

ACC

AC/100/298

10000/148/1663

FOGGIA - MAN
SEPT. 1944 - J

0000/148/1663 FOGGIA - MAN FREDONIA
SEPT. 1944 - JUN. 1945

PGM/lc

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

23 June 45

Tel. 843238
Ref. AC/100/398/rn 4

SUBJECT : Passenger Service Foggia-Manfredonia.

TO : ISR - Bldg.

1. Reference your file M.211/3007/3027/218 - June 11-1945.
2. There is no objection to the coach on 3968/3969 also operating on trains 3965/3966.

Platon Mayor
For Director

II
Supand

3535

Subject:- Passenger service FOGGIA - MANFREDONIA.

To:- Transportation Sub. Comm. Military Railway Service,
AC (Rail Division) CMF.
c/o Transportation (Br) / Tele; Firebox 9313,
Main, CMF. Tn.A.3(0)/24/6 - 238A.
20 June 1945.

Copy to:- Tn. Officer,
BARI Ops. Office,
HQ I.S.R. BARI.

Reference your AC/100/398/Tn.4 dated 18 June'45.

1. Para. 1 of your letter refers to trains 3978/3979;
according to our records these trains should be 3954/3955.

2. There is no objection to the coach on 3954/3955
also operating on 3965/8686.

R. G. Wilson

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

JK.

2504

PGM/10

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
OMF

18 June 45

Tel. 843238 2
Ref. AC/100/398/Tn 4

SUBJECT : Passenger service FOGGIA-MANFREDONIA.

TO : MRS - Bldg.
(attention Major Wilson)

1. Trains 3978/3979 operate as a mixed service between Foggia and Manfredonia one round trip daily.
2. A coach is attached for civilian pay-passengers.
3. Request is made by ISR to attach a coach to trains 3965/3686 also for pay-passengers to relieve the crowded conditions on present services.
4. The same coach now used on 3978/3979 can be used on 3965/3686.
5. Will you kindly examine the proposal and advise us if it is possible to authorise the request.

For the Chief Commissioner :

P.C. MATSON, Major

2533

FMG/af

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

Tel.: 843238

16 June 1945

Ref.: AG/100/398/Ta.4

SUBJECT: Passenger service Foggia-Manfredonia

TO : M.R.S. Bldg
(Attention Major Wilson)

1. Trains 3978/3979 operate as a mixed service between Foggia and Manfredonia one round trip daily.
2. A coach is attached for civilian pay-passengers.
3. Request is made by IRR to attach a coach to trains 3965/8686 also for pay-passengers to relieve the crowded conditions on present service.
4. The same coach now used on 3978/3979 can be used on 3965/8686.
5. Will you kindly examine the ^{Propasyl} request and advise us if it is possible to authorize the request.

F.G. MATSON,
Major P.C.

*please copy over
my error*

Matson

3532

TRANSLATION

NOTE FOR MAJOR MARSON

- I) On line MANFREDONIA-ROGGIA are daily operating as ordinary, the goods trains 3905 and 0000 for account of Allied transportation. Besides, almost every day other extraordinary trains are operating on same line, also for account of Allied transportations.
- II) Foresaid two ~~extraordinary~~ goods trains are being used with an average of 100 gross tons on ROGGIA-MANFREDONIA direction, and with 00-gross tons on Manfredonia-Roggia one.
- III) For workers and civilians passengers, trains 3910/3919 are running with one coach.
- IV) Goal of our proposal is to extend civilian passengers service also to goods trains 3905/0000.
- V) No more rolling stock is required, because the same coach running now with trains 3910/3919 can be used for passengers service with trains 3905/0000.

CG. 14- June 445

3531



MINISTERO TRASPORTI
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 16 GIU 1945

M. 211/3007/3027/218

Al N. _____ del _____

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

R O M A

OGGETTO

Comunicazioni tra Foggia
e Manfredonia.

