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PAOLA - CASTIGLIONE COS.
AUG. 1944 - MAR. 1945

Ministry of Transport
I.S.P. General Direction

Rome, 18 March 1945
M.211/2620/41-A

TO: Transportation S/Commission AC
Rail Division.
Building.

SUBJECT: Railway communications
in Calabria.

1) Passengers from or to Napoli and Rome, arriving at or departing from S. Rufemia with trains 83 and 84 must wait in S. Rufemia for the train to and from Catanzaro (northbound passengers abt. 15 hours and southbound passengers abt. 13 hours), and being S. Rufemia only a rail junction, no facilities are provided for waiting passengers.

2) To secure a better connection btw. the main trains of both Ionian and tirrenian line it is therefore necessary to operate a new couple of trains btw. S. Rufemia and Catanzaro.

3) In order not to increase present requirements of stock, we suggest following schedules for passenger services:

Tr. 4909	S. Rufemia	dep. 0505	Catanzaro M.	arr. 0730
Tr. 4911	S. Rufemia	dep. 2030	Catanzaro M.	arr. 2310
Tr. 4908	Catanzaro M.	dep. 0030	S. Rufemia	arr. 0250
Tr. 4910	Catanzaro M.	dep. 1720	S. Rufemia	arr. 1950

4) Following trains could consequently be cancelled:

4755 and 9995 btw. Catanzaro and S. Rufemia
9049, 9052 and 9051 btw. Catanzaro S. and Catanzaro M.

To secure a better connection also the timings of trains 9086 and 9087 of the Ionian line ought to be slightly altered.

5) Further to our letter M.211/9050/41-A dated 22 Nov. 1945, we want to insist on the opportunity that all trains running on lines S. Rufemia-Catanzaro, Paola-Cosenza and Sibari-Cosenza be operated also on Sunday, as the corresponding long-distance trains running on the main lines are operated daily.

6) With further reference to para 2 of a/m letter, please take into kind consideration also our suggestion that local shuttle-services be established btw. Roccella and Loezi and btw. Soverato and Catanzaro M., in order to meet the requirements of the population and especially of the students.

7) We await that S/Commission's decision.

1) Passengers from or to Napoli and Rome, arriving at or departing from S. Eufemia with trains 83 and 84 must wait in S. Eufemia for the train to and from Catanzaro (northbound passengers abt. 15 hours and southbound passengers abt. 13 hours), and being S. Eufemia only a rail Junction, no facilities are provided for waiting passengers.

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3) In order not to increase present requirements of stock, we suggest following schedules for passenger services:

Tr. 4909	S. Eufemia	dep. 0505	Catanzaro M.	arr. 0730
Tr. 4911	S. Eufemia	dep. 2050	Catanzaro M.	arr. 2310
Tr. 4908	Catanzaro M.	dep. 0030	S. Eufemia	arr. 0250
Tr. 4910	Catanzaro M.	dep. 1720	S. Eufemia	arr. 1950

4) Following trains could consequently be cancelled:

4755 and 9095 btw. Catanzaro and S. Eufemia
9049, 9052 and 9051 btw. Catanzaro S. and Catanzaro M.

To secure a better connection also the timings of trains 9036 and 9087 of the Ionian line ought to be slightly altered.

5) Further to our letter M.211/9050/41-A dated 22 Nov. 1945, we want to insist on the opportunity that all trains running on lines S. Eufemia-Catanzaro, Paola-Cosenza and Sibari-Cosenza be operated also on Sunday, as the corresponding long-distance trains running on the main lines are operated daily.

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7) We await that a/Commission's decision.

Sgd. DI RAIMONDO
Director General.

3595

TRAIN STATION

Ministry of Transports
General Direction I.S.R.
Movement Department

Roma nov. 22nd 1944
ref. M.211/9050-41-A/ICCA/1380/28

To

ALLIED COMMISSION
Transportation S/Commission

ROMA

Subject:

New services in Calabria

1) Besides already submitted proposals of improvement of presently operating passenger services, having considered that on both lines Reggio-Battipaglia and Reggio-Metapont the long-distance passenger trains operate every day, we ask for the authorization to operate:

also on sundays following trains
4755 from E. Eufemia to Catanzaro M.
4731 & 4734 btw. Paola and Cosenza
4763 & 4760 " Sibari and Cosenza

also on Mondays following train
4742 from Catanzaro M. to Nicastro

No further allotment of locos & stock is required to operate above services

2) For the students' service, as long as the schools remain open, we propose following shuttle services to be operated daily, except on

Sundays:			
Train N. 4883	Roccella Ionica dep.	0720-Locri arr	0800
" " 4884	Locri	1540-Roccella I. arr.	1620
" " 9050	Soverato	0520-Catanzaro M. "	0550
" " 9051	Catanzaro M.	1830-Soverato	1900

3) For the couple Locri-Roccella the spare engine presently staying

at Roccella could be employed.

For the couple Soverato-Catanzaro M. the same engine & stock presently employed for the shuttle service btw. Catanzaro S. and Catanzaro M. could be employed.

We want to point out that above mentioned timings for the new trains must be considered only as approximate ones, as definite time-tables must be carefully established in connection with the actual operating conditions of each section at the date when the new trains will start operating.

