

ACC

AC88/TN.4

10000/148/2/44

BASIC SCHE
FEB. - JUN. 19

00/148/2144

BASIC SCHEDULE OF CIVILIAN TRAINS
FEB. - JUN. 1944

TRENI-FERME-BIGLIETTI-FREQUENZA-INCASSI SULLE FERROVIE CONCESSE ALL'INDUSTRIA PRIVA
DIPENDENTI DALL'ISPETTORATO COMPARTIMENTALE DI CATANZARO

Ispezzorato Compartimenta le Azienda Linea	Quantitativo treni viaggiatori su oia scuna linea <i>N° of trains on each N. line</i>	Quantitativo fermate che tutti i treni viaggiatori effettuano per servizio pub- blico <i>stops N.</i>	Numero medio biglietti che normalmente si vendono per ogni stazione di fermata e per ciascun treno <i>Ticket N. sold.</i>	Media di frequenza per ciaso treno <i>Passengers Viagg.</i>
ISPETTORATO DI CATANZARO				
Ferrovie Calabro-Lucane				
-Linea Cosenza-Catanzaro Città	6	32	5	113
" Cosenza-Rogliano	4	11	13	100
" Catanzaro-Soveria	4	13	24	177
" Catanzaro-Marina	8	6	14	59
" Crotone-Petilia	4	8	8	88
" Soverato-Chiaravalle	4	8	10	63
" Gioiosa Marina-Mammola	6	6	8	44
" Gioia Tauro-Sinopoli	4	9	22	195
" Gioia Tauro-Cinquefronti	4	12	19	186
" Vibo Marina-Mileto	6	7	7	31
" Vibo Marina-Vibo Città	4	4	33	32
" Cosenza-Camigliatello	4	18	7	85
" Cosenza-S. Pietro	2	13	26	232
" Cosenza-Spezzano	2	8	31	142

MV.

609
609

ATE-BIGLIETTI-FREQUENZA-INCASSI SULLE FERROVIE CONCESSE ALL'INDUSTRIA PRIVATA
DIPENDENTI DALL'ISPettorato COMPARTIMENTALE DI CATANZARO

Stazioni	Quantitativo treni viaggiatori su cia- scuna linea <i>N° of trains on each line</i>	Quantitativo fermate che tutti i treni viaggiatori effettuano per servizio pub- blico <i>stops N.</i>	Numero medio biglietti che normalmente si vendono per ogni stazione di fermata e per ciascun treno <i>Ticket N. sold</i>	Media di frequenza per ciascun treno <i>Passengers Viagg.</i>	Media del'in- casso reali- zato per cia- scun treno <i>Quota Lire</i>
Città	6	32	5	113	2609
	4	11	13	100	2161
	4	13	24	177	1947
	8	6	14	59	334
	4	8	8	88	867
Alle	4	8	10	63	381
Amela	6	6	8	44	131
opoli	4	9	22	195	1170
tefronti	4	12	19	186	1678
to	6	7	7	31	186
Città	4	4	33	32	195
Sello	4	18	7	85	889
	2	13	26	232	1952
	2	8	31	142	1136

6073



88/48

END/28

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC TM/35/47.
Date : 30 June 44.

TO : Minister of Communications, Naples
(for Undersecretary of State for
Railways & Highways - Gen. di Belmonte).

SUBJECT : Privately Owned Lines.

1. Your letter No. 1 BA/28 dated 14 June refers.
2. The various requests for additional rail facilities over the privately owned lines were considered by the Transportation Committee at their meeting held at this Sub-Commission Headquarters on 26 June 44 and the following decisions were made :-
 - (a) Portici Trains - Bari Area
A schedule of workers trains has been prepared and full details of these have already been supplied to you by the Director General, Military Railway Services with his letter dated 2 June 44.
 - (b) Castrovillari - Spezzano (Lamezia-Spezzano Line)
As no supporting justification for the running of additional trains has been submitted by you, the request for an extra mixed train would not be agreed to. If you can submit evidence that an extra train is required to meet civil requirements the question will be considered.
 - (c) Potenza - Gravina Line
As the repairs to this line have been completed, it was agreed that arrangements be made for a tri-weekly mixed train in each direction to commence forthwith.
 - (d) Circumvesuviana, Cumana & Aliphan Railways
The need for additional services on these lines is appreciated, and your requests are being further considered.
3. A request made by the Minister of Communications for the Naples - Bari bi-weekly passenger service to run more frequently was considered, and will be further examined when military commitments permit.

ANV 6073

L. E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

SUBJECT: Privately Owned Lines.

1. Your letter No. 1 DA/28 dated 14 June refers.

2. The various requests for additional rail facilities over the privately owned lines were considered by the Transportation Committee at their Meeting held at this Sub-Commission Headquarters on 26 June 44 and the following decisions were made:-

(a) Working Trains - Bari Area

A schedule of working trains has been prepared and full details of these have already been supplied to you by the Director General, Military Railway Services with his letter dated 2 June 44.

(b) Sastrovillari - Mottano (Laguarda-Mottano Line)

As no supporting justification for the running of additional trains has been submitted by you, the request for an extra mixed train would not be agreed to. If you can submit evidence that an extra train is required to meet civil requirements the question will be considered.

(c) Rotonda - Gravina Line

As the repairs to this line have been completed, it was agreed that arrangements be made for a tri-weekly mixed train in each direction to commence forthwith.

(d) Aliphanese Line, General A. Aliphanese Railway

The need for additional services on these lines is appreciated, and your requests are being further considered.

3. A request made by the Minister of Communications for the Naples - Bari bi-weekly passenger service to run more frequently was considered, and will be further examined when military commitments permit.

ALL
6022

L. E. VINING,
Lieut. Colonel,
Director, Transportation Sub-Commission, AGC.

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A.P.D. 100
2 JUNE 1944

SUBJECT: CIVILIAN WORKERS' TRAINS EAST COAST

TO: DQMG(M), HQ AAI, CASERTA

1. LETTER FROM HQ MOVEMENTS, EASTERN ITALY 3/505A, DATED 2 MAY 1944 TO YOUR HEADQUARTERS, YOUR LETTER MOV 3/96 DATED 5 MAY 1944 TO THIS HEADQUARTERS, AND OTHER CORRESPONDENCE ON THE SUBJECT OF INCREASING RAIL SERVICE FOR CIVILIAN WORKERS IN EAST ITALY.

2. IT HAS BEEN FOUND IMPRACTICABLE TO GRANT IN FULL THE REQUEST OF ADDITIONAL SERVICE MADE IN ORIGINAL DEMAND. ATTACH AS APPENDIX "A" TO THIS LETTER, SCHEDULES FOR CIVILIAN WORKER TRAINS IN THAT TERRITORY WHICH HAVE BEEN WORKED OUT BY REPRESENTATIVES OF THE MILITARY RAILWAY SERVICE, MOV 2 DISTRICT, AND D.O.L. 2 DISTRICT. THESE SCHEDULES ARE APPROVED AND WILL BE PLACED IN EFFECT WHEN TRANSFER OF MILITARY LABOR AND WITHDRAWAL OF ST MARKS THEN NECESSARY. ON 31 MAY 1944 MOVEMENTS 2 DISTRICT REQUESTED OPERATION OF NEW WORKERS SERVICE BETWEEN NOLPETTA AND MONOPOLI AS SOON AS POSSIBLE AND GDTN(RLYS) WILL ARRANGE THE NECESSARY SERVICE TO COMPLY WITH THIS REQUEST.

3. THIS INCREASED SERVICE SHOULD NOT ADVERSELY EFFECT PRESENT RAIL TONNAGE COMMITMENTS. IT MAY EFFECT THE ABILITY OF RAIL TRANSPORT TO CARRY TEMPORARY INCREASES OR TO RUN ADDITIONAL OPERATIONAL TRAINS NECESSITATING THE TEMPORARY CANCELLATION OF CERTAIN OF THESE WORKERS TRAINS TO GIVE PREFERENCE TO OPERATIONAL MOVES.

Way
CARL R. GRAY, JR.
BRIGADIER GENERAL, USA
DIRECTOR GENERAL

INCL - 5 APPENDICES

GC - GDM, NAPLES	- INCL APPEN (2)
ADTH 3, BUILDING	" " (2)
GDTN(RLYS), BARI	" " (5)
AGM, TRANSPORTATION	" " (5)
AGM, EQUIPMENT	" " (2)
SEN. DI RAIMONDO	" " (5)

6071
Handed in by
Col Douglas
at Tr. Comm. Meeting
26 June 44 with report
that 100% had not been
sent to Tr. Comm.
LSD

(Appendix A-1)

SAPYETA - PARI - REINDISI

[illegible]

_____ machine to be operated

Vote 1 - Additional Workers Training to go to Barletta

Note 2 - Train 1790 extended. Pollett to be cancelled and replaced by 1794 cancelled and replaced by 1795.

Note 3 - present trains 59-X; # (34) cannot

...ometers Daily - 362

100

(Appendix A-2)
NORTH

LECCO - BRINDISI

SOUTH

1615	TV-4705	TV-4811	3701	Train No.	TV-4700	4798	TV-1812	V-56
				<u>STATIONS</u>				
1930	1800	0839	0935	Ar Lecce	0440	0600	0520	1730
1820	1615	0758	0820	Lv Brindisi	0615	0735	0729	1828
						Restinco		
				See Note	1	1	3	

ESTÉE

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TEST 1

[illegible]

WORLD

HARRY-TRANTO

STUDIOS

SOUTH				BARI-TARANTO									
4889	TV-2827	4885	2823	2821	TV-2821	TV-4887	Train No.	4832	2824	4884	TV-2826	TV-4836	876 TV-876
			1730	0715	0638	0555	Ar Taranto		0650		1745	1835	
			1649	0626	0552	0506	Lv Taranto		0743		1833	1928	
				0625		0455	Ar Palagianello Lv					1932	
				0543		0405	Lv Palagianello Ar					2042	
2026	1950	1926		0530			Ar Gioia	0550		0630			2052
2006	1933	1906		0513			Lv Gioia	0604		0644			2105
2000	1929	1900	1535	0511			Ar Aquaviva	0609		0648	1537		2107
1830	1810	1730	1420	0400			Lv Bari	0710		0800	1634		2159
1	3	1			3	1	See Note			1			

NOTE:] - Additional workers trains to be operated.

NOTE: 1 - Additional workers trains to be operated.
3 - Trains TV-1811, TV-1812, SUX-4852, SUX-4853, TV-2821, and TV-2827 Cancelled.
- - - Additional train kilometers to be operated - 386.

333

1395

(Appendix A-4)

EAST

BARLETTA - MINERVINO

TRAIN NO	TRAIN NO	TRAIN NO
0130	AR Minervino LV	1252
2340	LV Barletta AR	1420
1	SEE NOTE	1

WEST

NOTE: 1 - Additional workers train to be operated.
Additional train kilometers to be operated - 86.

SUD-EST RAILWAY

Two additional workers trains will be operated daily between

BARI and PUTIGNANO

Additional train kilometers to be operated - 86 or 54 miles

Summary of additional train kilometers to be operated for civilian workers service on I.S.R.

Between Bari and Barletta	168
" Bari and Brindisi	194
" Bari and Taranto	170
" Taranto and Brindisi	140
" Brindisi and Lecce	76
" Barletta and Minervino	86
TOTAL	834 or 512 miles

808



Uff. C/le Movimento
M.13.C.3/993

Modificazione d'orario
ei treni bisettimanali con
automotrice tra Salerno e Bari.

ALLEGATI : n° 5

In relazione alla Vostra lettera del 22
andante, trasmetto cinque copie della circo-
lare diramata da questo Sottosegretariato in
merito alla modificazione d'orario ai treni
bisettimanali con automotrice tra Salerno e
Bari.

IL SOTTOSEGRETARIO DI STATO

Sto G. di Salvo

AL BRIGADIER GENERAL CARL R. GRAY
DIRECTOR GENERAL MILITARY RAILWAY
SERVICE

N A P O L I
=====

Piazza Nicola Amore 2

e, P.n.:
ALLA COMMISSIONE ALIBATA DI CONTROLLO
SOTTOCOMMISSIONE TRASPORTI INTERNI

N A P O L I
=====

Isola della Carità

Subject: Modified schedules
of bi - weekly trains lecono-
tors between Salerno and Bari.

Referring to your letter of 22nd
inst. I send you 5 copies of the
circular letter distributed by
this Undersecretaryship regu-
ding the varied schedules of
the bi - weekly trains with
locomotors between Salerno Bari.

THE UNDERSECRETARY

Sto G. di Salvo

6007

Naples 25th of June 1944.

File M. 13 C 3/298

SUBJECT : Modification of time - table to the service of the by -
weekly trains with Diesel car between Salerno and Bari

Attention :

President of Ministries
All the Ministries and Undersecretaries
Head Quarter
General Inspector of Army
Army Staff - Tn. Office
Navy Staff
Air Force Staff
Commissariat for the war prisoners
Salerno, Potenza, Taranto, Brindisi, Bari, Prefects
Salerno, Potenza, Taranto, Brindisi, Bari Questurships
Commandand of the "Carabinieri"

Emproving partially our circular of the last 3th, starting
the 1st of July, the by-weetly train with Diesel car between Salerno
and Bari will operate with the following time-table:

doing Departure from Bari every Thureday and Saturday, at
0700 hours; Brindisi arrive, 08,37 hrs; Depart, 08,42 hrs. Taranto
arrive 10,03hrs depart 10,08 hrs; Potenza arrive 12,21hrs; depart
12,30 hrs. Salerno arrive 14,35 hrs depart 14,35 hrs.

Return Depart from Salerno every wednasday and Saturday
at 12,20 hrs; Potenza arrive 14,42 hrs, depart 14,52 hrs. Taranto
arrive 17,06 hrs; depart 17,11 hrs. Brindisi 18,32 hrs depart 18,38
hrs. Bari arrive 20,10 hrs.

