

ACC

AC/100/296

10000/148/1662

BAR
AUG. 1

10000/148/1662

BARLETTA - SPINAZZOLA
AUG. 1944 - SEPT. 1945

TRANSLATION

MINISTRY OF TRANSPORTS
ISR MOVEMENT SERVICE.

Rome, 2 September 45.

Ref.: M.211.2811.233.

SUBJECT: Communications between Barletta and
Spinazzola.

TO : Tn Sub-Commission A.C.
(Rail Division)
Bldg.

1. Our Bari Chief of Compartment is pointing out as the present insufficiency of Rail Communications along the Barletta-Spinazzola line both is causing strong local resentment and bringing those populations to the abusive use of freight trains n°1173 and 9060, engendering continuous contests with ISR personnel.

2. Such situation might be improved by assigning passenger service to freight trains n°1173 and 9060 with the addition of two cars between Barletta and Spinazzola, and by rendering daily the trains n°9052 and 9053 now running three times a week.

3. Please give kind attention to our proposal and inform us about your decision.

Director General
Sgd. DI RAIMONDO

TR/A1/2/9/45.

3517



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

OGGETTO

Comunicazioni fra Barletta
e Spinazzola.

Roma, 2 OTT 1945 194 - A

N. M. 211.2811.223

Al N. _____ del _____

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

S E D E

ALLEGATI N. _____

I - Dal Capo Compartimento di Bari viene messo in evidenza come la insufficienza delle attuali comunicazioni sulla linea Barletta-Spinazzola, oltre essere causa di forte risentimento locale, porta quelle popolazioni a servirsi abusivamente dei treni merci 7173 e 9060, generando continue contestazioni col personale di servizio.

II - Per migliorare un tale stato di cose, si propone che oltre all'assegnazione del servizio viaggiatori ai treni merci 7173 e 9060 aggiungendo due carri tra Barletta e Spinazzola, siano anche resi giornalieri gli attuali treni trisettimanali 9052 e 9063 di detta linea.

III - Si prega per un benevolo esame delle sopracitate proposte e si resta in attesa di decisione al riguardo.

IL DIRETTORE GENERALE

Ind. Raimondo

3516

SUBJECT: Pass. Service Transportation Sub Comm (Rails)
BARLETTA-SPINAZZOLA Allied Commission
===== c/o Movements E. Italy
TO : Tn Sub-Comm (Rail) Tele : 14261
Att Maj. MATSON Ref : M/16/167
===== Date : 18 May 45

Regarding your reference AG/100/296/S/Tn 4
of 8th May 45.

This line at present has a very heavy
military traffic of the American Air Force and
will continue to be heavy for at least 30 days.
It is therefore recommended that no additional
passenger service be considered at this time as
it will only retard our military operations.

S.C. Hall

S.C. HALL, Capt. T.C.
Rail Transportation Officer
BARI Div.

SCH/GT

3515

MINISTRY OF TRANSPORTS
TSR GENERAL DIRECTION
MOV. DEPT.

Roma, 2 May 1945

M.211/2811/233

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

SUBJECT: Rail communications
Barletta-Spinazzola.

1. Following allied military trains are being operated daily btw. Barletta and Spinazzola, whilst only one couple of tri-weekly mixed trains is in operation for civilian purposes:

Trains No	7173	Barletta	dep	0522	=	Spinazzola	arr	0954	
"	"	9060	Spinazzola	"	1430	=	Barletta	arr	1759
2. It is insistently requested that civilian passenger service be operated also by above trains, thus greatly helping those populations and particularly the workers.
3. We therefore suggest to put one or two box-cars on above trains, for fare paying passengers.
4. We await that S/Commission's decision.

The Director General
G. Di Raimondo

3514

FGH/

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

Tel. 843238
Ref. AC/100/296/S/Tn 4

8 May 1945

SUBJECT : Passenger Service Barletta-Spinazzola.

TO : Chief Transportation Officer Bari

1. Note attached copy of letter from ISR requesting additional Service for passengers on line between Barletta and Spinazzola.
2. Will you please review the request and return with your recommendation.

By Command of Rear Admiral STONE:

P.G. NATSON, Major

Copy to: Movements L.O. c/o MRS - Bldg.
" " Movements (Rails) Tn Sub-Comm. HQ AC.

3513

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOV. DEPT.

Roma, 2 May 1945

M.211/2811/233

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

SUBJECT: Rail communications
Barletta-Spinazzola.

1. Following allied Military trains are being operated daily btw. Barletta and Spinazzola, whilst only one couple of tri-weekly mixed trains is in operation for civilian purposes:

Trains N° 7173 Barletta dep 0522 = Spinazzola arr 0954
" " 9060 Spinazzola " 1430 = Barletta arr 1759

2. It is insistently requested that civilian passenger service be operated also by above trains, thus greatly helping those populations and particularly the workers.

3. We therefore suggest to put one or two box-cars on above trains, for fare paying passengers.

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

The Director General
G. Di Raimondo

*Keep Bari will
comment*

3512



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 2 MAG 1945

194 - A.

