

ACC

AC/100/302

10000/148/1666

CERVA
AUG. 1944

10000/148/1666

GERVARO - ROCCHETTA
AUG. 1944 - APR. 1945

Ministry of Transports
General Direction ISR
Movements Dept

Roma, 19 April 1945
M.211/27,6/219

To: Tn. S/Commission AC
Rail Division

Bldg.

Subject: Rail communications Foggia-Rocchetta.

1. Further to ours 9 April same reference we beg to inform you that following schedule would make it possible to carry on the journey from Rocchetta towards both Potenza and Gioia del Colle with existing trains, while, at the same time, meeting the requirements of the workers dwelling in the intermediate localities.

dep. 0540	1229	Rocchetta S.A.	arr. 1018	1940
arr 0720	1447	Foggia	dep 0710	1730

2. Above trains, to be operated on Mondays, Thursdays and Saturdays, would be in connection at Rocchetta with existing trains running btw. Rocchetta and Potenza and btw. Rocchetta and Gioia; latter trains should be operated also on Mondays, Thursdays and Saturdays instead of Tuesdays, Thursdays and Saturdays.

3. The new trains would operate a mixed, passengers and freight, service.

4. Coal consumption abt. 9 tons per month.

The Chief of the Dept.
Biondi

3573



MINISTERO DEI TRASPORTI

DIREZIONE GENERALE
DELLE FERROVIE DELLO STATO
SERVIZIO MOVIMENTO

Roma, 11 19 APR 1945

M.211/2716/219

Appunto per il Maggiore MATSON

Si fa seguito al promemoria pari numero del 9 corrente precisando che qualora si voglia dare la possibilità di proseguire da Rocchetta S.A. sia su Potenza che su Gioia del Colle con i treni oggi esistenti su queste due linee il progetto dei treni trisettimanali tra Foggia e Rocchetta rispondente anche alle esigenze degli operai, tra i quali diversi ferrovieri risiedenti in località intermedie, sarebbe il seguente:

Rocchetta S.A.	p. ore	5,40	Foggia	a. ore	7,20
Foggia	p. "	7,10	Rocchetta S.A.	a. "	10,18
Rocchetta S.A.	p. "	12,29	Foggia	a. "	14,47
Foggia	p. "	17,30	Rocchetta S.A.	a. "	19,40

Questi treni si dovrebbero effettuare nei giorni di lunedì, giovedì e sabato e sarebbero in coincidenza a Rocchetta S.A. sia coi treni verso Potenza come con quelli verso Gioia del Colle che già si effettuano nei giorni di giovedì e sabato e che dovrebbero effettuarsi nei giorni di lunedì anziché martedì come attualmente.

I treni fra Rocchetta e Foggia eseguirebbero tutti un servizio misto viaggiatori e merci.

Il consumo di carbone sarebbe di circa 9 tonnellate al mese.

IL CAPO DEL SERVIZIO MOVIMENTO

Primo
TTS
605 Potenza 1845
1130 Rocchetta 1335

Quinto
TTS
0410 Gioia 1245
1100 Rocchetta 1130

3572

(3rd)
(Rocchetta)
0500 1200 Rocchetta 1018 1940
0710 1447 Foggia 0710 1730

5MT
1730 Foggia 0710
1940 Rocchetta 0500

MINISTRY OF TRANSPORTS
ISR CENTRAL DIRECTION
MOVEMENT DEPT.

Roma, 9 April 1945
M.211/2716/219

MEMORANDUM FOR MAJ. PIH.

1. The many workers, among whom are several railmen, being employed in the Foggia district and dwelling in the localities along the Foggia-Rocchetta line, have not the possibility to get back home on weekend because of lack of communications, and they request that that a weekly service be operated to that purpose.
2. As above request is justified, this Department suggests following schedule:

On Saturdays :	Foggia	dep. 1730	Rocchetta	arr. 1940
On Monday	: Rocchetta	dep. 0540	Foggia	arr. 0720
3. Estimated coal consumption abt. 3 tons per month.