The Undersecretary of the State
Gen. Di Raimondo

6336

MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO

SOTTOSEGRETARIATO DI STATO

Ufficio Centrale Movimento

Napoli, li 25 Giugno 1944

n° L.13.C.3/298

OGGETTO : Modificazione d'orario ai treni bisettimanali con autotrice tra Salerno e Bari.=

ALLA PRESIDENZA DEL CONSIGLIO DEI MINISTRI	= SALERNO
A TUTTI I MINISTRI E SOTTOSEGRETARIATI	= LORO SEDI
AL COMANDO SUPREMO	= CAVA TIRREN
ALL'ISPettorato GENERALE R.E.	= CAVA TIRREN
ALLO STATO MAGGIORE R.E.-Ufficio Trasporti	= P. L. 151
ALLO STATO MAGGIORE REGIA MARINA	= TARANTO
ALLO STATO MAGGIORE REGIA AERONAUTICA	= B A R I
ALL'ALTO COMMISSARIO PER I PRIGIONIERI DI GUERRA	= CAVA TIRREN
AL COMANDO DELLE FF.AA. DELLA CALABRIA	= NAPOLI
ALLE LL.EE. I PRENETTI DI	= SALERNO = POTENZA = BRINDISI = BARI
ALLE REGIE QUESTURE DI	= SALERNO = POTENZA = BRINDISI = BARI
AL COMANDO GENERALE DELL'ARMA DEI CC.RR.	= CAVA TIRREN

A parziale modifica circolare p.n. del 3 andante, a decorrere dal 1° Luglio p.v. il treno bisettimanale con autotrice tra Salerno e Bari, osserverà il seguente orario :

ANDATA : Partenza da Bari tutti i giorni di Giovedì e Domenica alle ore 7,00; Brindisi a. ore 8,37 p. ore 8,42; Taranto a. ore 10,03 p. ore 10,08; Potenza a. ore 12,21 p. ore 12,30; Salerno a. ore 14,35.=

RITORNO: Partenza da Salerno tutti i giorni di Venerdì e Sabato alle ore 12,20; Potenza a. ore 14,42 p. ore 14,52; Taranto a. ore 17,06 p. ore 17,11; Brindisi a. ore 18,32 p. ore 18,38; Bari a. ore 20,10.=

6003

ALLA PRESIDENZA DEL CONSIGLIO DEI MINISTRI
A TUTTI I MINISTRI E SOTTOSEGRETARI
AL COLANDO SUPREMO
ALL'ISPETTORATO GENERALE R.E.
ALLO STATO MAGGIORE R.E.-Ufficio Trasporti
ALLO STATO MAGGIORE REGIA MARINA
ALLO STATO MAGGIORE REGIA AERONAUTICA
ALL'ALTO COMMISSARIO PER I PRIGIONIERI DI GUERRA
AL COLANDO DELLE FF.AA. DELLA CAMPANIA
ALLE LL.EE. I PREFETTI DI = SALERNO = POTENZA
= BRINDISI = BARI
ALLE REGIE QUESTURE DI = SALERNO = POTENZA
= BRINDISI = BARI
AL COLANDO GENERALE DELL'ARMA DEI CC.RR. = CAVA TIRRENA
= SALERNO
= LORO SEDI
= CAVA TIRRENA
= CAVA TIRRENA
= P. M. 151
= TARANTO
= B A R I
= CAVA TIRRENA
= NAPOLI
= TARANTO
= TARANTO
= CAVA TIRRENA

A parziale modifica circolare p.n. del 3 andante, a decorrere dal 1° luglio p.v. il treno bisettimanale con autotrice tra Salerno e Bari, osserverà il seguente orario :

ANDATA : Partenza da Bari tutti i giorni di Giovedì e Domenica alle ore 7,00; Brindisi a. ore 8,37 p. ore 8,42; Taranto a. ore 10,03 p. ore 10,08; Potenza a. ore 12,21 p. ore 12,30; Salerno a. ore 14,35.=

RITORNO: Partenza da Salerno tutti i giorni di Mercoledì e Sabato alle ore 12,20; Potenza a. ore 14,42 p. ore 14,52; Taranto a. ore 17,06 p. ore 17,11; Brindisi a. ore 18,32 p. ore 18,38; Bari a. ore 20,10.=

6405

IL SOTTOSEGRETARIO DI STATO

Luigi Raimondo

/gfh

TRANSLATION

Naples. 15 June 44.

File M.13.C.3/725

Central Movement Office

SUBJECT : Train service with Diesel rail Car between Salerno and Bari, bi-weekly.

TO : ACC., Naples.

1. By circular No. M.13.C.3/471 of the last 4th, we ordered that the first places in the Diesel rail car operating between Salerno and Bari, were allowed to officers designated by the ACC.

2. I see that instructions have been given following your request, as per letter APO/424 dated 10 June '44, about the 6 ~~places~~ *seats* to be allowed to Allies in the trains as per subject.

The Undersecretary of State

Gen. di Raimondo.

Minute 57(9) of Jptm meeting 29/5/44 says
"6 places will be reserved in each direction
for Allied Military officers. accommodation
not required for such officers will be
surrendered by movements to ISR within
before departure time"

6004



MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO
PER LE FERROVIE - LA MOTORIZZAZIONE
CIVILE E TRASPORTI IN CONCESSIONE

Uff. C/le Movimento
OGGETTO:

Servizio bisettimanale con automotrice tra Salerno
e Bari. =

All.

ALLA COMMISSIONE ALLEATA DI CONTROLLO
Sottocommissione Trasporti
Interni

N A P O L I
Piazza della Carità

1.- Con la nostra circolare n°
M.13.C.3/471 del 4 corrente,
tu già ordinato che i primi
posti nell'automotrice tra
Salerno e Bari fossero rila-
sciati a Funzionari designati
dall'A.C.C. =

2.- Vista la Vostra lettera n°
A.P.O./494 in data 10 corren-
te Vi confermo che disposizio-
ni sono state date conformi
a quelle da Voi desiderate
in merito ai sei posti da ri-
lasciare per ufficiali Allea-
ti sui treni di cui trattasi. =



IL SOTTOSEGRETARIO DI STATO *ad. Amm.*

RAILS RUNNING

~~March 25th 1942~~TRAVEL DEL SUD-EST.Bari to Conversano - Martina Franca - Taranto.

Passenger :- 6 to Conversano, 5 to Martina Franca.

2 Martina Franca - Taranto each way daily.

Freight :- 1 each way daily.

Martina Franca - Francavilla - Lecce.

Passenger :- 5 Martina Franca - Lecce each way daily.

1 Francavilla - Martina Franca daily.

1 Manduria - Francavilla daily.

Freight :- 1 each way daily.

Casarano - Gallipoli.

Passenger :- 3 each way daily.

Freight :- 1 " "

Bari - Putignano.

Passenger :- 4 each way daily.

Freight :- 2 " "

Lecce - Gallipoli.

Passenger 4-4 to Zollino, 2 to Gallipoli, each way daily.

Freight :- 1 each way daily.

✓ Lecce - Zollino - Gagliano.

Passenger :- 3 to Maglie, 2 to Gagliano.

Freight :- 1 Each way daily.

Gagliano - Leuca - Novoli - Lecce.

Passenger :- 3 to Nardo', 2 to Gagliano, each way daily.

Freight :- 1 Each way daily.

Maglie - Otranto.

Passenger :- 1 each way daily.

88/42

113

103

48

54

66

8082

85

Passenger :- 5 Martina Franca - Lecce each way daily.

1 Francavilla - Martina Franca daily.

1 Manduria - Francaville daily.

Freight :- 1 each way daily. 103

Casertano - Gallipoli.

Passenger :- 2 each way daily.

Freight :- 1 " "

Bari - Putignano.

Passenger :- 4 each way daily.

Freight :- 1 " "

Lecce - Gallipoli.

Passenger :- 4 to Zollino, 2 to Gallipoli, each way daily.

Freight :- 1 each way daily. 58

✓ Lecce - Zollino - Galliano.

Passenger :- 3 to Maglie, 2 to Galliano.

Freight :- 1 Each way daily. 66

Galliano - Leuca - Novoli - Lecce.

Passenger :- 3 to Nardo', 2 to Galliano, each way daily.

Freight :- 1 Each way daily. 85

Maglie - Otranto.

Passenger :- 1 each way daily.

Freight :- Nil.

RWD/rg

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/88/41.

Date : 21 June 44.

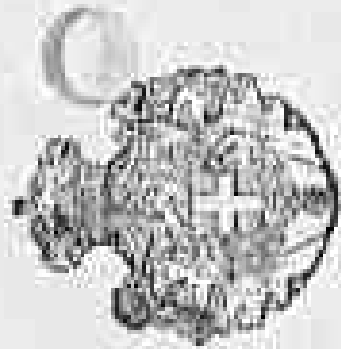
TO : Minister of Communications,
Italian Government, Salerno
(for Undersecretary of State for ISH).

SUBJECT : Railways - Private lines.

1. Reference your letter No. 1 RA 28/ dated 14 June 44.
2. The requests for additional rail services contained in your letter have been noted, and the items have been included on the Agenda for consideration at the Transportation Committee Meeting on Monday next, the 26 June 44.
3. So far as No. 2 (b) Lagonegro-Spezzano Albense Line is concerned, this request was rejected at the Transportation Committee Meeting held on 24 Apr 44.
4. In notifying you of this decision by letter ACC Tn/88/25 dated 1 May 44 you were requested to submit justifiable evidence that additional transport facilities are required over this section of the line, if you wished the question to be considered.
5. Your letter of 14 June gives no justification for the service other than to report the fact that the engine stands idle for 9 hours at Spezzano.
6. If you are in possession of any further factors in support of the request, please arrange for these to be brought forward at the Meeting on Monday next.
7. So far as the question of the Tramways and Filobus Services are concerned, a separate reply is being sent to you.

Sgt C. G. Brown
Det. for
L. E. VIKING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

L.G.M. 239



Ministero delle Comunicazioni
ISPettorato GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Uff. 1°

Servizio

Sec.

Prot. N° 13A28/2535 Napoli

Napoli, li 18 GIUGNO 1944

Alla Commissione Alleata di

Controllo -

Sottocommissione Trasporti Interni

= NAPOLI =
Piazza Garibaldi

Disposto al P. del

Sec. N°

OGGETTO. Ferrovie Calabre - Lucane.

Linea Lagonero - Spezzano Albanese. Variazione programma di esercizio.

URGENTE

- 1) La presente é a seguito del punto 6 della lettera di questo Ispettorato Generale 13A28/534 in data 21 aprile o.s.s.
- 2) Nel detto punto 6 é richiesta per la linea in oggetto l'istituzione di una seconda coppia giornaliera di treni in aggiunta a quella già esistente e ciò per una migliore utilizzazione del carbone consumato per detta linea, come é spiegato nella detta lettera.
- 3) A chiarimento di quanto sopra si comunica che anche la seconda coppia di treni richiesta dovrebbe effettuarsi colle stesse modalità della coppia già esistente e cioè col trasbordo dei viaggiatori a Lauria dato che in questa località ancora sussiste l'interruzione causata a suo tempo da eventi bellissimi.

f.c.

IL SOTTOSegretario DI STATO

PM/

UFF. 1°

Servizio

Sec.

Prot. N° 13428/2535 Allegati

" NAPOLI "

Piazza Garibaldi

Disposta all'is. del

Per. Sec. N°

OGGETTO: Ferrovie Calabre - Lucane.

Linea Lagonero - Spazzano Albanese. Variazione programma di esercizio.

URGENTE

- 1) La presente é a seguito del punto 6 della lettera di questo Ispettorato Generale 13428/534 in data 21 aprile c.a.
- 2) Nel detto punto 6 é richiesta per la linea in oggetto l'istituzione di una seconda coppia giornaliera di treni in aggiunta a quella già esistente e ciò per una migliore utilizzazione del carbone consumato per detta linea, come é spiegato nella detta lettera.
- 3) A chiarimento di quanto sopra si comunica che anche la seconda coppia di treni richiesta dovrebbe effettuarsi colle stesse modalità della coppia già esistente e cioè col trasbordo dei viaggiatori a Lauria dato che in questa località ancora sussiste l'interruzione causata a suo tempo da eventi bellissimi.

IL SOTTOSEGRETARIO DI STATO

Adh. Barmh

PM/

Naples, 16th of June 1944

TO : A.C.C. Transportation Sub-Commissione NAPLES

Service 1st Office - File : 1 B A 28/2535

SUBJECT ; Calabro Lucane Railways
Lagonegro Spezzano Albanese line - Variations of service.
Urgent

1. Reference to paragraph 6 of letter from our General Inspector 1BA 28/534, dated 21st of April 1944.
2. We requested that an other trains couple was added to programme of the service, to utilize the better coal, as for our letter.
3. That now train service would operate with a change at Lauria, because the line is interrupted in this section, damaged by the tactical operations.

The Undersecretary of State
Gen. Di Raimondo

659

Rebysa: 10th of 5

Naples, 16th of June 1944

TO : A.C.C. Transportation Sub-Commissione NAPLES

Service 1st Office - File : 1 B A 28/2535

SUBJECT : Calabro Lucane Railways
Lagonegro Spezzano Albanese Line - Variations of service.
Urgent

1. Reference to paragraph 6 of letter from our General Inspector 1BA 28/534, dated 21st of April 1944.
2. We requested that an other trains couple was added to programme of the service, to utilize the better coal, as for our letter.
3. That now train service would operate with a change at Lauria, because the line is interrupted in this section, damaged by the tactical operations.

The Undersecretary of State
Gen. Di Raimondo

658

ESD: 1944

1609

TRANSPORTATION OF GOODS

- a) The train which at present runs twice a week between Bari and Naples to become a daily one or at least three times a week. ✓
- b) To extend at least a couple of trains between Bari & Molfetta up to Barletta.
- c) A couple of trains on the electrified line Foggia-Benevento.
- d) Two couples of trains on the electrified line Reggio Calabria-Salerno.
- e) A couple of trains between Foggia and Potenza.
- f) Three times a week service in both reversed sides between Sicignano and Lagonegro.

TRANSPORTATION OF GOODS

Should ACC approve the revival of portion of the goods service, following advantages could be secured:

- a) A mutual exchange of commodities among the various regions thus assuring a better distribution of same.
- b) Livellation of commodities prices between region and region.
- c) Requests towards the black market for some alimentary itmes in diminution thus securing a lowering in the prices.

THEREFORE WE ARE REQUESTING:

- 1) Two couples of goods trains every 24 hours on the principal lines.
 - 2) A couple of goods trains upon the secondary lines.
- Consequently it is necessary to expedite the procedure as to the approval for the transportation of goods on behalf of State and private, therefore the following recommendations are being submitted:
- a) To exclude those goods which at present are not so indispensable as far as the living is concerned.
 - b) To limit for lines and destinations the goods allowed to be transported.
 - c) Our Ministry should draw up a weekly or fortnightly program taking into account the requests coming from other ministries as to the alienation as well as to coal and charcoal, restoration works on roads and railway, also to plants and buildings necessary for the functioning of public services and State administrations.

88/38

General Inspector of Civilian Organization and Transportations in
 ■ Concession 2^a Division ^{CP} - "Off. a."

diapla, 11th of June 1944
 Co. d. C. C. - Transportation Sub-Commission - diapla
 and, for knowledge, to Communications Minister - Salerno
File: 1 Ba-28/ - Subject: Railways ~~administered~~ ^{administered} by
 private citizens. ~~where~~ ^{Purpose} ~~Proposed~~ for train service variation

1. Reference to C.C.C./Em/88/25, May 1st 1944

2. Colabro-Lucane Railways

a) Bari-Bonito line: We suggest again to establish
 a daily service supplement of two trains, only for workmen,
 because the present service (one ~~couple~~ ^{couple} passengers train couple)
 is insufficient to transport to Bari all ^{the} workmen, who ~~are~~ ^{the}
 most large party is engaged by the Allies.

b) Pagonegro-Spezzano-Albanese line: purpose for passengers
 train couple, to avoid an useless coal consumption.

the civilian needs imposed the following service time-
 table, approved at its time by your commission:

Depart from Castrovillari - 05.25 hrs.