Allegati N. _____
I) - Per mutate esigenze del servizio operai e persona-
le ferroviario è necessario posticipare il treno 3978 e anticipare
il treno 3979 tra Manfredonia e Foggia, per cui ai treni stessi sa-
rà assegnato il seguente orario a partire dal 16 andante.

treno 3978 Manfredonia p. 5.40 Foggia a. 7.40

" 3979 Foggia p. 17.00 Manfredonia a. 19.06

II) - Da parte del Prefetto di Foggia si richiede l'asse-
gnazione del servizio viaggiatori anche alla coppia di treni che at-
tualmente si effettuano nelle ore meridiane tra Foggia e Manfredonia
per per materiale Alleato ed invio locomotiva di manovra. Poichè
Manfredonia è il naturale sbocco^a mare di Foggia il provvedimento
è invocato per dare maggiore sfogo all'intenso movimento viaggiato-
ri che oggi si svolge attraverso una sola coppia di treni.

L'orario dei treni è il seguente:

TM 3965 Foggia p. 10.30 Manfredonia a. 12.00

8686 Manfredonia p. 14.20 Foggia a. 15.50

III) - Si prega esaminare con la massima benevolenza la
proposta di cui sopra e, se favorevole, far conoscere se anche il
secondo provvedimento potrà essere attivato dal 16 corr.

IL DIRETTORE GENERALE

Manz 3530

MINISTRY OF TRANSPORTS

I.S.R.

GENERAL DIRECTOR OFFICE

Rome June 11, 1945

M.211/3007/3021/210

TO: Mr. Sub-Commission A.C.,
Rail Division
Pisa

SUBJECT: Communications between Foggia
and Manfredonia. =

1) For changed exigencies of the railway personnel and workers is necessary to defer 3970 train and to anticipate 3979 train between Manfredonia and Foggia giving to the same trains starting from the 10 June, 45 the new following schedule:

Train 3970 Manfredonia	d. 0940	Foggia	a. 0740
" 3979 Foggia	d. 1100	Manfredonia	a. 1900

2) From Foggia Prefect has been requested authority to be reclassified as civilian passenger train also the couple of trains operating on afternoon hours between Foggia and Manfredonia for Allied material and shunting loco forward.

Considering the regular outlet of Foggia sea, said forecast, is requested to meet the increased passengers movement that at present is made only by a couple of trains.

Trains schedule is the following:

MM. 3902 Foggia	a. 1030	Manfredonia	a. 1200
" 3900 Manfredonia	d. 1420	Foggia	a. 1550

3) We beg to examine kindly a/m proposals, and if you approve then, to let us know if also this second forecast could be dated from the 15 June 45. =

FOR THE GENERAL DIRECTOR
Signed MARTIN

*Geni: How is the D weight handled on this line?
What is consist of present train?
intrin: How is clearing for workers?*

June, 45 the new following schedule:

Train 3970 Manfredonia	a. 0740	Foggia	a. 0740
" 3979 Foggia	a. 1100	Manfredonia	a. 1900

2) From Foggia Prefect has been requested authority to be reclassified as civilian passenger train also the couple of trains operating on afternoon hours between Foggia and Manfredonia for Allied material and shunting loco forward.

Considering the regular outlet of Foggia sea, said forecast, is requested to meet the increased passengers movement that at present is made only by a couple of trains.

Trains schedule is the following:

MM. 3907 Foggia	a. 1030	Manfredonia	a. 1200
" 0000 Manfredonia	d. 1420	Foggia	a. 1530

3) we beg to examine kindly a/m proposals, and if you approve them, to let us know if also this second forecast could be acted from the 15 June 45. =

FOR THE GENERAL DIRECTOR

Signed MARIN

Geri:

Now in the D. Wright handled on this line.

What is consist of present train.

is train new it exclusively for workers?

is it the idea to use the 1 couple of
train for workers and the other for passengers?

The same equipment will be used for
both couples of train?
Marin

C o p y

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

Tel. 843238

Ref. AC/100/57/295/302

8 March 1945

TO : ISR
Building

SUBJECT : Railway communications in Foggia area.