THE CHIEF OF THE DEPT.
BRONDI.

3571

MINISTERO DEI TRASPORTI
MINISTERO
DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE
SERVIZIO MOVIMENTO

Roma, 29 APR 1945 1945 Anno
N.M. 211-2716-219

OGGETTO

A P P U N T O

per il Maggiore P I N G

- I) I numerosi operai, tra i quali diversi ferrovieri, che lavorano nella zona di Foggia e che risiedono nelle località facenti capo al tratto di linea Rocchetta-Foggia, data la mancanza di comunicazioni, non hanno la possibilità, a differenza di quelle residenti sulle linee di Manfredonia e Lucera, di trascorrere il riposo festivo in famiglia, pertanto avanzano premure perché venga istituita al riguardo una coppia di treni settimanali.
- II) Poiché la richiesta è giustificata si propone di istituire la considerata comunicazione col seguente orario:
- | | | | |
|----------------------|----------|-----------|----------|
| al sabato: Foggia | p. 17,30 | Rocchetta | a. 19,40 |
| al lunedì: Rocchetta | p. 5,40 | Foggia | a. 7,20 |
- III) Il consumo di carbone sarebbe di sole 3 tonnellate al mese.

IL CAPO DEL SERVIZIO MOVIMENTO

3570

SUBJECT: Additional Rail
Service.

Transportation Sub Comm(Rail
Allied Commission
c/o Movements E. Italy
Ref : 7/16/309
Date: 29 March 45

TO : HQ Transportation
Sub Comm
c/o Mov Div

The attached application for additional rail service for railwaymen Rocchetta to Foggia was forwarded on Jan 2nd 45 "Ref AC/Tn/BD/M/16" for consideration.

Will you kindly advise if any action has been taken and if not will you submit for further consideration .

Passenger equipment is not necessary.

S.C. Hall
S.C. HALL Capt. T.C.
Tn Officer Rail
BARI

SCR/GT

3569

M. 16

TO: Allied Armed Forces H.Q. - Bari
 General Director of F.F.S.S. - Rome
 Head of "Compartimento" - Bari
 Sindacato Ferrovieri - Foggia

The undersigned, living at Ortona, Ascoli, Candela and S. Agata di Puglia owing to war reasons, have been bitterly shocked at learning that from now on they are no more entitled to use the means by which they used to go home once a week.

They are living in most uncomfortable conditions, especially in comparison with employees working in other places and on other lines who have the possibility to go home every night.

Would it be possible to have a weekly 'bus or train on the Candela-Foggia line, which thing might also improve a lot the railway traffic?

Major Taylor

3568/52
21/3

2/2/2 18.1.45

AL COMANDO ALLEATO DELLE FORZE ARMATE

SIG. DIRETTORE GENERALE DELLE FF. SS.

SIG. CAPO COMPARTIMENTO

SINDACATO FERROVIARI



B A R I

F O G G I A

La nota comunicataci, tramite Capo Compartimento, con la quale ci si nega di ritornare in seno alle nostre famiglie almeno una volta la settimana sia col mezzo automobilistico, sia ferroviario, ci sorprende ed un tempo e ci addolora molto. Non basta la sciagura, i sinistri che ci hanno duramente colpiti e che ci sono stati causa di questo sbandamento di famiglie, non portano le ristrettezze e di sacrifici che si affrontano, la duplice spesa per mantenerci lontani dalle famiglie; ora ci si colpisce in pieno col negarci quel mezzo che ci conduceva una sola volta la settimana ritornare fra i nostri cari. E semplicemente inumano toglierci tale diritto che vieta al Capo di casa di vedere periodicamente le condizioni della sua famiglia, di dare quelle direttive necessarie e di provvedere alla propria pulizia personale.

