

ACC

AG/100/299

10000/148/1664

FOGGI
SEPT 1

10000/148/1664

FOGGIA - LUCERA
SEPT. 1944 - FEB. 1945

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

JWB/ah

322/26/Tn 3

9 February 1945

Dear Mr. Minister:

Reference your letter M.210/2408/41-A/1CCA/2472/28 dated 3 February 1945.

Daily passenger services between Foggia and Lucera were inaugurated on 5 February 1945. There are now three services daily, operating on the following timings:

Foggia - depart	0430	0800	1700
Lucera - arrive	0535	0900	1805
Lucera - depart	0630	1200	1935
Foggia - arrive	0730	1300	2035

It has not yet been possible to introduce services between Foggia and Termoli or Foggia and Manfredonia, but you may rest assured the proposals of ISF are the subject of constant and sympathetic consideration.

All applications for additional services are now under review and outstanding matters will be tabled for discussion at the next meeting of the Traffic Sub-Committee of the Allied Railway Board, Italy.

Yours very truly,

MERRITT H. TAYLOR
Director

cc: Rail Division, Tn S/C, AC

His Excellency, The Minister of Transport,
Francesco Cerabona
Ministry of Communications Building
Piazza della Croce Rossa
Rome

3545

Paul Wing, Tn S/C

ALLIED FORCES
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR ITALY

A.P.O. 512
2 February 1945

531.7 CP

SUBJECT: Civilian Passenger Service, Foggia-Lucera, Line 299.

TO: DAD Th 3 (0).
Director General, Italian State Railways.
Cape Compartimento, Bari, Italian State Railways.

1. Daily civilian train service between Foggia and Lucera, Line 299, has been duly approved to commence Monday, 5 February 1945, as indicated by schedule shown below:

Foggia	Lv	0430	0800	1700
Lucera	Ar	0535	0900	1805
Lucera	Lv	0630	1200	1935
Foggia	Ar	0730	1300	2035.

2. Train will be composed of three (3) box cars for fare paying passengers, one box car for DAR employees only and additional freight cars as required.

3. DAD Th 3 (0) and I.S.R. will coordinate and arrange essential details incidental to starting the service on the date above specified.

For the Director:

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

cc-C-4, Mov & Tr, AFHQ
Movements, East Italy
Rail Division, Th Sub-Commission, Allied Commission.

3544

b6e/001

C O N F I

(Reproduction) Rome 20 Dec. 1944

Ministry of Communications
I S R - Direction General

R.E. 210/2170/100A/1775/28

Subject: Improvements for
passenger service

To Allied Commission
Transportation S/Comm.

R O S E

For information: Military Railway Services
Buildings

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

1) Line Naples - Benevento - Salerno

Salerno d. 1630
Napoli " 0130

Napoli d. 2105
Salerno " 0030

With the operation of these trains, indispensable for the
travel of students, as a compensation, the workers trains 5102
and 5103, that are at present operating from Benevento to
Napoli - 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) Lecce d. 0400
Napoli " 1805

Napoli d. 0625
Lecce " 2135

This train, besides being used by the students that from the
important centre of Bari and intermediate stations must go
to Lecce, would also be a good communication between the
provinces of Salento and Naples by 1945 and 1946, operated
at present between Lecce and Naples for the communication
with the Province of Avellino -

b) Brindisi d. 1725
Francavilla " 0530

Francavilla d. 1515
Brindisi " 0730

3543

For this train, requested on behalf of the workers of
Naval T. 100, we refer to the letter N. 211/2116/194 dated

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

I) Line Naples - Reggio Calabria

Salerno	d. 1630	Sepri	e. 2105
Sepri	" 0150	Salerno	" 0830

With the operation of these trains, indispensable for the travel of students, as a compensation, the workers trains 5103 and 5143, that are at present operating from Battipaglia to Sepri - might be suppressed. The new train 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) Napoli	d. 0400	Monera	e. 0525
Monera	" 1530	Napoli	" 2135