Arrival to Spezzano A - 07.05 "

Depart from Spezzano A - 15.00 "

Arrival to Castrovillari - 17.31 "

So the locomotive stays for about 9 hours in the

Spizzano Albanus Station, consuming unnecessary coal, because of the combustion, after the coming, and to light up again the oven ~~and~~, in the afternoon, for return. We hope you will give your authorization for that new service, which (see: 13H. 28/33) of our Minister) would cause the following least daily consumption growth:

Coal: 1,232 tons

Lubricatings: 2,210 kg.

C) Peterza - Grevine line:

As per your letter A. E. C/En/88/35, it would be possible to establish on the above-named line biweekly mixed train service.

That line was not included in our programme during the last December, because, ~~the~~ was interrupted, having been damaged by the Germans retreating. But the administering Society has just completed the necessary repairs.

3 Secunary Southern Railroads Society - (Circumferential Railway)

In order that we avoid the excessive overcrowd on the trains of this line, which operates in very important zone, we suggest to improve its service by supplement of passenger trains, ~~and~~ it is following:

Wafat - Wola - Boiano line: Two daily passenger train couples

Naples - Castellammare d. Stabia : two daily passenger trains
couple.

Naples - Ottaviano - Sarno line : two daily passenger trains
couple.

Naples - Pompei - Poggioreale : one daily passenger trains couple.

Sum total of daily passenger trains couples : 4

Daily ~~est~~ estimate consumption of electric power : 2.100 Kw.

4 Naples - Pozzuoli - Portici line (Cumana Railway)

The suppression of all the trains operating between Naples and Portici, from 07.30 hrs to 15.30 hrs, has caused overcrowd of the others trains.

As the trains are used prevalently by workmen engaged by the allies, we suggest that the service operates also in the above mentioned hours and with the following supplement :

Naples - Portici section : 4 daily couples of passenger trains.

Estimate daily consumption of electric power : 640 Kw.

5 - Naples - Capua - Piedimonte d'Alife line (Alfana Railway)

This railway, repaired in the Naples - Capua section, effects only $\pm$ material transportations for the allies. We suggest to establish again the passenger service, because of the large importance of the zone, in which the its trains operate, ~~as~~ ^{as it is} following :

Chaples - Capua Section : 3 daily couples of passenger trains
 Estimate electric power consumption: ~~2~~ 250 Kw.

6) Sorrento Tramways

As per order of the allies, daily service of the tramway ^{cars} in the Sorrento - Castellammare di Stabia line is suspended from 0800 to 1600 hrs. Consequently the ~~one~~ operating cars are always overcrowded.

It would be necessary ~~to~~ the tramway ^{cars} operate also during the above-mentioned time, with supplement of 4 daily couples of cars. Estimate electric power consumption: 320 Kw.

7) Chaples province Tramways

Recently your Commission ~~decided~~ ^{concluded} that the ~~new~~ cars operated in the Chaples - Chiavari section, with interruption from 0800 to 1600 hrs. That interruption causes overcrowd and therefore it is necessary to operate also in that time and to add to present programme 16 daily couples of cars. Estimate electric power consumption: Kw 200 -

8) Pompei-Pagani Tramway and Pagani-Stabia Filibus

Those important transportation service, operating first, were suspended by the Allies. As the region is very important and populous, we suggest to renew ~~the~~ ^{the} services with the following reduced programme:

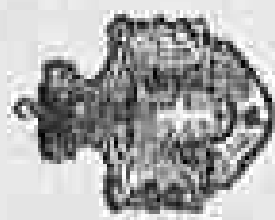
Pompei-Pagani Tramway: daily 10 couples of cars

Pagan - where 2000 lbs. daily. No. couples of cars.
 The diesel cars operating in the line are light
 the estimate consumption of electric power is Kw. 180.
 daily.

9 actualization of above-named services would improve severely the situation of the interesting towns, because the increasing deficiency of tires and carburetors makes difficult the ~~actualization~~ transportation.

The Undersecretary of State
Gen. Dr. Raimondo.

mb/Co



Ispettorato Generale della Motorizzazione Civile
dei Trasporti in Concessione - Rep. 2° Uff. 1°

NAPOLI 14 Giugno 1944.

MINISTERO DELLE COMUNICAZIONI

SOTTOSEGRETARIATO DI STATO
PER LE FERROVIE - LA MOTORIZZAZIONE
CIVILE E TRASPORTI IN CONCESSIONE

ALLA COMMISSIONE ALLEATA DI CONTROLLO
SOTTOCOMMISSIONE TRASPORTI INTERNI
NAPOLI

e, p.c. AL MINISTERO DELLE COMUNICAZIONI

- Gabinetto -

SALERNO

N. 1 BA. 28/

di N.

OGGETTO Ferrovie concesse all'industria privata.-
Variazioni al programma di esercizio.-

1. Riferimento foglio di codesta Commissione
A.C.C./Tn/88/25 del 1° maggio c.e. si pro-
pone quanto segue:
2. FERROVIE CALABRO-LUCANE
 - a) - Linea Bari-Toritto: si rinnova la pro-
posta per la istituzione di una coppia gior-
nali, facendo supplementare di treni per soli ope-
rai, facendo presente che il programma ora
esistente (una sola coppia di treni viaggiatori)
risulta insufficiente per fare affluire ogni giorno verso Bari tutti gli operai
che nella grande maggioranza lavorano attual-
mente per le Forze Armate Alleate.-

b) - Linee Lagonegro-Spezzano-Albanese: si
rinnova la proposta di aumentare a due la
attuale coppia di treni viaggiatori facendo
presente che è motivata dall'inutile spre-
co di carbone causato dalla prolungata so-
sta delle locomotive a Spezzano Albanese.-
Infatti le esigenze locali della popolazio-
ne civile hanno imposto di attuare col se-
guente orario il programma a suo tempo con-
cesso da codesta Commissione:

- partenza da Castrovillari	- ore	5,25
- arrivo a Spezzano A.	- "	7,05
- partenza da Spezzano A.	- "	16,00
- arrivo a Castrovillari	- "	17,31

Durante la forzata sosta di circa 9 ore a
Spezzano Albanese, si ha un inutile consumo
essenziale per la inevitabile continuazione

8021

e, p.c. AL MINISTERO DELLE COMUNICAZIONI

- Gabinetto -

S A L E R N O

N. 1 BA.28/...

di N.

OGGETTO Ferrovie concesse all'industria privata.-
Variazioni al programma di esercizio.-

1. Riferimento foglio di codesta Commissione A.C.C./Tn/88/25 del 1° maggio c.e. si propone quanto segue:
2. FERROVIE CALABRO-LUCANE
 - a) - Linea Bari-Toritto: si rinnova la proposta per la istituzione di una coppia giornaliera supplementare di treni per soli operai, facendo presente che il programma ora esistente (una sola coppia di treni viaggiatori) risulta insufficiente per fare affluire ogni giorno verso Bari tutti gli operai che nella grande maggioranza lavorano attualmente per le Forze Armate Alleate.-

b) - Linea Iaconegro-Spezzano-Albanese: si rinnova la proposta di aumentare a due la attuale coppia di treni viaggiatori facendo presente che è motivata dall'inutile spreco di carbone causato dalla prolungata sosta delle locomotive a Spezzano Albanese.- Infatti le esigenze locali della popolazione civile hanno imposto di attuare col seguente orario il programma a suo tempo concesso da codesta Commissione:

- partenza da Castrovillari	- ore	5,25
- arrivo a Spezzano A.	- "	7,05
- partenza da Spezzano A.	- "	16,00
- arrivo a Castrovillari	- "	17,31

Durante la forzata sosta di circa 9 ore a Spezzano Albanese, si ha un inutile consumo anzitutto per la inevitabile continuazione della combustione del carbone nel forno della locomotiva dopo che questa ha terminato

la corsa di andata ed in seguito per riacendere il forno nel pomeriggio, prima di riprendere il viaggio di ritorno. - Poichè le esigenze locali della popolazione civile non consentono di spostare l'orario e poichè l'aggiunta di una seconda coppia di corse, riducendo assai gli intervalli di tempo tra una corsa e l'altra, ridurrebbe lo spreco prima indicato, si prega di esaminare benevolmente la richiesta di cui trattasi, per la quale (come è già indicato nel foglio di questo Ministero 1BA. 28/534) si avrebbe il seguente ridottissimo aumento giornaliero nei consumi:

- Carbone	Tonn.	1,232	-
- Lubrificanti	Kg.	2,240	-

c) Linea Potenza-Gravina: poichè codesta Commissione nel proprio foglio A.C.C./Tn/88/25 accenna alla intenzione di autorizzare appena possibile un treno misto tri-settimanale sulla linea di cui trattasi, si prega di esaminare la possibilità di detta autorizzazione, facendo presente che tale linea nel dicembre scorso non fu compresa nel programma-base perchè allora le opere d'arte, distrutte dai tedeschi in ritirata, erano ancora interrotte, mentre oggi la Società esercente, con encomiabile spirito di iniziativa e notevoli sacrifici, ha provveduto a riattivare le interruzioni. -

3. SOCIETA' STRADE FERRATE SECONDARIE MERIDIONALI (Ferrovia Circumvesuviana). -

Data la grande importanza della zona servita dalla Ferrovia in questione, e stante l'eccessivo affollamento che si verifica attualmente sulla medesima, si propongono le seguenti aggiunte all'attuale programma:

- linea Napoli-Nola-Baiano: due coppie giornaliere di treni viaggiatori -
- linea Napoli-Castellammare di Stabia: due coppie giornaliere di treni viaggiatori -
- linea Napoli-Ottaviano-Sarno: due coppie giornaliere di treni viaggiatori -
- linea Napoli-Poggioreale: una

cui trattasi, per la quale è stato
 dedicato nel foglio di questo Ministero 1BA.
 28/534) si avrebbe il seguente riepilogo
 mo aumento giornaliero nei consumi:

- Carbone	Tonn.	1,232	-
- Lubrificanti	Kg.	2,240	-

c) Linea Potenza-Gravina: poichè codesta
 Commissione nel proprio foglio A.C.C./Tr/
 88/25 accenna alla intenzione di autoriz-
 zare appena possibile un treno misto tri-
 settimanale sulla linea di cui trattasi,
 si prega di esaminare la possibilità di
 detta autorizzazione, facendo presente
 che tale linea nel dicembre scorso non fu
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 le opere d'arte, distrutte dai tedeschi
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 tre oggi la Società esercente, con enco-
 miabile spirito di iniziativa e notevoli
 sacrifici, ha provveduto a riattivare le
 interruzioni.-

3. SOCIETA' STRADE FERRATE SECONDARIE MERI- DIONALI (Ferrovia Circumvesuviana).-

Data la grande importanza della zona ser-
 vita dalla Ferrovia in questione, e stan-
 te l'eccessivo affollamento che si veri-
 fica attualmente sulla medesima, si pro-
 pongono le seguenti aggiunte all'attuale
 programma:

- linea Napoli-Nola-Baiano: due coppie
 giornaliere di treni viaggiatori -
- linea Napoli-Castellammare di Stabia:
 due coppie giornaliere di treni viag-
 giatori -
- linea Napoli-Ottaviano-Sarno: due cop-
 pie giornaliere di treni viaggiatori -
- linea Napoli-Pompei-Poggioreale: una
 coppia giornaliera di treni viaggiato-
 ri.-

Totale sette coppie giornaliere di treni
 viaggiatori.-

30)

Per tali aggiunte si prevede un fabbisogno giornaliero di energia elettrica di 2.100 Kw.

4. FERROVIA NAPOLI-POZZUOLI-TORREGAVETA
(Ferrovia Cumana).-

Le soppressione di tutti i treni effettuati in servizio locale tra Napoli e Bagnoli dalle ore 9,30 alle ore 15,30 ha provocato un eccessivo affollamento sugli altri treni.-

Poichè la ferrovia in questione è frequentata in prevalenza da operai che lavorano in Cantieri ed Officine requisiti dalle Forze Armate Alleate, si propone di eseguire il servizio anche nell'intervallo di tempo suddetto, facendo le seguenti aggiunte al programma attuale:

- tronco Napoli-Bagnoli: 7 coppie giornaliere di treni viaggiatori.-
- Per tale aggiunta si prevede un fabbisogno giornaliero di energia elettrica di 670 Kw.-

5. FERROVIA NAPOLI-CAPUA-PIEDIMONTE D'ALIFANE (Ferrovia Alifana).-

Tale ferrovia, ripristinata da Napoli fino a Capua, serve attualmente solo per trasporto di materiali delle Forze Armate Alleate.- Data la grande importanza della zona servita da tale ferrovia si propone il ripristino anche del servizio viaggiatori, con il seguente programma ridotto:

- tronco Napoli-Capua: 3 coppie giornaliere di treni viaggiatori.-
- Per tale ripristino si prevede un fabbisogno giornaliero di energia elettrica pari a 250 Kw.-

6. TRAMVIE SCIRENTINE.-

Per ottemperare alle disposizioni delle Autorità Alleate il servizio giornaliero sulla linea Castellammare di Stabia-Sorrento attualmente è sospeso dalle ore 8 alle 16.- Tale restrizione

Poichè la ferrovia in questione è fre-
quentata in prevalenza da operai che
lavorano in Cantieri ed Officine re-
quisiti dalle Forze Armate Alleate, si
propone di eseguire il servizio anche
nell'intervallo di tempo suddetto, fa-
cendo le seguenti aggiunte al program-
ma attuale:

- tronco Napoli-Bagnoli: 7 coppie gior-
naliere di treni viaggiatori.-
Per tale aggiunta si prevede un fabbi-
sogno giornaliero di energia elettrica
di 670 Kw.-

5. FERROVIA NAPOLI-CAPUA-PIEDIMONTE D'ALII-
FE (Ferrovia Alifana).-

Tale ferrovia, ripristinata da Napoli
fino a Capua, serve attualmente solo
per trasporto di materiali delle Forze
Armate Alleate.- Data la grande impor-
tanza della zona servita da tale ferro-
via si propone il ripristino anche del
servizio viaggiatori, con il seguente
programma ridotto:

- tronco Napoli-Capua: 3 coppie giorna-
liere di treni viaggiatori.-
Per tale ripristino si prevede un fab-
bisogno giornaliero di energia elettri-
ca pari a 250 Kw.-