I ferrovieri di tutte le altre linee convergenti a Foggia godono di rientri giornalieri, essendo tutte frequentate da due o più corse al giorno di treni; noi che abbiamo avuto la disgrazia di sfollare nei Comuni di Ordone, Ascoli, Candela e S. Agata di Puglia ci vediamo preclusa ogni via.

Quale ne siano le ragioni è difficile indovinarla che cosa costa agli Alleati una corsa automobilistica o alla nostra Amministrazione una corsa settimanale di un treno da Foggia a Candela, che potrebbe anche essere utilizzata per il traffico ferroviario? E non siamo noi pari ai ferrovieri di Lucera, Manfredonia, di Bari, di Termoli ed anche della Foggia-Ariano?

Sono persino muniti di serie A.O. Ed è così che Alleati ed Amministrazione vanno incontro a chi lontano dalla sua famiglia attende al suo diuturno dovere? Vogliamo augurarci che, fatti essenzialmente indipendenti dalla volontà, abbiano determinato tale sospensione e restiamo in attesa che tanto il Comando Alleato, quanto la nostra Amministrazione rivelino la nostra disastrosa situazione creata da eventi bellici e si pronuncino con serenità ridandoci la possibilità, non dico giornaliera, ma almeno settimanale di passare un giorno con le nostre abbandonate famiglie.

Foggia, Marzo 1945

3567 (R)

I SOTTOSCRITTI

Antonio Carminio

Antonio Carminio

Sant'Agata Arturo

Sottochichi
Tartaglia ~~Stefano~~

Tartaglia Alfonso

Pota Pietro

Pota Giuseppe

Giovanni Pota

Salvi Alfano

Battista Carmine

Laureo Antonio

Diozema Vincente

Di Bruno Vincenzo

Williamson
Williamson

Brizzi Umberto

Maximus Alfonso

Barbieri ~~Stefano~~

Cucco Michele

Fratturo Torquato

De Lorenz Vito

Lunga Gregorio

Spini Giuseppe

Salvi Alfonso

Amici ~~Roberto~~

Caporale ~~Roberto~~

Monti ~~Pietro~~

Santoro Michele

Apollis ~~Luigi~~

Calvelli Antonio

Di Muro ~~Luigi~~

Laureo Antonio

Starnetti Rocco

Gianno Rocco

Collo ~~Stefano~~

Galianni ~~Stefano~~

De Leo ~~Vincenzo~~

Tengo ~~Nicola~~

C O P Y

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

Tel. 843238
Ref. AC/100/87/298/302 ✓

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.

3566

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

1493

100/302

C. B. I.

(Translation) Rome 20 Dec. 1944

Ministry of Communications
I & R - Direction General

R.M. 110/2170/1004/3775/24

Subject: Improvements for
passenger service

To Allied Commission
Transportation S/Comm.

R. O. & E.
for information: Military Railway Services
Building

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

I) Line Naples - Reggio Calabria

Salerno	d. 1430	Napoli	s. 2105
Napoli	" 0350	Salerno	" 0530

With the operation of these trains, indispensable for the
travel of students, as a compensation, the workers trains from
and 2043, that are at present operating from Battipaglia to
Napoli - might be suppressed. The new train might have a
consist of 4 cars: 1 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	Nocera	s. 0620
Nocera	" 1500	Napoli	" 2115

6525

This train, besides being used by the students that from the
important circle of Napoli and intermediate stations must go
to Salerno, would also be a good communication between the
provinces of Salerno and Naples by 1940 and 1941 trains, operated
at present between Nocera and Naples for the communications
with the province of Avellino -

b) Taranto	d. 1720	Francavilla	s. 1930
Francavilla	" 0330	Taranto	" 0700

For this train requested on behalf of the workers of the
Napoli Y.M., we refer to the letter N. 211/3118/734 dated
10/10/44, and that the workers' Commission would enter