Director General I.S.R.

1568
gio-Battipaglia and Reggio-Metaponto the long-distance passenger trains operate every day, we ask for the authorization to operate:

also on sundays following trains
4755 from S. Eufemia to Catanzaro M.
4731 & 4734 btw. Paola and Cosenza
4763 & 4760 " Sitari and Cosenza

also on Mondays following train
4742 from Catanzaro M. to Nicastro

No further allotment of locos & stock is required to operate above services

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" " 4884	Locri	1540-Roccella I. arr.	1620
" " 9050	Soverato	0520-Catanzaro M. "	0550
" " 9051	Catanzaro M.	1830-Soverato	1900

3) For the couple Locri-Roccella the spare engine presently staying at Roccella could be employed.
For the couple Soverato-Catanzaro M. the same engine & stock presently employed for the shuttle service btw. Catanzaro S. nad Catanzaro M. could be employed.

We want to point out that above mentioned timings for the new trains must be considered only as approximate ones, as definite time-tables must be carefully established in connection with the actual operating conditions of each section at the date when the new trains will start operating.

Director General I.S.R.

sgd. G. Di Raimondo

3594

TRANSLATION

Rome 22 Nov. 44
N.M. 211-9050-41-A/ICGA/1380/28

C O P Y

I S R General Direction

Allied Commission
Transportation Subcommittee Rome

Subject: Passenger trains add.

1. In addition to the proposals for the improvement of passengers services of the lines and considering that on the Battipaglia-Reggio and Metaponto-Reggio lines, the long sections passengers trains are daily operated, we propose the operation also on Sundays for the following trains:

4755 from S. Eufemia to Catanzaro M.
4731 and 4734 between Paola and Cosenza
4763 and 4760 between Sicari and Cosenza
and on Monday for the train
4742 from Catanzaro M. to Nicastro.

For this operation a further availability of locomotives and rolling stocks is not required.

2. For the students service during school opening period we propose the following local trains to be operated every day excepting Sundays:

4883 Roccella I.	dep.	0720	arr.	Locri	0800
4884 Locri	"	1540	"	Roccella I.	1620
9050 Soverato	"	0520	"	Catanzaro M.	0550
9051 Catanzaro M.	"	1830	"	Soverato	1930

3. For the couple Locri Roccella it could be provided with the reserve locomotive located at Roccella I.

For the couple of trains Soverato Catanzaro M. it could be provided with the same locomotive and rolling stock that are now used for the short runnings operated between Catanzaro M. and Catanzaro Sala.

We also inform that the timings proposed for the passengers trains that are going to be increased are to be considered as a maximum, as the stated timings must be examined

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4755 from S. Eufemia to Catanzaro M.
4731 and 4734 between Paola and Cosenza
4763 and 4760 between Sibari and Cosenza
and on Monday for the train
4742 from Catanzaro M. to Nicastro.

For this operation a further availability of locomotives and rolling stocks is not required.

2. For the students service during school opening period we propose the following local trains to be operated every day excepting Sundays:

4883 Roccella I.	dep.	0720	arr.	Locri	0800
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We also inform that the timings proposed for the passengers trains that are going to be increased are to be considered as a maximum, as the stated timings must be examined in detail, with reference to the real conditions of operation, to be performed when their execution will really be decided.

The General Director
sigd: Di Raimondo

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HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

ACP/2d

Our reference: ACC Tn/42/58
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 N/323/3055/309/98 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 2701 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.

1572

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/333/3056/303/48 of the 28 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 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, would require 1881 cars and owing to the serious shortage of rolling stock in liberated Italy, it was found impossible to consider your proposition for the same being.

6. This application will be kept closely before us and reconsidered at a later period by the transportation committee.

3592
L.S. ADAMS
Colonel, C.S.,
Director, T.S.G.O.

- 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 I. M. E. Director General

F. to 31 Raimondo

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The I.G.R. Director General
F.to DI Raimondo

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/ela

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Rome 22 Aug. 44
Mr. M 323 8056 100 30

MINISTRY OF COMMUNICATIONS
I.S.R. DIRECTION GENERAL

To Allied Control Commission
cc. Direction General I.S.R.

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

1) The present situation of civilian transportation on the Government'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-Brindisi, Bari-Brindisi, Brindisi-Matera, Taranto-Potenza; besides, a couple of goods trains is running each four weeks, on the Brindisi-Matera line. On the lines Potenza-Matera, Brindisi-Matera, Brindisi-Matera, the goods service is executed by mixed trains quored in the time table in force. Finally, on the line Catanzaro-S. Eufemia, Yack-Corona, Cosenza-Bidari 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 tons 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.

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A couple of daily goods trains in running only on the lines Napoli-Potenza, Battipaglia-Reggio Calabria, Metaponto-Ragusa Calabria, Bari-Brindisi, Brindisi-Taranto, Taranto-Potenza; besides, a couple of goods trains in running each for weeks, on the Salerno-Lecore line, on the lines Reggio Calabria, Catanzaro-Bocchiaro S.A., Gerace S. Maria 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. Maria, Paola-Lecore, Catanzaro-Sibari is performed a limited goods service through the goods trains effected 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 tons. 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, Chiari, Foligno and Rome.

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