6. TRAMVIE SORRENTINE.-

Per ottemperare alle disposizioni del-
le Autorità Alleate il servizio gior-
naliero sulla linea Castellammare di Sta-
bia-Sorrento attualmente è sospeso dal-
le ore 9.- alle 16.- Tale restrizione
ha provocato seri inconvenienti ed ec-
cessivo affollamento sulle vetture tram-
viarie in servizio.- Dato che la zona
di Sorrento è molto popolata, si propo-
ne di effettuare il servizio anche nel-

le ore suddette, facendo la seguente aggiunta all'attuale programma:
 - linea Castellammare di Stabia-Sorren-
 to: 8 coppie giornaliero di corse.-
 Tale aggiunta importerebbe un ulterio-
 re fabbisogno giornaliero di energia
 elettrica di 320 Kw.-

7. TRAMVIE PROVINCIALI DI NAPOLI.-

Recentemente codesta Commissione ha consentito il ripristino del servizio sul solo tronco Napoli-Aversa, con in-
 terruzione delle 8, - alle 16, - Tale
 interruzione produce preoccupanti af-
 follamenti nelle rimanenti ore, per cui
 si propone di eseguire il servizio an-
 che nel suddetto intervallo di tempo,
 facendo la seguente aggiunta al program-
 ma attuale:

- linea Napoli-Aversa: 16 coppie gior-
 naliero di corse.-

Tale aggiunta lascia prevedere un mag-
 gior consumo giornaliero di 200 Kw. di
 energia elettrica.-

8. TRAMVIA POMPEI-PAGANI E FILOVIA PAGANI- NOCERA.-

Tali importanti linee di trasporto in
 un primo tempo furono riattivate al ser-
 vizio pubblico, ma in seguito sono sta-
 te sospese per ordine delle Autorità Al-
 leate.-

Poichè anche la zona servita da tali li-
 nee è molto importante e densamente popo-
 lata, si propone di ripristinare il ser-
 vizio con il seguente programma ridotto:

- linea tranviaria Pompei-Pagani: 40
 coppie giornaliero di corse -
 - linea filoviaria Pagani-Nocera: 40
 coppie giornaliero di corse -

Dato il peso molto ridotto delle motri-
 ci che fanno servizio sulle linee in que-
 stione, si prevede un fabbisogno giorna-
 liero di soli 180 Kw.-

9. La crescente deficienza di gomme e la li-
 mitazione nella disponibilità di carburan-
 te rendono sempre più difficili i traspor-

638

40)

Recentemente codesta Commissione ha consentito il ripristino del servizio sul solo tronco Napoli-Aversa, con interruzione dalle 8, - alle 16, - Tale interruzione produce preoccupanti affollamenti nelle rimanenti ore, per cui si propone di eseguire il servizio anche nel suddetto intervallo di tempo, facendo la seguente aggiunta al programma attuale:

- linea Napoli-Aversa: 16 coppie giornaliere di corse. -

Tale aggiunta lascia prevedere un maggior consumo giornaliero di 200 Kw. di energia elettrica. -

8. TRAMVIA POMPEI-PAGANI E FILOVIA PAGANI-NOCERA. -

Tali importanti linee di trasporto in un primo tempo furono riattivate al servizio pubblico, ma in seguito sono state sospese per ordine delle Autorità Alleate. -

Poichè anche la zona servita da tali linee è molto importante e densamente popolata, si propone di ripristinare il servizio con il seguente programma ridotto:

- linea tramviaria Pompei-Pagani: 40

coppie giornaliere di corse -

- linea filoviaria Pagani-Nocera: 40

coppie giornaliere di corse -

Dato il peso molto ridotto delle motrici che fanno servizio sulle linee in questione, si prevede un fabbisogno giornaliero di soli 180 Kw. -

9. La crescente deficienza di somme e la limitazione nella disponibilità di carburante rendono sempre più difficili i trasporti automobilistici. -

L'accoglimento delle proposte di cui sopra servirebbe a compensare la mancanza di mezzi di trasporto su strade ed a migliorare sensibilmente la situazione dei centri abitati interessati. -

IL SOTTOSGEGRETARIO DI STATO

Ud. Riccardi

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/12/32
Date : 8 June '44.

TO : Minister of Communications,
Italian Government, Salerno.
(for Undersecretary of State for Italian Railways).

SUBJECT : Extension of Passenger services.

1. At the Transportation Committee Meeting held on 29 May 44 the under-mentioned additional civilian passenger rail services were agreed to:-

(a) Salerno - Fisciano. - Daily Passenger Service.
Your file No. M.13.C. Sa/136. Operating as from 15 May 44 for workers travelling from Fisciano to Salerno in the morning and returning at night.

(b) Naples - Salerno. - Daily Passenger Service.
To operate as from 1 June 44, leaving Salerno at 0520 in the morning for Naples and returning from Naples to Salerno at 1715 at night.

(c) Bari - Salerno. - Bi-weekly Passenger Service.
Your file No. M.13.h.1. To operate as from Saturday 10 June 44 from Salerno and Sunday 11 June from Bari, thereafter running in the following schedule :-

Salerno dep. 1200 hours Wednesdays and Saturdays.
Bari dep. 0700 hours Thursdays and Sundays.

This service will be operated by a 56 seat Diesel Car and intermediate stops will be made only at Brindisi, Taranto and Potenza. It is being provided for Italian Government Officials, Allied Contr 1 Commission personnel, and authorized members of various professions. Six places will be reserved on each service in both directions for Allied Military Officers.

(d) Gioia Tauro - Battipaglia. - Daily Passenger Service.
As from 1 June this service to be extended through to Salerno, arriving at Salerno at approximately 2145, and on the return direction leaving Salerno at about 0415 daily.

2. The request for the introduction of a Sunday service of trains from Putignano, Altamura and Ruvo to Bari (your file No. 1 EA.01/1067) was considered by the Transportation Committee but I regret the running of these trains could not be sanctioned at this stage.

L.E. VINER,
Lieut-Colonel,
Transportation Sub-Commission, ACC.

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A.P.O. 400
17 MAY 1944

SUBJECT: CIVILIAN TRAIN SERVICE, NOCERA TO AVELLINO.

TO: DIRECTOR, TRANSPORTATION SUB-COMMISSION, ACC, APO 394.

1. REFERENCE YOUR LETTER 15 MAY 1944, FILE ACC TN/88/33:
2. THE MIXED TRAIN BETWEEN NOCERA AND AVELLINO OPERATES DAILY, SEVEN (7) DAYS PER WEEK.

FOR THE DIRECTOR GENERAL:

CHARLES F. DOUGHERTY
COLONEL, T. C.
ASSISTANT GENERAL MANAGER
TRANSPORTATION DEPT.



MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

88/34
N. Napoli 11/5/44

N. M. 13.A

al N. = del =

Oggetto:

Orario dei treni
viaggiatori.-

All.

SOTTOCOMMISSIONE ALLEATA
DI CONTROLLO = *trasporti interni* -

Piazza Carità

NAPOLI

Palazzo Istituto Nazionale Assic.ⁿⁱ
piano V scala A.

Come da richiesta telefonica si trasmettono in piego a parte 20 raccolte dell'orario dei treni viaggiatori in esercizio sulle linee dell'Italia liberata.-

Sarà cura di questa Sede di comunicare tutte le modificazioni che si verificheranno in seguito.

IL SOTTOSEGRETARIO DI STATO



Luigi Raimondo 60-5



MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETERIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

Bari No. 11 11/5/44

N. 13.4

al N. del

OGGETTO:

Orario dei treni
viaggiatori.-
M.

SOTTOCOMMISSIONE ALLEATA
DI CONTROLLO

Piazza Carità

NAPOLI

Palazzo Istituto Nazionale Assic. ni
piano V scala A.

Come da richiesta telefonica si trasmettono in piego a parte 20 raccolte dell'orario dei treni viaggiatori in esercizio sulle linee dell'Italia liberata.-

Sarà cura di questa Sede di comunicare tutte le modificazioni che si verificheranno in seguito.

IL SOTTOSEGRETERIATO DI STATO
F/to Di Raimondo



HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/88/33

Date : 15 May 44.

TO : D.G.M.R.S.,
Naples.

SUBJECT : Civilian Train Service - Nocera to Avellino.

1. Reference your letter dated 10 May 44 with regard to the civilian train service between Nocera and Avellino.
2. It is noted that the bi-weekly mixed train service over this section of the line is from today, 15 May 1944, being authorised to operate daily.
3. Although it is not clearly stated, am I correct in understanding that the service will only operate on week days and not on Sundays? Kindly confirm.
4. In view of the heavy essential ACC traffic for the Avellino Area this increase in rail facilities is greatly appreciated.



L.E. VINING,
Lieut-Colonel.
Director, Transportation Sub-Commission, ACC.

EWD/rg

604

88/2

Allied Force
 MILITARY RAILWAY SERVICE
 Office of Director General

A. P. O. 400
 10 May 1944

Subject: Change of Authorized Civilian Train Service Nocera to Avellino.

To: General di Risondo, Under Secretary for Italy
 Ing. Pomerai, Building
 Ing. Morandi, Il Capo di Compartimento, Building
 CO, 701st Ry. Grand Divn. APO 400

1. As the result of increased civilian traffic which we have been asked to move for the past several weeks from Nocera to Avellino, necessitating the operation of a train almost daily between those points, we have, effective 15 May, authorized the operation of a daily mixed train between Nocera and Avellino, in lieu of the bi-weekly mixed train service now in effect.

For the Director General:


 CHARLES F. DOUGHERTY
 Colonel, T. C.
 Assistant General Manager
 Transportation Department

cc - D.Q.M.G. (E)
 A.A.I. Adm. Sch.
 Caserta

Chief, Internal Transpn. ✓
 Sub-Commission, AGO,
 c/o Mov & Tr, Itq., A.A.I.

633

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC TR/83/31.

Date : 13 May 44.

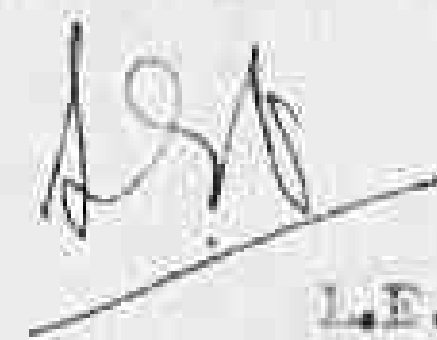
TO : Gen. Al Raimondo, -
Undersecretary of State for
Italian Railways & Highways.

SUBJECT : Calabro-Lucane Railways.

1. Reference your letter LC217/1595 dated 10 May, this Sub-Commission was verbally informed by Mr. Sanangelantoni, that the locomotive in question was removed because of urgent military need on the Catanzaro-Sila line.

2. Furthermore, sufficient naphta to run Diesel engines was provided by the Army Officer, still leaving 3 locomotives in service.
This, it seems, has not left the Lagonegro-Spezzano-Albanese line without sufficient train service, as you state in para. 2.

3. This Sub-Commission feels that much valuable time, both yours and ours, would be saved, if the various agencies were more specific and accurate in their correspondence.


L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

CSE/xg

60 2

88/30

Naples, 10 May, 1944
10217/1595

Subject: Calabro-Lucane Rys. Lagonegro-Spezzano-Albanese Line
Steam Loco.

To: Tn. Sub-Commission, Acc.

1. The Calabro-Lucane Rys. informs me that Allied Authorities from Cosenza have transferred a loco type 350 from the Lagonegro-Spezzano-Albanese Line to the Sila line.

2. There were, at one time, four locos. type 350 on this line, which were the only ones able to negotiate the 60% grade existing on this line. The locos. were cut to three by the Germans. Now they have been further reduced by one, not sufficient to carry on ~~services~~ freight and passenger service as authorized by your Sub-Commission at a meeting held on the 11 December, 1943.

3. Subsequently other Allied Officers have again visited the depot at Lagonegro, stating that the remaining two locomotives will also be transferred.

4. Since the operation of this line was authorized by the Tn. Sub-Commission on the 11 December it is requested that:

a) have the loco, type 350 returned to the Lagonegro-Spezzano-Albanese line. This loco is now on the Sila line.

b) issue instructions not to transfer the remaining two locos.

5. Will be very grateful for your information and disposition on the matter.

The Undersecretary of "t
Signed/ Di Raimondo

60'1

88/30

Naples, 10 May, 1944
10217/1595

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Steam Loco.

To: Tn. Sub-Commission, Acc.

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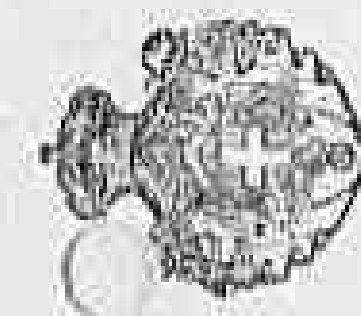
a) have the loco, type 350 returned to the Lagonegro-Spezzano-Albanese line. This loco is now on the Sila line.

b) issue instructions not to transfer the remaining two locos.

5. Will be very grateful for your information and disposition on the matter.

The Undersecretary of State
Signed/ Di Raimondo

601



Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Rep. 2° - Uff. 1°

Sezione

Dist. DC 10217/1595

Allegati

Napoli, li

10 MAR 1944

194

Alla Commissione Alleati di Con-
trollo

Sottocommissione Trasporti Interni

= NAPOLI =

Disposto al f.º del

Gen.

DC

Oggetto. Ferrovie Calabro-Lucane. - Linea Lagonegro-Spezzano

Albanese. - Locomotive a vapore.

1) - La Società Ferrovie Calabro-Lucane ha comunicato a questo Ministero che le Autorità Alleate di Cosenza hanno fatto trasferire una locomotiva tipo 350 dalla linea di Lagonegro-Spezzano Albanese alla linea della Sila.

2) - Sulla linea Lagonegro-Spezzano Albanese c'era a suo tempo in servizio un parco di 4 locomotive tipo 350 (le quali sono le uniche capaci di superare l'eccezionale pendenza del 60 ‰, presentata dalla linea in questione) che furono ridotte a tre per opera dei Tedeschi ed ora a due locomotive, insufficienti per il servizio viaggiatori e merci concesso da codesta Commissione nella seduta dell'11 dicembre s.a.

3) - Successivamente alcuni Ufficiali Alleati hanno visitato nuovamente il deposito di Lagonegro delle Ferrovie Calabro-Lucane annunciando che anche le restanti due locomotive tipo 350 saranno trasferite.

4) - Poichè l'esercizio della linea in oggetto fu già stabilito da codesta Commissione nella detta seduta dell'11 dicembre s.a. si prega di volere:

a) - fare riconsegnare alla linea Lagonegro-Spezzano Albanese la locomotiva tipo 350 che è stata trasferita sulla linea del-

la sila.

Servizio _____
Prot. N° 10217/1595 Allegati _____

Disposta all'ufficio del _____
Servizio _____

OGGETTO. Ferrovie Calabro-Lucane. - Linea Lagonegro-Spezzano Albanese. - Locomotive a vapore.