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

I) Line Naples - Reggio Calabria

Salerno	d. 1030	Napoli	e. 2105
Napoli	" 0730	Salerno	" 0830

With the operation of these trains, indispensable for the travel of students, as a compensation, the workers trains 5102 and 5048, that are at present operating from Salinipaglia 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) Napoli d. 0400
Lecce " 1400

Brindisi " 0625
Napoli " 2115

2505

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 communication between the provinces of Salerno and Naples by 1940 and 1943 trains, operated at present between Brindisi and Naples for the communications with the Province of Avellino -

b) Taranto d. 1720
Brindisi " 0750

Brindisi " 1418
Taranto " 0700

For this train requested on behalf of the workers of the Naval Yard, we refer to the letter N. 211/3116/194 dated 2 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 Brindisi at about 1730 hrs.

c) Brindisi d. 0630
Lecce " 1430

Lecce " 0745
Brindisi " 1540

././.

This train is especially required for students on 1701 train coming from Bari arrived at Lecce too late (0935) for the beginning of lessons and the evening train bound to Bari leaves Lecce too late (1700 hrs).

c) Line Melignano-Benevento

Melignano	d. 0620	Lecce	a. 0920
Lecce	" 1700	Melignano	" 1720

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

(Caserta	d. 0605	Naples	a. 0745
(Napoli	" 1605	Caserta	" 1740
(Napoli	" 0605	Benevento	a. 1015
(Benevento	" 1715	Naples	" 1745
(Benevento	" 0450	Foggia	" 0600
(Foggia	" 1700	Benevento	" 1045

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 1097 and 1056 for workers now operating between Ariano and Foggia might be absorbed, coupling to the new proposed train Benevento-Foggia with 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	d. 0555	Potenza	a. 0835
Potenza	" 0740	Foggia	" 0835

It is suggested especially to provide for the travel of the students of the instruction Institute of Foggia. The local authorities and the concerned people are urging us for this matter.

V) Communications in the Foggia area

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

III) Line Foggia - Naples

(Caserta d. 0405)	Naples e. 0745
(Napoli " 1425)	Caserta " 1945
(Spello " 0405)	Benevento s. 1015
(Benevento " 1715)	Naples " 2145
(Benevento " 0430)	Foggia " 0550
(Foggia " 1700)	Benevento " 2045

By the operation of these trains we will enable the students to go to school without obliging them to stay away from their houses, as this is very expensive nowadays and it is not possible for all classes of people. As a partial compensation of the couple Benevento-Foggia, the couple of trains 0557 and 2058 for workers now operating between Ariano and Foggia might be absorbed, coupling to the new proposed train Benevento-Foggia with 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

Bocchetta d. 0545	Potenza s. 0815
Potenza " 0540	Bocchetta " 0635

3564

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

V) Communications in the Foggia area:

(Teramo d. 0410)	Foggia s. 0720
(Foggia " 1710)	Teramo " 2015
(Montefredone " 0500)	Foggia " 0704
(Foggia " 1800)	Montefredone " 2006
(Lecore " 0430)	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 ask you to examine these proposals in the next meeting of

Transportation Sub Comand on 23rd December.

for the General Director

add: to Signo

TRANSMISSION

MINISTRY OF COMMUNICATIONS
ITALIAN STATE RAILWAY
GENERAL DIRECTION

Rome, 30 August 1944
our. ref. N. 110/8721/41/13

To Allied Control Commission
Transportation Sub-Commission

Rome

Copy to General Director
M.R.S.

Subject:
Passenger trains
preference

Building

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

The following inconveniences are pointed out from such situation:

a) The communication between Naples and Reggio is, at present, operated by:

two daily trains between Naples and Salerno. Such trains have a stay at Salerno of 07.40 hrs in descending direction and of 08.15 in upward direction.

two daily trains between Salerno and Reggio S. with train-shipment at Gioia Tauro (about 2 km.) and stay in each locality of 10.55 hrs. in descending direction.

b) The daily train Naples-Bari (Sunday excluded) operates the passenger service exclusively at the stations of Naples, Salerno, Battipaglia, Gioiagnano, Petrucci, Metaponto, Taranto, Brindisi, Bari.

