line, on the lines Poggia-Manfredonia, Potenza-Rocchetta S.A.,  
Rocchetta S.A.-Ciola del Colle, Marletta-Spinazzola, the goods  
service is executed by mixed trains quoted in the time table in  
force. Finally, on the line Catanzaro-S. Rufina, Paola-Cosenza,  
Cosenza-Sibari is performed a limited goods service through the  
goods trains effectuated 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 difficult foods situation of Rome, as well as for avoiding  
the storage of many products, which are in excess at the production  
districts. Such products are also to be taken away as soon as  
possible, in order to avoid their waste and to make place for the  
next harvest of vegetables - especially potatoes - grapes, fruits  
and wine (only in Isece province there are still 170,000 tonn. of  
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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, Poligno 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 statement.

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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 2287 cars; this number is sensibly inferior to that of the rolling stock daily in excess in the various Compartimenti, being of 3750 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  
F. to Di Raimondo

be of 2284 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

F.to Di Raimondo

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