1) - La Società Ferrovie Calabro-Lucane ha comunicato a questo Ministero che le Autorità Alleate di Cosenza hanno fatto trasferire una locomotiva tipo 350 dalla linea di Lagonegro-Spezzano Albanese alla linea della Sila.

2) - Sulla linea Lagonegro-Spezzano Albanese c'era a suo tempo in servizio un parco di 4 locomotive tipo 350 (le quali sono le uniche capaci di superare l'eccezionale pendenza del 60 ‰, presentata dalla linea in questione) che furono ridotte a tre per opera dei Tedeschi ed ora a due locomotive, insufficienti per il servizio viaggiatori e merci concesso da codesta Commissione nella seduta dell'11 dicembre s.a.

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4) - Poichè l'esercizio della linea in oggetto fu già stabilito da codesta Commissione nella detta seduta dell'11 dicembre s.a. si prega di volere:

a) - fare riconsegnare alla linea Lagonegro-Spezzano Albanese la locomotiva tipo 350 che è stata trasferita sulla linea della Sila;

MV.

b) - impartire disposizioni affinché non vengano allontanate dalla linea in questione le restanti due locomotive tipo 350.

5) - Si gradirà conoscere il seguito che codesta Commissione vorrà dare a quanto sopra segnalato.

IL SOTTOSCRITTARIO DI STATO

Udo Krumpholtz

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

88/29

A. P. O. 400
29 MARCH, 1944

SUBJECT: TONNAGE COMMITMENTS BASIC CIVILIAN SCHEDULES

TO: ADTN 3 (BR), BUILDING
CO, 703RD RAILWAY GRAND DIVN., APO 400, U. S. ARMY
CO, 701ST RAILWAY GRAND DIVN., APO 400, U. S. ARMY
INTERNAL TRANSPN SUB-COMMISSION, ACC, C/O MOV & TN,
HQ AAI (ADMIN ECH)
D.Q.M.G. (MOVEMENTS), AAI (ADMIN ECH)

1. WITH THE INAUGURATION OF BASIC SCHEDULES OF TRAINS TO MEET CIVILIAN REQUIREMENTS, IT WAS CONTEMPLATED THAT THE MOVEMENT OF A DEFINITE AMOUNT OF CIVILIAN FREIGHT WOULD BE POSSIBLE. IT WAS DIRECTED THAT EVERY EFFORT NOT INCONSISTENT WITH MILITARY REQUIREMENTS WOULD BE MADE TO ESTABLISH AND MAINTAIN REGULAR AND DEPENDABLE OPERATION OF ALL TRAINS AUTHORIZED BY THOSE SCHEDULES, AND THAT ANY SURPLUS CAPACITY ON SUCH CIVILIAN TRAINS WOULD BE USED FOR TRANSPORTATION OF MILITARY FREIGHT.

2. FOR VARIOUS REASONS, IT HAS NOT AS YET BEEN PRACTICABLE TO ESTABLISH REGULAR TRAINS ON ALL SECTIONS OF THE LINE WHERE THEY WERE AUTHORIZED, AND LOCAL ARRANGEMENTS HAVE BEEN MADE BETWEEN ACC-AMG REPRESENTATIVES AND MOVEMENT CONTROL TO HANDLE CIVILIAN FREIGHT IN MILITARY TRAINS. WE DO NOT PARTICULARLY OBJECT TO THIS PRACTICE, BUT DO BELIEVE THAT BETTER RESULTS WOULD BE OBTAINED IF AUTHORIZED CIVILIAN TRAINS WERE OPERATED, AND SURPLUS CAPACITIES ON THOSE TRAINS USED FOR TRANSPORTATION OF MILITARY FREIGHT. IN ORDER TO CLARIFY TO THE INTERNAL TRANSPORTATION SUB-COMMISSION, ACC, WHAT THEIR TONNAGE POSSIBILITIES ARE, THE FOLLOWING GROSS TONNAGES OVER VARIOUS LINE SECTIONS SHOULD BE AVAILABLE TO ACC-AMG DAILY ON THE BASIS OF GROSS-TON PER TRAIN POSSIBILITIES ADVISED US BY OUR OPERATING PERSONNEL:

LINE SECTIONS	TONS
REGGIO-CATONZARO MARINA	800
CATONZARO MARINA-SIBARI	800
SIBARI-METAPONTO	800
NAPLES-TORRE ANNUNZIATA	850
TORRE ANNUNZIATA-SALERNO	650
SALERNO-POTENZA	400
POTENZA-METAPONTO	650
METAPONTO-TARANTO	1300
TARANTO-BRINDISI	700
TARANTO-BARI	200
LECCE-BRINDISI	200
BRINDISI-BARI	1150
BARI-BARLETTA	250

6839

3. ON BRANCH LINES WHERE SERVICE HAS BEEN AUTHORIZED, WHILE THE ACTUAL TONNAGE WHICH CAN BE HANDLED ON EVERY TRAIN IS NOT READILY TO HAND, WE BELIEVE THE CAPACITY TO BE SUFFICIENT FOR ALL VITAL CIVILIAN REQUIREMENTS. THESE TONNAGES ARE PURPOSELY STATED IN GROSS TONS, BUT WOULD LIKE TO POINT OUT THAT PROPER SUPERVISION TO INSURE INTENSIVE LOADING SHOULD RESULT IN A NET TON CAPACITY OF APPROXIMATELY 50% OF THE GROSS TONNAGE FIGURES QUOTED. ALLOWANCES WILL HAVE TO BE MADE FOR BULKY, LIGHT COMMODITIES, THE MOVEMENT OF WHICH IS AUTHORIZED.

FOR THE DIRECTOR GENERAL:

Charles F. Dougherty
CHARLES F. DOUGHERTY
COLONEL, T. C.
ASSISTANT GENERAL MANAGER
TRANSPORTATION DEPARTMENT

CC - GENERAL DI RAIMONDO, UNDER-SECY.
ITALIAN STATE RAILWAYS & HIGHWAYS
ING. POMARICI, BUILDING
ING. MORANDI, IL CAPO DI COMPARTIMENTO, NAPLES
ING. FRANZI, IL CAPO DI COMPARTIMENTO, BARI
ING. MANNO, IL CAPO DI COMPARTIMENTO, REGGIO

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/88/28.

Date : 4 May 44.

TO : Lt.Col. OH. Lindberg, R.E.,
Tn. Sub-Comm. ACC, Rep.,
Region I, Palermo.

SUBJECT : Increase in basic schedule of passenger and freight trains.

1. Reference your RS/OHL/3 letter of 26 April 1944.
2. Increase in basic schedules is hereby approved. This with understanding that sufficient supplies of coal are available and that such additional service can be operated regularly.
3. Your expressed intentions regarding coal supplies and building up a reserve are to be commended. It is impractical to hazard estimate in what coal situation may be in future months, so that no dependence should be placed in any possibility of requests for increased supplies being granted.
4. Is there any possibility that Sardinian coal might be mixed, even in small quantities, to increase supply of foreign coal? This should be exhaustively studied by Dr. Tuco and, this Sub-Commission advised.

L.E. VINING

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

6338

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

88/27
Ref.: RS/OHL/3
Date: 26 April 1944

SUBJECT : Increase in basic schedule of passenger
and freight trains.

TO : Director, Transportation Sub-Commission, ACC,
c/o Mov. and Tn. HQ. AAI. (Adm. Echelon) CMP.

1. Submitted for your approval is (App. 1-2) increase in basic schedule of trains, both passenger and freight.

2. We find that weekly passenger service for western Sicily is totally inadequate and our request for an increase to three per week is urgently desired.

3. Our basic schedule of freight trains is too low to handle the usual traffic and the increased kilometers involved means that fewer "special" trains, and more regular trains, will be run, which is desirable.

4. We have now built up a good coal reserve and feel safe and justified in asking for the increased schedule.

5. Our present coal allotment is 8500 tons per month and we still intend to stay within our allotment for the next two months if schedule is approved. It is also our intention to keep and maintain our reserve dump of coal, in case of any emergency, and no additional services are asked for, unless we are certain that our reserve will not have to be tapped.

6. If it is the policy to continue to improve the economic life of the island after the next two months, and if a still further railway service should then be recommended, we would have to ask that our coal allotment be increased to 10000 tons per month commencing, with July 1944.

7. Diesel service is not mentioned above on account of all Diesel service being run for Military purposes.

For the Regional Commissioner:

88/27
O. H. DINDBERG, R.E.
Lt. Col., Tn. Sub-Comm. ACC,
Rep. at HQ. Reg. 1

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 994

27 April 1944

APP.2

PROPOSED INCREASE IN PASSENGER
BASIC SCHEDULE

<u>Round Trips.</u> <u>RUN</u>	<u>PRESENT</u> <u>WEEKLY</u>	<u>PROPOSED</u> <u>WEEKLY</u>
Palermo-Catania	1	3
Pirato-Catania	1	3
Trapani-Palermo	1	3
Xirbi-Agrigento	1	3
Agrigento-P. Empedocle	1	3
Siracusa-Canicattl	1	3
Alcamo-S. Nicola	1	3
S. Stefano-Palermo	2	3
Pachino-Noto	2	3
Burgio-Palermo	0	3
Burgio-Castelvetrano	0	3
Dittaino-Caltagirone	0	3

Monthly additional coal consumption proposed over
present schedule 1350 tons

Monthly additional kms. 23544

8036

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

27 April 1944

APP.1

PROPOSED INCREASE IN FREIGHT TRAIN
BASIC SCHEDULE

<u>Round Trips</u> <u>RUN</u>	<u>PRESENT</u> <u>WEEKLY</u>	<u>PROPOSED</u> <u>WEEKLY</u>
Siracusa-Palermo	3	6
Palermo-Trapani	2	3
Alcamo-Castelvetrano	2	3
Xirbi-Simeto	2	3
Catania-Caltagirone	2	3
Canicatti-P.Empeocle	1	2

Monthly additional coal consumption proposed
over present schedule 1150 tons

Monthly Kms..... 13216

6035

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/88/26

Date : 2 May '44.

TO : Movements, HQ. AAI,
(Adm. Ech.), OMP.

SUBJECT : Sunday Train Services - Bari District.

1. Application has been received from Gen. di Raimondo for the reinstatement of a Sunday train service on the undermentioned lines :-

- (a) Putignano - Conversano - Bari.
- (b) Putignano - Casamassima - Bari.
- (c) Altamura - Bari.
- (d) Ruvo - Bari.

2. This request is made as a result of a new schedule for office workers, whereby offices in Bari are now open on Sundays from 0900 to 1300 hours. As a large number of these workers reside in various communes in the Province, transport facilities have been applied for on their behalf by the Prefect.

3. It is estimated that the introduction of a service each way over the 4 sections concerned would entail the average monthly consumption of 23.313 tons of coal and 55.337 kg. of oil.

4. This question will be included on the Agenda for the next Transportation Committee Meeting. In the meantime you may wish to combine this application with the other requests for travel facilities for workers which are being examined by Mov. East Italy (vide Minute 49 of Transportation Committee Meeting of 24 April '44).

L.E. VIRINO,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

Copy to :- D.G.M.R.S., Naples.

6334

TRANSLATION:

NAPLES - 19 April 1944

No. 1.BA.01/1067

Subject: Puglie Rlys., operated by private firms.

To : Transportation Sub-Commission, ACC.

His excellency, the Prefect of Bari, following the new time schedule for office workers, stating offices will stay open from 0900 to 1300 hours on Sunday and holidays, points out that many workers, due to many contingences, have transferred residences to various communities of the province, and now cannot comply with the new time schedule due to the lack of trains now in the hands of private firms; South East Rly; Calabrian-Lucanian Rly. and Bari-Barletta Tramway line.

The Prefect himself has asked, in accordance with present needs, that at least 2 trains daily for each line be put into operation.

Since these trains were suspended from operating on Sundays and holidays by private firms themselves to stay within the directives laid down by your commission so as to save wear and tear on equipment and to economize on fuel. We beg you to inform us if the Prefect's request can be fulfilled and if these private firms can look into the matter of renewing Sunday train service.

It is pointed out that if this is accorded the distances and coal and oil needs would be as follows:

		COAL	LUBRICANTS
Putignano-Conversano-Bari	KM. 38	1,320 Tons.	3,520 Kg.
" - Casamassima-Bari	" 96	1,440 "	3,840 "
Altamura-Bari	" 98	1,960 "	3,430 "
Ruvo-Bari	" 66	0,660 "	1,980 "
TOTAL		5,380 Tons.	12,770 Kgs.

The average monthly consumption would be of 23,313 Tons of coal and 55,337 Kg. of oil.

THE UNDERSECRETARY OF STATE
Gen di Raimondo

6033

TRANSLATION:

NAPLES - 19 April 1944

No. 1.BA.01/7047

Subject: Puglia Rlys., operated by private firms.

To : Transportation Sub-Commission, AGC.

His excellency, the Prefect of Bari, following the new time schedule for office workers, stating offices will stay open from 0900 to 1300 hours on Sunday and holidays, points out that many workers, due to many contingences, have transferred residences to various communities of the province, and now cannot comply with the new time schedule due to the lack of trains now in the hands of private firms; South East Rly; Calabrian-Lucanian Rly. and Bari-Barletta Tramway line.

The Prefect himself has asked, in accordance with present needs, that at least 2 trains daily for each line be put into operation.

Since these trains were suspended from operating on Sundays and holidays by private firms themselves to stay within the directives laid down by your commission so as to save wear and tear on equipment and to economize on fuel. We beg you to inform us if the Prefect's request can be fulfilled and if these private firms can look into the matter of renewing Sunday train service.

It is pointed out that if this is accorded the distances and coal and oil needs would be as follows:

		COAL	LUBRICANTS
Putignano-Conversano-Bari	KM. 88	1,320 Tons.	3,520 Kg.
" - Casamassima-Bari	" 96	1,440 "	3,840 "
Altamura-Bari	" 98	1,960 "	3,430 "
Ruvo-Bari	" 66	9,660 "	1,980 "
TOTAL		5,380 Tons.	12,770 Kgs.

The average monthly consumption would be of 23,913 Tons of coal and 55,237 Kg. of oil.

SECRETARY OF STATE
Gen. di Raimondo

6022

MINISTERO DELLE COMUNICAZIONI
Ispettorato Generale della Motorizzazione
Civile e dei Trasporti in Concessione

Rep. 2° - Uff. 1°

N° 1.BA.01/1067

Napoli, 14 19 aprile 1944

OGGETTO:

Ferrovie della Puglia concesse
all'industria privata.