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

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

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

3533

11. for the movement of the liberated Italy's areas, and

1. Passenger service situation, as at present, along the liberated Italy's lines, that resulting from the attached fascicle. The following inconveniences are pointed out from such situation:

a) The communication between Naples and Reggio is, at present, operated by: the daily trains between Naples and Salerno. Such trains have a stay at Salerno of 07.00 hrs in descending direction and of 08.15 in upward direction. Two daily trains between Salerno and Reggio C. with trains-whistles at Gioia Tauro (about 2 km.) and in each locality of 12.00 hrs. in descending direction.

b) The daily train Naples-Bari (Sunday excluded) operates the passenger service exclusively at the stations of Naples, Salerno, Battipaglia, Stigliano, Petrucci, Metopoli, Taranto, Brindisi, Bari. Many passengers of the intermediate stations, especially along the section Potenza-Taranto, have no possibility to use said communication.

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

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

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

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

11. Taking into account that the inconveniences mentioned in the paragraph 1-a) would be removed by the operation of the Naples-Reggio C communication, proposed with the letter dated 7 August 1944, file n. 216/2701/1944-C, we propose you that follows to operate the needfull connection between Rome and liberated areas, and the dispersing of the population immigrated, especially from the Southern Italy, to Rome by the war operations.

a) Rome-Naples line (via Termini) a couple of trains between Rome and Naples, composed, at least of 3 cars, 1 luggage wagon, 1 mail wagon, in connection with the new couple of trains Naples-Reggio C., already proposed with dated 7 August 1944 file n. 216/2701/1944-C.

Rome	Lv.	0700	arr. Naples	1400
Naples	Lv.	1800	arr. Rome	1900

These trains will stop at Littoria, Frosin, Villa Literno, Avezzano.

b) Rome-Naples (via Cassino) line. A couple of trains composed of 3 cars, at least, 1 luggage wagon and 1 mail wagon.

Rome	Lv.	1717	arr. Naples	0848 (with line's
Naples	Lv.	1010	arr. Rome	0732) service

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

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

d) Rome-Frosinone line. A couple of trains (three weekly) composed of 3 cars, 1 luggage wagon and 1 mail wagon, to be utilized partially, for workmen, especially along the section Rome-Civitavecchia.

Rome	Lv.	0700	arr. Frosinone	1400
Frosinone	Lv.	1230	arr. Rome	1830

these trains will stop at the most important stations.

e) Rome-Arezzo line. A couple of three weekly trains composed at least of 3 cars, 1 luggage wagon, and 1 mail wagon.

Rome	Lv.	1630	arr. Arezzo	0400
Arezzo	Lv.	0900	arr. Rome	0730

3502

these trains will be stopped at the most important stations.

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

Rome	Lv.	0710	arr. Foligno	1400
Foligno	Lv.	1400	arr. Rome	1840

b) Rome-Naples (via Cassino) line. A couple of trains composed of 8 cars, at least, 1 luggage wagon and 1 mail wagon.

Rome	Lv.	1717	arr. Naples	0645	with line's
Naples	Lv.	1910	arr. Rome	0739	service

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

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

d) Rome-Grosseto line. A couple of trains (three weekly) composed of 8 cars, 1 luggage wagon and 1 mail wagon, to be utilized partially, for workmen, especially along the section Rome-Civitavecchia.

Rome	Lv.	0700	arr. Grosseto	1400
Grosseto	Lv.	1830	arr. Rome	1930

these trains will stop at the most important stations.

e) Rome-Arezzo line. A couple of three weekly trains composed at least of 8 cars, 1 luggage wagon, and 1 mail wagon.

Rome	Lv.	1830	arr. Arezzo	0400	3532
Arezzo	Lv.	2000	arr. Rome	0730	

these trains will be stopped at the most important stations.

f) Rome-Foligno line - A couple of trains (three weekly) composed of 8 cars, 1 luggage wagon and 1 mail wagon.