N. 211/2811/223

Al N.

del

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

R O M A

OGGETTO

Comunicazioni fra Barletta
e Spinazzola

ALLEGATI N.

I - Sulla linea Barletta-Spinazzola, dove il servizio viaggiatori civili è disimpegnato da una sola coppia di treni trisettimanali 9063 e 9062, si effettuano giornalmente per trasporti conto Alleati i treni:

7173 Barletta	p. 5.22	Spinazzola	a. 9.54
9060 Spinazzola	p. 14.30	Barletta	a. 17.59

II - Viene vivamente richiesto che anche i treni suddetti disimpegnino servizio viaggiatori, recando, con tale provvedimento, un grande beneficio alle popolazioni di quella zona, specialmente agli operai che devono spostarsi per motivi di lavoro.

III - Si propone l'aggiunta ai treni 7173 e 9060 di uno o due carri, per servizio viaggiatori, ritenendo giustificato il provvedimento invocato.

IV - Si prega di far conoscere quale decisione sarà presa al riguardo.

IL DIRETTORE GENERALE

Ant. R. ...

3511

CG /nf

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel. 478701

4 November 1944

Our ref/AC/TN/100/236

TO : Div. Supt. A.C.
C/O Mov. East Italy.
O.M.F.

SUBJECT : Rail Line - Barletta - Spinazzola.

1 Attached application is forwarded for your
consideration.

2 Please reply to this office, giving your recommendations.

Alfred Cap
D.A. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comms.

Enclosure: application

3510

Translation

Ministry of Communications
U.S.R. Direction General

Rome OCT 1944

N. 211-6931-323/TCCM/
1132/28

A.C.C.

Transportation Sub Commission

R o m e

P.O.

Direction General

Military Railway Service

Building

- 1) On the Barletta-Spinazzola line the trains 9052 and 9063 are operated on Mondays, Wednesdays and Fridays only. Due to such time table the several workers residing at the intermediate localities of the said line, and who during the week are on duty in the Barletta area, have no possibility to return on Saturday to their residence, to spend the next holiday with their families.
- 2) In order to satisfy the reasonable desire of these workers, it is suggested to operate the train 9063 and, consequently, the 9052 one, also on Saturdays.
- 3) The major consumption of fuel for these additional services will be approx. 4,500 tons. per week.

Director General
signed Di Raimondo

Ca/ng30

2599



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, li 30 OTT 1944 194 - A.

N. 211-8931-223 / Seca / 1132/28

Al N. _____ del _____

OGGETTO

ALLA COMMISSIONE ALLEATA di CONTROLLO
Sottocommissione Trasporti

R O M A

p.c. ALLA DIREZIONE GENERALE M.R.S.

S E D E

1°) - Sulla linea Barletta-Spinazzola i treni 9052 e 9063 si effettuano soltanto nei giorni di lunedì, mercoledì e venerdì.

Per tale situazione di orario i numerosi operai residenti nelle località intermedie della linea Barletta-Spinazzola, e che durante la settimana sono occupati nei lavori della regione di Barletta, non hanno la possibilità di rientrare al sabato in residenza per trascorrervi il giorno festivo in famiglia.

2°) - Per soddisfare il giusto desiderio dei suddetti lavoratori si propone di attivare il treno 9063 e, per ragioni di turno il 9052, anche nei giorni di sabato.

3°) - Il maggior consumo di combustibile per tali corse è di circa tonnellate 4,500, alla settimana.

IL DIRETTORE GENERALE

Udi Romik

3538

HEADQUARTERS
ALLIED COMMON COMMISSION
Transportation Sub-Commission
APO 594

Tele : 470701

SUBJECT : Proposed additional freight programme.

TO : Ministry of Communications
Italian State Railways
General Direction

Our reference: ACC TR/42/68
Date : 1 September 44

1. The additional freight services requested in your letter, reference E/227/2026/202/98 of the 23 August 1944 were carefully considered at the meeting of the Transportation Sub-Committee held on Monday, 22 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 Puglia districts 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, could 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.

2537

TO : Ministry of Communications
Italian State Railways
General Direction

1. The additional freight services requested in your letter, reference R/225/2025/202/22 of the 22 August 1944 were carefully considered at the meeting of the Transportation Sub-Committee held on Monday, 13 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 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 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.M.,
Director, Tn.S/C.

2507

C O P Y

Rome 22 Aug. 44

Nr. 323 8066 309 98

MINISTRY OF COMMUNICATIONS
I.S.R. DIRECTION GENERAL

To Allied Control Commission
cc. 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
Compartment'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-Reg-
gio Calabria, Bari-Brindisi, Brindisi-Taranto, Taranto-Poten-
za; besides, a couple of goods trains is running each four
weeks, on the Sigüenza-Lagonegro line. On the lines Reggio-
Manfredonia, Potenza-Rocchetta S.A., Rocchetta S.A.-Gioia
del Colle, Barletta-Spinazzola, the goods service is executed
by mixed trains quoted in the time table in force. Finally,
on the line Catanzaro-S. Eufemia, Paola-Cosenza, Cosenza-Sibari
is performed a limited goods service through the goods trains
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.