1. Reference is to your M.211/2523-41-A/ICCA 3085/28, of 6 March 1945.
2. Southern Regional Commissioner has been asked to report on additional train services on Southern territory, and the question of Foggia district will not be overlooked.

signed : M.C.PING
O.H.LINDBERG
Lieut.Col. R.E.,
Chief, Rail Div.

150/298

Subject:- Train Service Foggia - Lucera.

Military Railway Service,
CMF.

Tele: Firebox 13,
Tn.A.3(0)/24/6-157A.
30 Jan. '45.

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

Copy to:- Tn. Officer,
Bari Ops. Office,
HQ I.S.R. BARI.
Ing. Franzl,
Capo Compartimento, Bari.

Reference your letter AC/46B/Tn.4.

This Headquarters agrees to the following schedule being used as mixed (Passenger and Freight) trains for the conveyance of I.S.R. workers and civilians. Four box cars will be used for passengers one of which must be allocated to I.S.R. employees only.

↓	04.30	08.30	17.00	dep. Foggia	arr. 07.30	13.00	20.35	↑
	05.35	09.00	18.05	arr. Lucera	dep. 06.30	12.00	19.35	

This service to start on 1 Feb. 1945.

R P W Moss
At Col TC.

JK.

for Brigadier,
Director, Military Railway Service.

3527

100/298/299/86

TNS/c

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

R/1258

8 December 1944

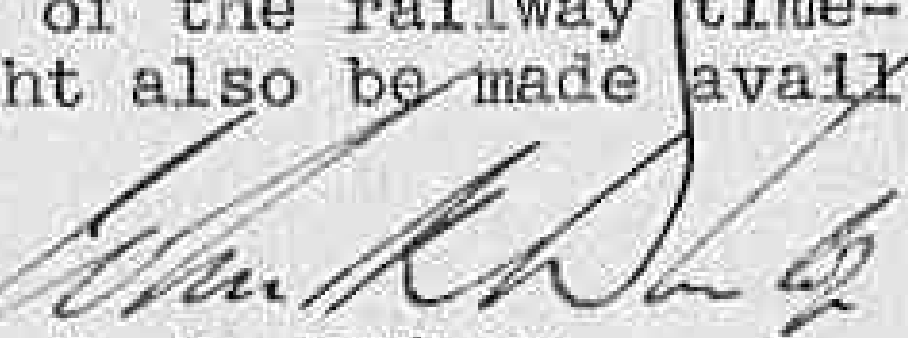
SUBJECT: Railway Transportation.

TO: Headquarters, Allied Commission.

1. With further reference to the visit paid to this H.Q. by Lt. Col. LINDBERG and to the conference held here, I wish to bring to your notice the urgent necessity for rail communication on the lines:

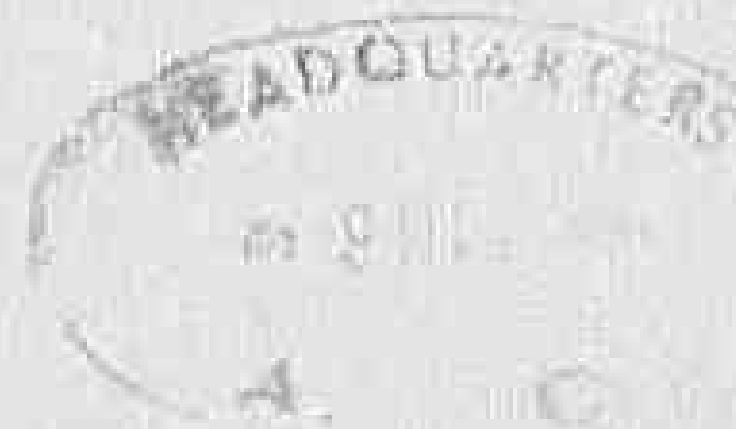
- | | |
|-------------------------|-----|
| a. Foggia - Lucera | 277 |
| b. Foggia - Manfredonia | 208 |
| c. Foggia - San Severo | 86 |
| d. Foggia - Cerignola | 86 |

2. In the cases b, c and d, a railroad workers' train already exists, shown on pages 5 and 7 of the railway timetable. It is asked that the train might also be made available for civilian passengers.