Rome	Lv.	0710	Terni	arr. 1130	Foligno	arr. 1640
Foligno	Lv. 0930	"	"	1110	Rome	arr. 1930

these trains will stop at the most important stations.

g) Napoli-Foggia-Bari line. A couple of three weekly trains composed of 8 cars, 1 luggage wagon and 1 mail wagon.

Naples	Lv.	2000	Foggia	arr. 0430	Bari	arr. 0900
Bari	Lv. 2000	"	"	2400	Naples	arr. 0700

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

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

a) Pescara-Lesno line - 1) A couple of trains between Ortona and Bari, composed of 6 cars, 1 luggage wagon and 1 mail wagon.
Ortona Lv. 0700 Teramo arr. 0800 Teramo Lv. 1000 Bari arr. 1030
Bari Lv. 0800 " " 1030 Ortona arr. 1030

c. Prolongation between Pescara and Monopoli of the trainset
Pescara Lv. 0500
Pescara arr. 1016

b) Battinella-Brindisi line - 1) Transformation into mixed of the goods trains N. 8135 and 8137 - Potenza-Taranto. (Potenza Lv. 0600 Taranto arr. 1100) and N. 8136/8138 (Taranto arr. 1015) and N. 8136/8138 (Taranto arr. 1015) and N. 8136/8138 (Taranto arr. 1015)

2) Transformation into mixed of the trainset
Potenza Lv. 0800
Potenza arr. 1144
Potenza Lv. 1144
Potenza arr. 1800

To these trains will be allotted 2 passenger cars.
3) Operations on Saturday from Taranto to Potenza and on Monday from Potenza to Taranto of a couple of trains that will be stopped at all stations to allow to the Taranto Navy-yard workers (about 800) to spend the festive rent with their family (on request by Taranto Navy-yard)

Taranto Lv. 1700
Potenza Lv. 0100
Potenza arr. 1100
Taranto arr. 1800
4) Prolongation between Taranto and Brindisi of the trains 4881 (Taranto Lv. 0400) and 4884 (Taranto arr. 1144) in order to operate a daily communication between Taranto and Lecce, especially requested by the Taranto lawyers to reach Lecce, the Apical Court Seat.

c) Pescara-Lesno line - Transformation into daily of the new bi-weekly two trains, to allow the afflux of the students to the Sella Concellina Lycium and of the lawyers and other professional men to Lago Negro Tribunal.
3) Potenza-Taranto line - A couple of daily trains between Potenza and Rocchetta in connection with the two trains already in operation between Rocchetta and Potenza.

Potenza Lv. 0900
Rocchetta Lv. 1144
Rocchetta arr. 1800
Potenza arr. 1407
3) A couple of trains between Rocchetta and Potenza (three

1336

the goods trains 1110-1130 and 1130-1150
 Potomac arr. 1110-1130 Toronto arr. 1110 and N. 1110/1130
 Toronto-Potomac
 (Toronto 11.00-11.30 Potomac arr. 11.00-11.30) and N. 1110/1130
 to these trains will be added passengers cars.
 2) Transformation into mixed of the trains

N. 7000 Potomac 11.00-11.30 N. 1144
 N. 7000 N. 1144 Potomac 11.00-11.30

So these trains will be allotted 2 passenger cars.
 3) Operations on Saturday from Toronto to Potomac and on
 Monday from Potomac to Toronto of a couple of trains that will be
 stopped at all stations to allow to the Toronto Navy-yard women
 (about 300) to spend the festive rest with their family (as requested
 by Toronto Navy-yard)

Toronto 11.00 Potomac 11.00
 Potomac 11.00 Toronto 11.00

4) Prolongation between Toronto and Truroville of the
 trains 4801 (Toronto 11.04-11.30) and 4804 (Toronto 11.00-11.30) in order
 to operate a daily communication, between Toronto and Truroville,
 especially requested by the Toronto lawyer to reach 11.00, the
 Appeal Court Seat.