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

A couple of daily goods trains is running only on the lines Napoli-Potenza, Battipaglia-Beggio Calabria, Metaponto-Reggio Calabria, Bari-Brindisi, Brindisi-Taranto, Taranto-Potenza; besides, a couple of goods trains is running each four weeks, on the Salignano-Iacono 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-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 Termini, 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 Termini) 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 soon as possible - a limited goods service between Civitavecchia, Orini, 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 tone, volume, of the trains routes and of the needed fuel, are shown - for each line - by the attached statement.
- 5) The piece-goods service, now allowed only within the single Compartimenti of Naples, Bari and Reggio C. and only for a limited volume, it appears to be insufficient for the imperative needs of the populations, which have especially the necessity of traffic opportunities with the main towns located out of the Compartimenti. Therefore, by the suggested goods service extension we consider indispensable that piece-goods transports be admitted also for destinations out of each Compartimento, effectuating the same through mixed cars to be coupled to all running goods trains. It is understood that such piece-goods service ought to be suitably regulated and extended also to the Roma Compartimento.
- 6) The rolling stock needed to effectuate the suggested trains shall be of 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
P.to Di Raimondo

also for destinations out of Rome. 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.

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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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REPORT ON I.S.R. ROME-VITERBO. LINE N° 257

The Rome-Viterbo line is part of the link running north from Rome via Capranica Sutri and Viterbo to the junction on the main Rome-Florence line at Attigliano Bomarzo. It is single track with running loops in stations of which there are 21 between Rome Termini and Viterbo giving a total mileage of 96 km.

Survey of Conditions of Line. (all distances measured from Rome)

- (1) The line is undamaged for the first 37.700 km.
- (2) At 37.700 km.) the track and earthworks have been damaged by bombing.
 38.900 km.) the filling of the craters is already in hand. More filling, re-ballasting and re-laying of the track is still required. Material for this work is available.
 40.190 km.) Ballast trains could be arranged as required.
 40.300 km.)
 41.400 km.)
 42.020 km.)
 42.350 km.)
 42.600 km.)

(3) At 42.343 Km. a cattle creep underbridge has been destroyed. Restoration of abutments and arch presents no difficult.

(4) At 49.130 km. At the bottom of a down grade there is a jumbled pile of 21 steel tank cars, which when they left the road tore up same for some 10 or 12 lengths.

Cars required to be moved and track relaid. It is understood that the D.G.M.R.S. is interested in the salvage of the tank cars as some are in serviceable condition.

(5) Between 49.130 km. and 63.522 km. the track is undamaged.

(6) At 63.522 km. The Cacchiano viaduct.9 span 14 metre brick arch, stone piers, spandrels and parapet walls. Two arches and one stone pier of this high viaduct (approximately 70 ft. above ground level) are completely demolished.

Reconstruction required. Clear debris, rebuild stone pier, turn two new brick arches, rebuild stone spandrels and parapet walls.

No great saving in time could be anticipated by temporary works, as materials are not to hand immediately. A considerable amount of timber would be required for cribs and the strutting of adjacent arches, also a minimum of 450 ft. run of heavy section R.S.J's to form temporary waybeams.

(7) From the Cacchiano viaduct to Viterbo (Porta Romana) the line is undamaged.

(2) At 37.700 km.) the track and earthworks have been damaged by bombing. the filling of the craters is already in hand. More filling, re-ballasting and re-laying of the track is still required. Material for this work is available.

Ballast trains could be arranged as required.

42.600 km. (

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No great saving in time could be anticipated by temporary works, as materials are not to hand immediately. A considerable amount of timber would be required for cribs and the strutting of adjacent arches, also a minimum of 450 ft. run of heavy section R.S.J's to form temporary waybeams.

(7) From the Cacchiano viaduct to Viterbo (Porta Romana) the line is undamaged.

(8) At Viterbo the line enters the Gentile Tunnel which is brick lined 367 metres long. The tunnel has suffered considerable damage approximately 25% being demolished. Reconstruction work by the Province Ing. Civile is already in hand as the main road passes immediately above the crown of the arch.

Material and Labour.

For the reconstruction of the line it is estimated that the following materials would be required and the time for the

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completion of all works would be 12 weeks.

Bricks	130,000
Cement	150 Tons
Stone	1,000 Tons
Stand & Ballast	250 Tons

NOTE: By the use of lime with a guagin of cement the figure for cement could be considerably reduced if the supply of lime, which is not frozen, is available.

It is stated that firms of contractors, with adequate plant and labour to carry out the work have already offered their services for this reconstruction.

E.J. MOLE,
Major, R.E.,
Tptn. S.C. (Engineer).

It is stated that firms or contractors, with their
and labour to carry out the work have already offered their services
for this reconstruction.

E.J. MOLE,
Major, R.E.,
Tptn. S.C. (Engineer).

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1420