ALLA COMMISSIONE ALLEATA DI CONTROLLO
Sottocommissione Trasporti Interni

= NAPOLI =

S.E. il Prefetto di Bari, in seguito al ripristino dell'orario unico, in base al quale i pubblici Uffici devono restare aperti, nei giorni festivi, comprese le domeniche, dalle ore 9 alle 13, ha fatto presente che molti dipendenti delle pubbliche amministrazioni di quel Capoluogo, che hanno dovuto, per la nota contingenza, trasferirsi con la propria famiglia nel Comune della Provincia, si trovano nella impossibilità di osservare l'orario fissato per i giorni festivi, stante la mancata effettuazione, in detti giorni, di treni viaggiatori da parte della ferrovie concesse all'industria privata (Ferrovie Sud-Est, Ferrovie Calabro-Lucane e Tramvie Bari-Barletta).

8991

Il Prefetto stesso ha pertanto rivolte premure per il ripristino, in considerazione delle sopravvenute esigenze dei pubblici Uffici, di almeno una coppia di treni viaggiatori per ogni linea.

Poichè la soppressione dei treni nei giorni di domenica e festivi fu attuata dalla Azienda ferroviaria per contenere il programma di esercizio entro i limiti di quello base concesso da codesta Commissione e per ridurre il logorio del materiale mobile e il consumo delle materie di esercizio, si prega fare conoscere se, data la lieve entità dell'aumento di programma, possa aderirsi alla richiesta del Prefetto di Bari e se possano in conseguenza invitarsi

S.E. il Prefetto di Bari, in seguito al ripristino dell'orario unico, in base al quale i pubblici Uffici devono restare aperti, nei giorni festivi, comprese le domeniche, dalle ore 9 alle 13, ha fatto presente che molti dipendenti delle pubbliche amministrazioni di quel Capoluogo, che hanno dovuto, per le note contingenze, trasferirsi con le proprie famiglie nei Comuni della Provincia, si trovano nelle impossibilità di osservare l'orario fissato per i giorni festivi, stante la mancata effettuazione, in detti giorni, di treni viaggiatori da parte delle ferrovie concesse all'industria privata (Ferrovie Sud-Est, Ferrovie Calabro-Ignee e Ferrovia Bari-Ravenna).

8001

Il Prefetto stesso ha pertanto rivolto premure per il ripristino, in considerazione delle sopravvenute esigenze dei pubblici Uffici, di almeno una coppia di treni viaggiatori per ogni linea.

Poichè la soppressione dei treni nei giorni di domenica e festivi fu attuata dalle Aziende ferroviarie per contenere il programma di esercizio entro i limiti di quello case concesse da codesta Commissione e per ridurre il logorio del materiale mobile e il consumo delle materie di esercizio, si prega fare conoscere se, data la lieve entità dell'aumento di programma, possa aderirsi alle richieste del Prefetto di Bari e se possono in conseguenza invitarsi le Aziende esercenti ad esaminare la possibilità di ristabilire la coppia di corse domenicali desiderate.

MY.

Si fa presente che nel caso affermativo le corse da ristabilire con le rispettive percorrenze e consumi sarebbero le seguenti:

	Carboni	Lubrificanti
Putignano-Conversano-Bari	Km. 80	Tonn. 1,320
" - Casamassima-Bari	" 96	" 1,440
Altamura-Bari	" 96	" 1,060
Ruvo-Bari	" 66	" 0,660
Totale		Tonn. 5,380
		Eq. 12,770

Il maggiore consumo medio mensile sarebbe quindi di Tonn.

$$5,380 \times \frac{52}{12} = 23,313 \text{ di carbone e di Eq. } 55,337 \text{ di lubrificanti.}$$

IL SOTTOSCRITTO DI STATO
F/ro Di Reimondo

Per copia conforme

DIRIGENTE IL FINANCO



HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub Commission

Our Reference : ACC TN/88/25.

Date : 1 May '44.

TO : General di Raimondo,
Undersecretary of State for Italian Railways & Highways.

SUBJECT : Calabro - Lucane Railway.

1. Reference your letter No. L.BA.28/534 dated 21 April '44.

2. Your application was considered by the Transportation Committee at their meetings on 24 April '44 and the following decisions were made.

- (a) Baria-Matera Line. One of the existing freight trains will be made a "mixed" passenger and freight train. (This mixed train will also be extended through from Matera to Montalbano Ionico as requested in your letter No. 1822/2.0/1 dated 13 April '44).
- (b) Baria-Torrito Line. Your request for an additional train for workers could not be agreed to. The position will however be further investigated and will be re-viewed later.
- (c) Altamura-Gravina Line. No change in the existing service.
- (d) Lagonegro-Spezzano Line. Your request for an additional mixed train was rejected. If there is any justifiable evidence that additional transport facilities are required over this section of the line, the question will be reconsidered on receipt of supporting details from you.
- (e) Potenza-Gravina Line. Your request for a daily train over this section of line was considered. Although the request could not be granted in full it was agreed to allow a tri-weekly mixed train as soon as it is possible to operate the service.

3. I would point out that your application for these additional services was not received until 23 April, i.e. the day before the Meeting of the Transportation Committee. There was no time to examine your proposals in detail or to obtain any relevant details for presentation to the Committee.

4. Will you please therefore arrange in future for any application for additional train services or amendments to the existing services to

1. Reference your letter No. 1.B4.28/554 dated 21 April '44.

2. Your application was considered by the Transportation Committee at their meeting on 24 April '44 and the following decisions were made.

(a) Bari-Matera Line. One of the existing freight trains will be made a "mixed" passenger and freight train. (This mixed train will also be extended through from Matera to Montalbano Ionico as requested in your letter No. 1822/2.0/1 dated 13 April '44).

(b) Bari-Torricchio Line. Your request for an additional train for workers could not be agreed to. The position will however be further investigated and will be reviewed later.

(c) Altamura-Gravina Line. No change in the existing service.

(d) Lagonegro-Spezzano Line. Your request for an additional mixed train was rejected. If there is any justifiable evidence that additional transport facilities are required over this section of the line, the question will be reconsidered on receipt of supporting details from you.

(e) Potenza-Gravina Line. Your request for a daily train over this section of line was considered. Although the request could not be granted in full it was agreed to allow a tri-weekly mixed train as soon as it is possible to operate the service.

I would point out that your application for these additional services was not received until 23 April, i.e. the day before the Meeting of the Transportation Committee. There was no time to examine your proposals in detail or to obtain any relevant details for presentation to the Committee.

Will you please therefore arrange in future for any application for additional train services or amendments to the existing services to be submitted to this Sub-Committee at least 14 days prior to the meeting of the Transportation Committee.

L.E. VIMING,
Lieut. Colonel,
Director, Transportation Sub-Committee, ACC.

BEST COPY POSSIBLE

① 80p4
No 1. BA, 28/504

General Inspection 14670
Rep. 22 11/1/50

Subject: Calabria-Lucania R.
Variation of Schedules

To: For Sub-Commission

1. As is known the bars for division needs
on the Calabria-Lucania R. (Marone gauge)
are as follows.

4a	a) Bari-Matera	1 pair of division trains daily	km. 160
	"	3 pair of freight trains daily	" 480 34
4b	b) Bari-Tor. Ho.	1 pair of division trains daily	" 60
4c	c) Altamura-Lucania	2 pairs of mixed trains daily	" 60
		Daily total	km 750

2. Matera is a large agricultural center and a professional men and farmers, who travel daily toward the rural centers and to Bari cannot be accommodated by the 3 trains now in operation.
8029

3. Tor. Ho. is also an important junction, km 25 from Bari, tied to Altamura

(2)

workers who are contributing considerably to the Allied Armies

5. The excess number of passengers, could be diminished, with great advantage to the civilian population, if the following were adopted, resulting in a daily increase of only 60 km, 4200 tons of coal and 2,100 kg of lubricants

4a a) BARI-MATERA	2 daily	Passenger trains	Km. 160
" "	2 "	mixed trains	" 160
" "	4 "	freight trains	" 320
4 b) BARI-TORITTO	2 "	Passenger trains	" 600
" "	2 "	worker trains	" 60
4 c) ALTAMURA-BENFONA	1 "	mixed trains	" 500
Daily total			Km. 8100

6. On the Lepanto-Spezzano line, the addition of 1 pair of trains daily, as per basic schedule, results in a longer keeping over of locomotives at Spezzano Albano with a consequent waste of coal. Said coal could be more conveniently utilized if 3 pairs of trains instead of 1 were used. This would only bring an increase of 85 km. of 1,232 tons of coal and 2,140 kg of lubricants daily.

4 g. The train schedule drawn up to coincide with the Potenza-Spezzano line

4a a) BARR-MATERS	2 daily	Passenger Trains	Km. 160
" "	2 "	mixed trains	" 160
" "	4 "	freight trains	" 320
4 b) BARR-TORITO	2 "	Passenger Trains	" 6000
" "	2 "	Worker Trains	" 60
4 c) ALTHAM-SPRING	4 "	mixed Trains	" 500
Daily Total			Km. 8100

4d Operation of 1 pair of trains daily as per basic schedule, results in a longer layup over of locomotives at Spokane Albion with a subsequent waste of coal. Said coal could be more conveniently utilized if 2 pairs of trains mixed 1 were used. This would only bring an increase of 85 Km. of 1,232 tons of coal and 2,464 kg of bridge costs daily.

4 e The basic schedule, on the Potomac ^{on the Potomac} does not, neither could it have been last December when the schedule was planned and approved, because this line was not in operation at the time due to damage done it by the Germans.

The line is now nearly completed from Potomac almost to Washington (the 16th Jan) and is scheduled that 2 pairs of trains daily be authorized.

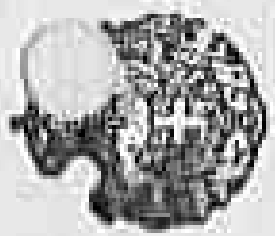
③

with to be connected now running on the Panama-Havre
 (to and from Paris) would give means of reaching, by means
 of the Calais-Lucania Exp., the important landing of Calais,
 at present connected with Paris by the bi-weekly train
 of D.S.P. between Mantes and Paris.

8. It is hoped that the reports - 5-6-7 - be
 examined and approved.

The Under Secretary of State

6028



MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

Ispettorato Generale M.C.F.C.
Rep. 2° - Uff. 1°

OGGETTO:

Ferrovie Calabro-Lucane.
Variazioni del programma
all'esercizio.

al N. _____ del _____

N. 1.BA.2B/534

XBARI, Napoli, li 21 APR 1944

ALLA COMMISSIONE ALLIATA DI CONTROLLO
Sottocommissione Trasporti Interni

= NAPOLI =

1) - Come è noto il programma-base per le esigenze della popolazione civile, prevede sulle sottoindicate linee delle Ferrovie Calabro-Lucane (a scartamento ridotto) i seguenti treni:

a) - linea Bari-Matera: 1 coppia di treni viaggiatori giornaliera
treni-Km. 160

" " " : 3 coppie di treni merci giornalieri
treni-Km. 480

b) - linea Bari-Toritto: 1 coppia di treni viaggiatori giornaliera
treni-Km. 60

c) - linea Altamura-Gravina: 2 coppie di treni misti giornalieri
treni-Km. 50

Totale giornaliero treni-Km. 750

2) - Matera è un grande centro agricolo e capoluogo di Provincia della Lucania e quindi la massa dei viaggiatori, operai, professionisti e contadini che giornalmente si sposta per affluire verso i centri rurali limitrofi e verso la città di Bari non può essere assorbita dall'unica coppia di treni in atto.

3) - Toritto è anche esso un importante capoluogo distante da Bari Km. 25, allacciato ai popolati centri agricoli di Grumo Appulo-Binetto-Palio e Modugno e quindi l'unica coppia di treni concessa sulla linea Bari-Toritto è esclusivamente utilizzata da circa 2.000 operai che giornalmente af-

Ispettorato Generale M.C.D.C.
Rep. 2° - Uff. 1°

OGGETTO:

Ferrovie Calabro-Lucane.
Variazioni del programma
all. di esercizio.

ALLA COMMISSIONE ALLEATA DI CONTROLLO
Sottocommissione Trasporti Interni

= NAPOLI =

1) - Come è noto il programma-base per le esigenze della popolazione civile, prevede sulle sottoindicate linee delle Ferrovie Calabro-Lucane (a scartamento ridotto) i seguenti treni:

a) - <u>linea Bari-Matera:</u>	1 coppia di treni viaggiatori giornaliera	treni-Km. 160
" " "	3 coppie di treni merci giornalieri	treni-Km. 480
b) - <u>linea Bari-Toritto:</u>	1 coppia di treni viaggiatori giornaliera	treni-Km. 60
c) - <u>linea Altamura-Gravina:</u>	2 coppie di treni misti giornalieri	treni-Km. 50

Totale giornaliero treni-Km. 750

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MV.

4) - Si richiama l'attenzione sul fatto che sulle due predette linee Bari-Matera e Bari-Toritto una sola coppia di treni giornalieri è insufficiente a fare affluire e defluire dalla città di Bari una così enorme massa di professionisti, sfollati e in particolar modo di operai che apportano un notevolissimo contributo di mano d'opera anche per i lavori delle Forze Armate Alleate.

5) - Tale eccessivo afflusso di viaggiatori, che attualmente si verifica sui predetti treni, potrebbe essere diminuito, con grande vantaggio della popolazione civile, qualora venisse accordato il seguente programma che prevede il lieve aumento di 60 treni-Km. giornalieri con un maggior consumo di Tonn. 1,200 di carbone e Kg. 2,100 di lubrificanti :

a) - <u>linea Bari - Matera</u>	: 1 coppia di treni viagg.giorn.	treni-Km.	160
" "	: 1 " " misti	" "	160
" "	: 2 coppie " " merci	" "	320
b) - <u>linea Bari - Toritto</u>	: 1 coppia " " viagg.	" "	60
" "	: 1 " " operai	" "	60
c) - <u>linea Altamura-Gravina</u>	: 2 coppie " " misti	" "	50
Totale giornalieri			treni-Km. 810

6) - Sulla linea Lagonegro-Spezzano Albanese l'effettuazione di una sola coppia di treni giornalieri, prevista dal programma-base, importa un prolungato stazionamento delle locomotive a Spezzano Albanese con un conseguente inutile consumo di carbone. Detto carbone che si consuma inutilmente potrebbe essere più convenientemente utilizzato qualora venissero autorizzate due coppie di treni invece di una. Tale provvedimento importerebbe una maggiore percorrenza giornaliera di Km. 56 ed un maggiore consumo giornaliero di Tonn. 1,232 di carbone e Kg. 2,240 di lubrificante.

7) - Il programma-base non prevede e ne poteva prevedere nessun treno sulla linea Potenza-Gravina, perché quando nel dicembre scorso esso venne studiato ed approvato, la predetta linea non era in efficienza per le distruzioni attuate alle opere d'arte dai tedeschi in ritirata.

sa di professionisti, sfollati e in particolar modo di operai che apportano un notevolissimo contributo di mano d'opera anche per i lavori delle Forze Armate Alleate.