5) Transformation into daily of the
 now bi-weekly two trains, to allow the influx of the students to the
 St. Genevieve Lyceum and of the lawyers and other professionals to
 the Appeal Court.

6) Potomac-Toronto line - A couple of daily trains between
 Potomac and Rochelle in connection with the two trains already in
 operation between Rochelle and Potomac.

Potomac 11.00 Rochelle 11.00
 Rochelle 11.00 Potomac 11.00

7) A couple of trains between Rochelle and Potomac (three
 weekly - Tuesday, Thursday, Saturday)

Rochelle 11.00 Potomac 11.00
 Potomac 11.00 Rochelle 11.00

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

8) Potomac-Rochelle line - A couple of daily trains
 Potomac 11.00 Rochelle 11.00
 Rochelle 11.00 Potomac 11.00

e) Poggia-Sanfrancesco line - A couple of daily trains

Poggia IV. 0730 Sanfrancesco arr. 0930
 Sanfrancesco IV. 1300 Poggia arr. 1730

2) Poggia-Lucera line - A couple of daily trains:

Poggia IV. 0640 Lucera arr. 0745
 Lucera IV. 1350 Poggia arr. 1630

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

The requests mentioned in paragraphs d)-j)-e) and f) are justified by the decentralization of the Poggia public Offices and by the population dispersing owing to the destructions operated by air-bombings.

g) Spinaresola-Gioia del Colle line - A couple of mixed trains between Spinaresola and Gioia del Colle, composed of two cars and one luggage wagon, to allow to the line workers to reach Bari and Taranto.

Spinaresola IV. 0900 Gioia del Colle arr. 0925
 Gioia del Colle IV. 1600 Spinaresola arr. 1920

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

V. By the required measures 120 wheeled truck cars, or equivalent vehicles, 10 luggage wagons, 14 rail wagons should be used together with a daily average consumption of about 120 tons of coal.

sgd. The General Director
 M. Salomone

3500

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Rome 22 Aug. 44

Mr. M 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 -

Rome

1) The present situation of civilian transportation on the Compartimenti'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 S. Maria-Lecce line. On the lines Foggia-Manfredonia, Foggia-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. 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 Italy, Marche, Umbria and Toscana, we suggest to effectuate - as

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- 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 S. Angelo-Lecore line. On the lines Viggiano-Manfredonia, Potenza-Rocchetta S.A., Rocchetta S.A.-Gioia del Colle, Barletta-Spinosa, the goods service is executed by mixed trains quoted in the time table in force. Finally, on the line Catanzaro-S. V. Maria, 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 food 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. 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 2281 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 T.S.R. Director General

F.to Di Raimondo

6) The rolling stock needed to effectuate the suggested trains shall be of 2281 cars; this number is sensibly inferior to that of the 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 U.S.R. Director General

F.to DI Raimondo

8-26

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A OP/td

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

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

Tele : 473701

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/323/8066/308/98 of the 22 August 1944 were carefully considered at the meeting of the Transportation Sub-Committee held on Monday, 28 August 1944. The lack of rolling stock and locomotives parts at the present time it is impossible to consider additional services.

2. It is fully appreciated that there is a considerable tonnage of wine on hand in the 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.

This communication will be kept closely before us and

1509

SUBJECT : Proposed additional freight programme.

TO : Ministry of Communications
Italian State Railways
General Direction

1. The additional freight services requested in your letter, reference W/323/8066/309/99 of the 22 August 1944 were carefully considered at the meeting of the Transportation Sub-Committee held on Monday, 28 August 1944. The lack of rolling stock and locomotives parts at the present time it is impossible to consider additional services.

2. It is fully appreciated that there is a considerable tonnage of wine on hand in the Fuglie 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 25.7
Colonel, C.B.,
Director, M.S/C.