J. K. DUNLOP,
Brigadier,
Regional Commissioner.

JKD/jh

Copies to: Comr, Foggia Zone,
Transp. Sec (HQ SR AC)



3526

100/298

C O P Y

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

TO : Hdqs Tn.Sub-Commission
att:Capt.A.C.Ping

Date:3 Nov.'44
Ref : ACC/Tn/XVI/152

Attached is letter from Lt.Col.Giles of Headquarters Southern Region requesting one passenger coach be attached to the local goods trains from Foggia to the following cities SAN SEVERO,LUCERA,MANFREDUZZA and CERIGNOLA.

It is agreed by this office that this service is required in this territory and is passed to you for consideration by D.G.M.R.S.

sgd: S. HALL
Capt. T.O.
ACC.Div.Supt.
Bari

3525

C O P Y

HEADQUARTERS
SOUTHERN REGION, ALLIED CONTROL COMMISSION
APO 394, U.S. ARMY

TF/SR/22

26 October 1944

SUBJECT: Passenger traffic

TO : Transportation Sub-Commission,
Representative, Bari

Will you please investigate the possibility of attaching a minimum of one passenger coach to the daily goods train operating on the branch lines from Foggia to SanSevero, Lucera, Manfredonia and Cerignola.

This service is urgently required and the Regional Commissioner would be glad of your prompt assistance.

J.A.N. GILES
Lt.Colonel,
Regional Tn.Officer

JG/am1
Copy to: Adjutant's file

3524

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/323/8066/309/28 of the 23 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 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

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 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 2291 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, O.E.,
Director, Tn.S/C.

3293

C O P Y

MINISTRY OF COMMUNICATIONS
I.S.R. DIRECTION GENERAL

Rome 22 AUG. 44

Nr. M 323 8066 309 98

SUBJECT

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

To Allied Control Commission

cc. Direction General M.R.S.

R o m e

- 1) The present situation of civilian transportation on the Compti-
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 Sigionano-Lagone-
gro line. On the lines Foggia-Manfredonia, Potenza-Rocchetta S.A.,
Rocchetta S.A.-Ciccia 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. Rufemia, 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
Italy, Sicily, Calabria and Basilicata, we suggest to effectuate - as

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-Reggio Calabria, Bari-Brindisi, Brindisi-Taranto, Taranto-Potenza; besides, a couple of goods trains is running each four weeks, on the Sığigano-Lagonegro line. On the lines Foggia-Manfredonia, Potenza-Rocchetta S.A., Rocchetta S.A.-Gfioia 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. 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 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 soon as possible - a limited goods service between Civitavecchia, Chiusi, Foligno and Rome.

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

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

3522

- 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 lead 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 2281 cars; this number is secondary number
rolling stock daily in excess in the various Compartments, 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.I. Director General

F. to Di Raimondo

VMA/hl

100/298

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/L3 of the 22nd August 1944.

2. Each proposition in this letter was carefully studied at the Transportation Committee held at HQ AACI 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 West to West and West to East, via Potenza.

SECRET: Proposed additional passenger train programs.

1. In reply to your letter, ref. #/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 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.1.

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

Rome - Naples, - via Formis
Rome - Naples, - via Cassino

3520

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

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

8. Your para. 4 (a) Pescara - 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) Petrarca - Salsomaggiore

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.

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 - Pozzua - 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 Pozzua. 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 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 - Stigliano
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) Teramo - Potenza
To re-organize 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.

9549

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

12. Your para. 4 (d) Foggia-Potenza
 Your para. 4 (e) Foggia-Manfredonia
 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 organized at a later date.

13. Your para. 4 (g) Recanata-Giulia 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. E. ADAMS
 Colonel, O.E.,
 Director, T.E.S/C.

1447
Your para. 4 (f) Forza-Lucera

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

13. Your para. 4 (g) Recohetta-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 can not be considered.

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

D. S. ADAMS
Colonel, C.E.
Director, T.A.S./C.

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