5) - Tale eccessivo afflusso di viaggiatori, che attualmente si verifica sui predetti treni, potrebbe essere diminuito, con grande vantaggio della popolazione civile, qualora venisse accordato il seguente programma che prevede il lieve aumento di 60 treni-Km. giornalieri con un maggior consumo di Tonn. 1,200 di carbone e Kg. 2,100 di lubrificanti :

a) - <u>linea Bari - Matera</u>	:1 coppia di treni viagg.giorn.	treni-Km.	160
" " "	:1 " " " misti	" "	160
" " "	:2 coppie " " merci	" "	320
b) - <u>linea Bari - Toritto</u>	:1 coppia " " viagg.	" "	60
" " "	:1 " " " operai	" "	60
c) - <u>linea Altamura-Gravina</u>	:2 coppie " " misti	" "	50
Totale giornalieri			treni-Km. 810

6) - Sulla linea Iaconegro-Spezzano Albanese l'effettuazione di una sola coppia di treni giornaliera, prevista dal programma-base, importa un prolungato stazionamento delle locomotive a Spezzano Albanese con un conseguente inutile consumo di carbone. Detto carbone che si consuma inutilmente potrebbe essere più convenientemente utilizzato qualora venissero autorizzate due coppie di treni invece di una. Tale provvedimento importerebbe una maggiore percorrenza giornaliera di Km. 56 ed un maggiore consumo giornaliero di Tonn. 1,232 di carbone e Kg. 2,240 di lubrificante.

7) - Il programma-base non prevede e ne poteva prevedere nessun treno sulla linea Potenza-Gravina, perchè quando nel dicembre scorso esso venne studiato ed approvato, la predetta linea non era in efficienza per le distinzioni attuate alla opere d'arte dei tedeschi in ritirata.

Attualmente la linea è stata riattivata da Potenza fin quasi a Gravina

(Km. 16 + 500) e pertanto si chiede che venga autorizzata l'effettuazione di una coppia di treni giornalieri per viaggiatori che opportunamente collegati mediante trasbordo colla coppia di treni già funzionanti sulla tratta Altamura-Gravina (da e per Bari) darebbe la possibilità di raggiungere colle Ferrovie Calabro-Lucane l'importantissimo centro di Potenza, attualmente collegato a Bari soltanto colla coppia di treni viaggiatori bisettimanali sulle Ferrovie dello Stato tra Bari e Napoli.

8) - Si prega volere esaminare benevolmente le tre richieste di cui ai punti 5) - 6) - 7° e dare un cenno di conferma.

IL SOTTOSEGRETARIO DI STATO



Luigi Vannucci

6026

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

88/23
A. P. O. 400
28 APRIL, 1944

SUBJECT: BASIC SCHEDULE OF CIVILIAN REQUIREMENTS

TO: GENERAL DI RAIMONDO, UNDER-SECY ITALIAN STATE RAILWAYS
AND HIGHWAYS

1. AT THE REGULAR MEETING OF THE TRANSPORTATION COMMITTEE HELD 24 APRIL 1944, YOUR REQUEST FOR ADDITIONAL TRAIN SERVICE WAS CONSIDERED BY TRANSPORTATION SUB-COMMISSION, A.C.C.; AND THE FOLLOWING EXTENSIONS TO BASIC SCHEDULES OF CIVILIAN TRAINS ARE AUTHORIZED, AND SUCH SERVICE AS HAS BEEN AUTHORIZED MAY BE INAUGURATED AT ONCE ON THE NARROW GAUGE LINES:

(A) BARI-MATERA, ONE OF THE EXISTING FREIGHT TRAINS TO BE MADE A MIXED TRAIN, AND THIS MIXED TRAIN TO OPERATE THROUGH BARI-MATERA TO MONTALBANA IONICO.

(B) POTENZA-GRAVINA, THREE MIXED TRAINS PER WEEK MAY BE OPERATED. THE MIXED TRAINS SHOULD NOT HANDLE IN EXCESS OF TWO PASSENGER-CARRYING CARS - BALANCE OF TRAIN CAPACITY TO BE DEVOTED TO MOVEMENT OF FREIGHT.

2. WILL YOU PLEASE ADVISE DATES THESE SERVICES ARE INAUGURATED AND FREIGHT-CARRYING CAPACITIES OF AUTHORIZED TRAINS, SO TRANSPORTATION SUB-COMMISSION, A.C.C. MAY AUTHORIZE MOVEMENT OF LARGEST AMOUNT OF TONNAGE POSSIBLE.

3. OTHER REQUESTS MADE WERE EITHER NOT FAVORABLY CONSIDERED, OR ARE BEING STUDIED FURTHER.

FOR THE DIRECTOR GENERAL:

CC - INT. TRANSPN SUB-COMM, ACC,
C/G MOV & TR, HQ, AAI,
(ADM ECH), REAR, C.M.F.
D.C.M.G. MOVEMENTS, HQ, A.A.I.
ING. POMARICI, BUILDING
CO, 703RD RY GR DIVN., APO 400
CO, 701ST RY GR DIVN., APO 400
ADTN 3 (BR), BUILDING

Charles F. Dougherty
CHARLES F. DOUGHERTY
COLONEL, T. C.
ASSISTANT GENERAL MANAGER
TRANSPORTATION DEPARTMENT

6025

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. O. 400
14 APRIL, 1944

SUBJECT: BASIC SCHEDULES OF CIVILIAN REQUIREMENTS

TO: CHIEF, INTERNAL TRANSPORT SUB-COMMISSION, ACC,
C/O MOV & TR, HQ A.A.I. (ADMIN ECH).
ADTN 3 (BR), BUILDING

1. WE HAVE REQUEST FROM THE UNDER-SECRETARY STATE, GENERAL DI RAIMONDO, FOR A PASSENGER TRAIN TO BE OPERATED BETWEEN BARI AND BARLETTA.

2. AT THE PRESENT TIME, THERE IS A DAILY MIXED TRAIN RUNNING BETWEEN THESE POINTS, LEAVING BARI LATE IN THE EVENING AND ON RETURN LEAVING BARLETTA EARLY IN THE MORNING. THERE ARE ALSO TWO ROUND-TRIP WORKER TRAINS PER DAY BETWEEN BARI AND MOLFETTA. IT HAS BEEN SUGGESTED BY GENERAL DI RAIMONDO THAT ONE WORKER TRAIN, NO. 1894, BE EXTENDED TO BARLETTA; AND THAT THE RETURN TRAIN, NO. 1791, START FROM BARLETTA AT 1610 HOURS TO PROVIDE THE SAME WORKER SERVICE AS AT PRESENT.

3. REASON FOR THE REQUEST IS THE LARGE NUMBER OF PEOPLE WHO MUST DAILY TRAVEL BETWEEN BARI AND TRANI. WE ARE NOT ANXIOUS TO ESTABLISH ANY MORE PASSENGER TRAIN SERVICE THAN IS ACTUALLY REQUIRED, AND WE ARE WONDERING IF READJUSTMENT IN OPERATION OF THE DAILY MIXED TRAIN TO GIVE MORNING DEPARTURE FROM BARI AND AN EVENING RETURN TO THAT POINT MIGHT NOT SUFFICE. IF THIS IS NOT PRACTICAL, FOR ANY REASON, WE WOULD LIKE TO KNOW WHY; AND ALSO HAVE YOUR RECOMMENDATIONS AS TO FEASIBILITY OF EXTENDING THE ONE WORKER TRAIN MENTIONED ABOVE, SO THAT IT WOULD PROVIDE THE REQUESTED SERVICE.

4. REPLIES ARE DESIRED SO THIS MATTER MAY BE CONSIDERED AT THE NEXT MEETING OF THE INTERNAL TRANSPORTATION SUB-COMMISSION, 24 APRIL 1944, AND IN THE MEANTIME THE INTERNAL TRANSPORTATION SUB-COMMISSION, ACC SHOULD HAVE A CHECK MADE TO DETERMINE WHETHER OR NOT THIS SERVICE IS ACTUALLY REQUIRED.

FOR THE DIRECTOR GENERAL:

6024
CHARLES F. DOUGHERTY
COLONEL, T. C.
ASSISTANT GENERAL MANAGER
TRANSPORTATION DEPARTMENT

1 6 6 2

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. O. 400
20 APRIL, 1944

SUBJECT: BASIC SCHEDULES OF CIVILIAN REQUIREMENTS

TO: CHIEF, INTERNAL TRANSPN SUB-COMMISSION, ACC,
C/O MOV & TR, HQ. A.A.I.

1. WE HAVE A REQUEST FROM THE UNDER-SECRETARY OF STATE, GENERAL DE RAIMONDO, TO PERMIT RESTORATION OF SERVICE ON THE MATERA-MONTALBANO JONICO SECTION OF THE BARI-MONTALBANO JONICO NARROW GAUGE LINE, THE BRIDGE OVER THE BRADANO RIVER NOW HAVING BEEN REPAIRED, TO THE EXTENT OF OPERATING A DAILY MIXED TRAIN IN EACH DIRECTION.

2. WE ARE AGREEABLE TO THIS OPERATION IF ANY VITAL CIVIL NEEDS WILL BE MET THEREBY.

FOR THE DIRECTOR GENERAL:

CHARLES F. DOUGHERTY
COLONEL, T. C.
ASSISTANT GENERAL MANAGER
TRANSPORTATION DEPARTMENT

6023

c/s/14
1st Ind.
HQ, ACC, Region II, APO 394, 19 April 44.

GHM/pjh

To: Executive Commissioner, R.C. and M.G. Section.
ACC Headquarters, Naples.
(Attn: Internal Transportation Sub-Commission)

2. The basic communication is forwarded with strong indorsement of the request that permission be obtained to reopen this railroad line, which would serve an important part of the province and greatly relieve the burden on motor transport.

G.H. McCaffrey
G.H. McCaffrey
Lt. Col., Inf.
R.C.

6022

Allied Control Commission
Matera Province

Matera, April 12, 1944.

Subject: Railroad Transportation.

To: Regional Commissioner.

The railroad bridge over the Bradano River is now complete and the Calabro-Lucano Railway is ready to function within Matera Province from Matera to Montalbano. A total of nine communes are dependent on this line for food distribution and passenger service.

The Ministry of Communications in Naples was advised on April 7 of the completion of repairs on said bridge.

The Prefect has sent a telegram asking for the reopening of the line. No reply has been received.

Since motor transportation is now inadequate, this office strongly supports the request to the Ministry of Communication for immediate approval so that foodstocks vital to the people of these communes can be moved at once.

J. J. Jans. 11

J. S. Jansill, Major
Provincial Commissioner
Matera

8021

Subject: Railroad Transportation.

To: Regional Commissioner.

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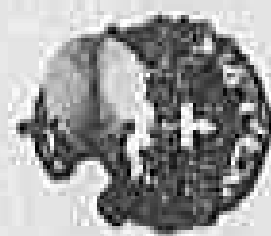
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6021

J. J. Sans. 11

J.S. Sansill, Major
Provincial Commissioner
Matera



e/DR

NAPOLI, BARI 13 aprile 1944

MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

N. 1822/2.0/1 SECT.

al N. _____ del _____

OGGETTO:

Programma treni - base.

all. _____

ALLA COMMISSIONE ALLEATA DI CONTROLLO
Sottocommissione Trasporti Interni

e, per conoscenza:

ALLA DIREZIONE GENERALE MILITARY RAILWAY SERVICE

= Pza Nicola Amore, 2 =

AL MINISTERO DELLE COMUNICAZIONI - CABINETTO =

AL PREFETTO DI

ALL'ISPettorato COMPARTIMENTO DELLA M.C. e T.C.

ALLA DIREZIONE DI ESERCIZIO DELLE FERROVIE

CALABRO = LUCANE

NAPOLINAPOLISALERNOMATERAB A R IB A R I

E' stato ripristinato il ponte sul F. Bradano della linea secondaria Bari-Montalbano Jonico e con il 15 corrente mese può essere riattivata la circolazione dei treni sulla tratta: Matera-Montalbano Jonico.

Questo tronco fu in passato escluso del programma base dei treni a causa della interruzione predetta.

Si prega di voler autorizzare la effettuazione di una coppia di treni giornalieri misti, per viaggiatori e merci.

La Società delle Ferrovie Calabro-Lucane assicura di essere in grado di attuare detto programma minimo.

Il consumo mensile di carbone e di lubrificanti per detto coppia giornaliere di treni risulta il seguente:

Carbone = Kg. 22 x Km. 66x2x26 = Tonn. 75,504

Lubrificante = Kg. 0,040 x Km. 3432 = Kg. 137,280

La riattivazione del servizio è giustificata da esigenze inderogabili della popolazione civile.

Si prega quindi di volere aderire alla richiesta, nella considerazione che il consumo di carbone e di lubrificanti è stato ridotto al minimo.

IL SOTTOSEGRETARIO DI STATO

Ad. Lomazzi

OGGETTO:

Programma treni - base.

all.

ALLA COMMISSIONE ALLEATA DI CONTROLLO
Sottocommissione Trasporti Interni

e, per conoscenza:

ALLA DIREZIONE GENERALE MILITARY RAILWAY SERVICE

= Pza Nicola Amore, 2 =

AL MINISTERO DELLE COMUNICAZIONI - CABINETTO =

AL PRETETTO DI

ALL'ISPettorato COMPARTAMENTO DELLA M.O. e T.O.

ALLA DIREZIONE DI ESERCIZIO DELLE FERROVIE

CALABRO = LUCANE

NAPOLI

NAPOLI

SALERNO

MATERA

B A R I

B A R I

B A R I

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IL SOTTOSEGRETARIO DI STATO

Carlo Scavini

TRANSLATION.

Situation is renewal of the bridge on the Bradano of the secondary line Bari - Montebano Jonico and with the 15 current month (to be) (restored) the circulation of the trains distance Matera - Montalbano Jonico.

This was suppressed in passage excluded from the programme of basic trains to cause of the interruption aforesaid.

Please of you I wish to authorize the effectivisation of one pair of trains daily mixed for passengers and freight.

The Society of the Railway Calabro - Lucane assure of this to be the least in degree of the named programme.

The consumption monthly of coal and of lubricants for named pair daily of trains result the following.

Coal - Kg 22 x Km 66 x 2 x 26 - Tonn. 75.504
Lubricants - Kg 0.0040 x Kg 3432 - Kg 137.280

The restoration of the service as justifiable of exigency indisparageable of the civil population.

So please, then of your will adhere to the request, in the consideration that the consumption of coal and of lubricants is in fact reduced to the minimum.

Minutes of the SALT Meeting

of the

Transportation Committee

held at HQ AAF (Pear Admech) CMT

Monday 24 April at 1000 hours.

Reference : ACC/TC/C.

Date : 26 April 44.

PRESENT:

Col. P.H. Everett - Col. 2 (M) in the chair.