This train, besides being used by the students that from the important centre of Napoli and intermediate stations must go to Salerno, would also be a good compensation between the provinces of Salerno and Naples by 1540 and 1643 trains, operated at present between Monera and Naples for the communications with the Province of Avellino -

b) Taranto	d. 1725	Francavilla	e. 1830
Francavilla	" 0530	Taranto	" 0730

For this train requested on behalf of the workers of Naval Yard, we refer to the letter n. 211/1116/194 dated 9 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

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This train is especially required for students on 3701 train coming from Bari arrived at Lecce too late (0915) for the beginning of lessons and the evening train bound to Bari leaves Lecce too late (1700 hrs).

c) Line Molfese-Lecce

Molfese	A. 0800	Lecce	A. 0920
Lecce	" 1500	Molfese	" 1730

With the daily operation of this train indispensable for students as a compensation, the triweekly couple of 1991/1996 trains might be suppressed.

III) Line Foggia - Naples

(Galleria)	A. 0600	Naples	A. 0745
(Napoli)	" 1025	Galleria	" 1445
(Napoli)	" 0905	Benevento	A. 1015
(Benevento)	" 1710	Naples	" 2145
(Benevento)	" 0430	Foggia	" 0600
(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 homes, as this is very expensive nowadays and it is not possible for all classes of people. As a partial compensation of the couple Benevento-Napoli, the couple of trains 1015 and 2045 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.

IV) Line Foggia-Potenza

Foggia	A. 0535	Potenza	A. 0815
Potenza	" 0940	Foggia	" 0830

It is suggested especially to provide for the travelling students of the Instruction Institute of Melfi. The local authorities and the concerned people are working on for this matter.

V) Communications in the Foggia area

3542

With the daily operation of this train indispensable for students as a compensation, the triweekly couple of 1981/1993 train might be suppressed.

III) Line Foggia - Naples

(Naples)	d.	0603	Naples	a.	0743
(Foggia)	"	1815	Caserta	"	1843
(Napoli)	"	0603	Benevento	a.	1813
(Benevento)	"	1710	Naples	"	1843
(Foggia)	"	0630	Foggia	"	0800
	"	1705	Benevento	"	1843

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 3037 and 3038 for workers now operating between Arzano and Foggia might be absorbed, complying to the new proposed train Benevento-Foggia two cars for workers between Arzano and Foggia; cars that must be sent back by the evening train leaving Foggia at 1700 hours.

IV) Line Foggia-Potenza

Potenza	d.	0545	Potenza	a.	0635
Foggia	"	0540	Monopoli	"	0630

It is suggested especially to provide for the travel of 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.	0410	Foggia	a.	0730
(Foggia)	"	1730	Termoli	"	2015
(Mantufredonia)	"	0730	Foggia	"	0704
(Foggia)	"	1800	Mantufredonia	"	1806
(Lecore)	"	0630	Foggia	"	0730
(Foggia)	"	1705	Lecore	"	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
add: Lo Cigno

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100/299
C O P Y

HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
Office of the Regional Commissioner
APO 394

8 December 44.

R/1258

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 communications on the lines:

- a; Foggia-Lucera
- b. Foggia-Manfredonia
- c. Foggia-San Severo
- d. Foggia-Cerignola

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

sgd: J.K. DUNLOP
Brigadier,
Regional C ommissioner

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

3541

C O P Y

100/299

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, MANTREDONIA 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.C.
ACC.Div.Supt.
Bari

3540

C O P Y

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

TN/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.W. GILES
Lt.Colonel,
Regional Tn.Officer

JG/aml
Copy to: Adjutant's file

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SFA/bl

100/299

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Ref: AOC.TM/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/210/8792/41/13 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 AOC.

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.

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, 23 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 northward 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 AOC.

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 Formia
Rome - Naples, - via Cassino

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 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 - Poggia - 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 Poggia. 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 (s) Fescara - 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 - Sigliano

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 (t) Taranto - Potenza

will run special trains to convey these passengers.

It is also realized that agriculturalists 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) Fescona - 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 Fescona providing a bid is submitted through the proper channels.

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

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10. Your para. 4 (3) Taranto - 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.

11. Your para. 4(c) Stoimenov-Lazarevo
This application has been dealt with under para 4 (c).
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 (3) above mentioned lines, but it is hoped that these may be organized at a later date.

13. Your para. 4 (g) Recanata-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.B.E.,
Director, T.R.S/C.

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