Movements HQ AAF.
G/Capt. S. Flews

D/COF.
Major Max Fischer

D.G.M.R.S.
Lt. Col. C.O. Schentle

Coal Section, HQ AAF.
Lt. Col. H.W. Walker

Transportation Sub-Commission, ACC.

Col. S.A. Fitch

Lt. Col. C.G. Brown

Major W.B.A. Glanville

Maj or T.P. Richardson

Capt. E.W. Dean

Shipping Sub-Commission.

Not represented.

HQ AAF

Capt. M.J. Curran

Undersecretary of State for Italian Railways

and Highways.

Not represented.

44. MINUTES OF PREVIOUS MEETING.

Confirmed.

45. MINUTES OF TRANSPORTATION SUB-COMMITTEE MEETING HELD 21 MARCH 44.

6. 13. 2. 20 APRIL 1944.

Approved.

46. SITUATION ON EAST COAST.

Col. Everett reported that a new drill for dealing with bids for ACC civilian traffic was being introduced as from 12 May 44.

Col. Everett also reported that the experiment of handing over the railway to the I.S.R. Operating Staff has up to the present proved successful.

47. SALT ex SARDINIA.

It was reported that MEDCO had been consulted as to the most suitable place from which to convey Salt by sea. So far as they are concerned either Cagliari or Barletta would present no difficulty.

Col. Everett suggested that it would be preferable to load from Cagliari as Barletta is becoming more busy for military requirements.

AGREED: That Salt be brought from Sardinia (Cagliari).

Col. Fitch pointed out that in view of long sea passage involved either from Cagliari or Barletta, consideration be given to supplying Salt from Sicily. One shipment has already been arranged from Sicily as an emergency measure.

The map, prepared by Capt. Curran vide Minute 39, showing the Salt requirements was submitted to the meeting.

S/Capt. C. Hays

D/COT.

Major Max Fischer

D.C.M.R.S.

Lt. Col. C.J. Schenck

Col. Graham H. Aul.

Lt. Col. H.W. Walker

Col. S.A. Fitch

Lt. Col. C.G. Brown

Major F.A. Glenville

Major F.P. Richardson

Capt. E.W. Dean

Shipping Sub-Commission.

Not represented.

Mr. ACC

Capt. K.J. Curran

Undersecretary of State for Italian Railways
and Highways.

Not represented.

44. MINUTES OF PREVIOUS MEETING.
Confirmed.

45. MINUTES OF TRANSPORTATION SUB-COMMITTEE MEETING HELD 22 MARCH 44.
6, 12, & 20 APRIL 1944.
Approved.

46. SESSION ON EAST COAST.

Col. Ryeroff reported that a new drill for dealing with bids for ACC civilian traffic was being introduced as from 12 May '44.

Col. Ryeroff also reported that the experiment of handing over the railway to the I.S.F. Granting Staff has up to the present proved successful.

47. SALT EX SARDINIA.

It was reported that HADSO had been consulted as to the most suitable place from which to convey Salt by sea. So far as they are concerned either Cagliari or Barletta would present no difficulty.

Col. Ryeroff suggested that it would be preferable to load from Cagliari as Barletta is becoming more busy for military requirements.

AGREED: That Salt be brought from Sardinia (Cagliari).

Col. Fitch pointed out that in view of long sea passage involved either from Cagliari or Barletta, consideration be given to supplying Salt from Sicily. One shipment has already been arranged from Sicily as an emergency measure.

The map, prepared by Capt. Curran vide Minute 39, showing the Salt requirements was submitted to the meeting.

48. CIVILIAN MILLS ON MILITARY TRAINS.

Col. Fitch reported that the offer of a van for civilian mails on the Military Stores train from Naples to Bari via Penarvento had been taken up with the Postal authorities. As the offer was limited to a through van for one destination, and there is now a civil mail service on the bi-weekly train via Potenza there would be insufficient mails to run one destination to justify the provision of the van. Brig. Fellows had suggested that it might be considered putting civilian mails on the military passenger service twice a week. Could such facilities be granted to serve all stations where the military train is booked to call? One compartment per day set aside for civilian mails would meet requirements.

Capt. Flue stated that the full capacity of the trains was taken up by military personnel.

Major Kincher raised objection to civilian mails being conveyed by military trains on the grounds of responsibility against theft.

Col. Everett suggested that a compartment be allotted twice per week.

AGREED: That the principle be accepted until the matter is reviewed at the next meeting, on following basis:

- (a) One compartment on Tuesdays and Fridays ex Naples.
One compartment on Wednesdays and Sundays ex Bari.
Serving intermediate stations providing no delay to the train is caused.
- (b) Italian Postal Official to travel through with the mails and no responsibility on the part of the military.
- (c) Compartment be clearly marked "Reserved for Italian Civil Mails".
The Italian Official in charge of the mails will be responsible for placing and removal of the label or notice board.

49. BASIC SCHEDULE OF TR. DIS.

Additional requests having been received subsequent to the issue of the Agenda, item No 6 was revised as under:-

Standard Gauge Trains.

- (i) Bari - Barletta - Additional facilities for workers.
- (ii) Nocera - Salerno - To confirm provision of 3 passenger coaches for students on the workers train.
- (iii) Bari - Brindisi - Additional facilities for passengers (request from Prefect of Foggia).

Narrow Gauge Trains.

- (iv) a. Bari - Matera - 1 of existing 3 freight trains to be made 'mixed'.
- (iv) b. Bari - Trinito - 1 additional train for workers.
- (iv) c. Altamura - Gravina - No change required.
- (iv) d. Legnegrò - Spessano - 1 additional mixed train.
- (iv) e. Potenza - Gravina - New line to be opened, 1 train daily to connect with (iv) a. above.
- (v). Bari - Matera - Extension Matera to Montalbano Ionico line having been repaired. 1 mixed train daily.

- (i) } Additional facilities for workers for military and other war purposes.
- (iii) } Col. Everett supported this view. East Italy are examining the question of
- (ivb) } workers trains on the East Coast side.

- (ii) The provision of 3 coaches for students on the Nocera-Salerno train was confirmed. Lt. Col. Schenble stated that students were doing considerable damage to railway stock. DARS will provide Transportation Sub-Commission with details for necessary action with Italian Authorities.

- (iva) } Narrow gauge lines. Lt. Col. Schenble protested of insufficient justification for the additional trains. Further there was the shortage of
- (v) } materials for repairs, replacements, and coal.
- (v) } Col. Fitch stressed the need for improved rail transport facilities for civil needs. So far as the Potenza-Gravina and Matera-Montalbano lines are concerned, he has included in the original basic

- (c) Compartment be clearly marked "Reserved for Italian Civil Mails".
The Italian Official in charge of the mails will be responsible for
fixing and removal of the label on notice board.

49. BASIC SCHEDULE OF TRAINS.

Additional requests having been received subsequent to the issue of the
Agenda, item No 5 was revised as under:-

Standard Gauge Trains.

- (i) Bari - Barletta - Additional facilities for workers.
- (ii) Nocera - Salerno - To confirm provision of 3 passenger coaches
for students on the workers train.
- (iii) Bari - Brindisi - Additional facilities for passengers (request from
Prefect of Foggia).

Narrow Gauge Trains.

- (iv) a. Bari - Intero - 1 of existing 2 freight trains to be made 'mixed'
- (iv) b. Bari - Trinito - 1 additional train for workers
- (iv) c. Altamura - Gravina - No change required
- (iv) d. Layonagro - Spizzano - 1 additional mixed train
- (iv) e. Potenza - Gravina - New line to be opened, 1 train daily to
connect with (iv) c. above.
- (v) Bari - Matera - Extension Matera to Montalbano Ionio line
having been required. 1 mixed train daily.

- (i) } Additional facilities for workers for military and other war purposes.
- (ii) } Col. Ryerfort reported that Nov. East Italy are examining the question of
workers trains on the East coast side.

- (ii) The provision of 3 coaches for students on the Nocera-Salerno train was
confirmed. Lt.Col. Schauble stated that students were doing considerable
damage to railway stock. DCHS will provide Transportation Sub-Commission
with details for necessary action with Italian Authorities.

- (iv) } Narrow gauge lines. Lt.Col. Schauble protested of insufficient justifica-
(v) } tion for the additional train. Further there was the shortage of
materials for repairs, replacements, and coal.
Col. Titon stressed the need for improved rail transport facilities for
civil needs. So far as the Potenza-Gravina and Matera-Montalbano lines are
concerned, those sections would have been included in the original basic
schedule last December and the bridge not been destroyed. Repairs had been
effected and authority should be given for a minor basic schedule.

AGREED:

- (i) } Deferred until Nov. East Italy have reported on the requirements for the
(ii) } movement of workers, when a meeting between Movements IGERS and ACC will
(ivb) } decide which trains are essential.
- (ii) Provision of coaches for students confirmed.
- (iva) Proposal accepted. 1 mixed train to replace 1 freight train Bari-Matera to
run through Montalbano Ionio (in conjunction with (v)).

- 3 -

- (ivc) No change.
- (ivd) Proposal not accepted. Further investigation required.
- (ive) Proposal partially accepted. 3 mixed trains per week Potenza-Gravina as soon as can be arranged.
- (v) Proposal accepted. To run in conjunction with (iva) above.

50. ITEMS FOR INCLUSION ON AGENDA.

It is emphasized that applications for additional train services or other items for consideration at the monthly meeting of the Transportation Committee must be submitted to the Transportation Sub-Commission at least 14 days in advance.

51. DATE AND TIME OF NEXT MEETING.

The next Meeting will be held at 1030 hours on Monday 29 May 1944.

DISTRIBUTION: (see reverse).

6017

(2)

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. G. 400
28 MARCH, 1944

SUBJECT: MOVEMENT OF STUDENTS NOCERA-SALERNO

TO: CO, 701ST RAILWAY GRAND DIVN., APO 400, U. S. ARMY

1. ON 14 FEBRUARY THE COMMANDING OFFICER OF 727TH RAILWAY OPERATING BATTALION WROTE 705RD RAILWAY GRAND DIVISION AS FOLLOWS:

"ITALIAN CIVILIANS, THROUGH THE CAPO STAZIONI AT SALERNO AND NOCERA, HAVE REQUESTED THAT THREE PASSENGER COACHES BE PLACED ON THE NOCERA WORKMEN'S TRAIN NOCERA TO SALERNO FOR THE PURPOSE OF HAULING STUDENTS TO SCHOOL AT SALERNO. IT IS UNDERSTOOD THAT ALL OF THESE STUDENTS HAVE SPECIAL PERMITS TO TRAVEL TO SCHOOL AND THAT SUPERVISION WILL BE GIVEN TO SEE THAT THE COACHES ARE USED ONLY FOR THIS PURPOSE. THIS WILL CAUSE NO INCREASE IN POWER REQUIREMENTS, AND IT IS BELIEVED THAT WE CAN FIND COACHES FOR THIS RUN.

REQUEST INSTRUCTIONS BE ISSUED RELATIVE TO THE FOREGOING."

2. THE MATTER HAS BEEN INVESTIGATED BY THE A.C.C. AS TO NECESSITY FOR TRANSPORTATION OF THESE STUDENTS, AND THEY CONSIDER THE SERVICE ESSENTIAL, AS QUITE A NUMBER OF CHILDREN HAVE TO TRAVEL LONG DISTANCES TO REACH A NEAR SCHOOL ON ACCOUNT OF DISPLACED FROM THEIR HOMES BY NECESSITIES OF WAR.

3. YOU MAY ARRANGE WITH THE I.S.R. TO PLACE THREE COACHES IN THIS SERVICE WITH THE DISTINCT UNDERSTANDING, HOWEVER, THAT SUFFICIENT GUARD AND SAFEGUARDS WILL BE AFFORDED TO INSURE THAT THESE COACHES ARE UTILIZED ONLY FOR CONVEYANCE OF STUDENTS. IT IS ASSUMED THE I.S.R. WILL ISSUE SOME FORM OF REDUCED FARE TICKETS.

FOR THE DIRECTOR GENERAL:

6018

Charles F. Dougherty
CHARLES F. DOUGHERTY
COLONEL, T. C.
ASSISTANT GENERAL MANAGER
TRANSPORTATION DEPARTMENT

CC - GENERAL DI RAIMONDO, UNDER-SECT.
ITALIAN STATE RAILWAYS & HIGHWAYS
ING. POMARICI, BUILDING
DIRECTOR, TRANSPH SUB-COMM, ACC,
C/O MOV & TN, HQ AA1 (ADM ECH), DMF

Sup. Richardson
 please see serial
 Main Schedule file

88/22
 1700
 7/4

Memo for Col. Fitch:-

Attached, from Gen. de R., appears
 an order, and, for Naples Divn, in accord with
 their Schedule - also AGMR's letter of 4 Feb.

There is one addl. round trip
 train shown by Gen. de R. for S.E. "agents" on
 line Naples - Avessa - Caserta - Canicelli, above
 AGMR's schedule but as this is for
 short distance and for reg. men, believe it
 should be accepted as permissible.

No other exceptions noted.

2/10/44

Done,
 Lt. Colonel

655

Resume - of Train Services. Rep. by Dir. of I.R.
From Genl. di. Commando on 28 Mar.

1. Naples - Potenza Line

(a) Agrees D.G.M.R.S. schedule 4/2.

(b) " " " "

(c) " " " "

(d) " " " "

(e) " " " "

2. Terre Armerie - Gravano

(a) Agrees. except D.G.M.R.S. stops to Castellonore, part etc.

3. Sicignano - Lagnone

(a) Agrees

4. Mellano - Cadola - Racca Inf.

(a) Agrees with no. of trains - D.G.M.R.S. stops "mixed" - DR-stops "pass."

5. Lilla Litterne - via Giannone

(a) D.G.M.R.S. did not specify no. of trains in this suburban service

Gen. di R. gives number.

6. Naples - Aversa - Caserta - Cancello Line.

(a) Not scheduled by D.G.M.R.S. Notation by Genl. Di R. indicates

a service by Rys. for their employees. Short distance,

no exception indicated

8511

TRANSLATION

Ministry of Communications

File 1582/1.0/1.3 Segr.

SUBJECT : Civilian trains in Naples Division.

TO : Col. S;A; Fitch.

As requested by you, the list of trains operating in the Naples Division, for civilian purposes, is forwarded to you.

The Undersecretary of State.

Sgd. G. di Raimondo.

TRANSLATION

LIST OF TRAINS OPERATING IN THE NAPLES DIVISION OF ISR.

1. Naples = Potenza Line

Since 10 December 1943 a biweekly pair of passenger trains Naples = Bari, via Taranto.

Since 14 January 1944 a daily pair of trains running on a free timetable, for workmen, Naples Piazza Garibaldi station = Pietrarsa.

Since 7 February a daily pair of passenger trains Salerno = Pontecagnano.

Since 18 February a daily pair of passenger trains Salerno = Nocera Inferiore.

Since 12 March a daily pair of freight trains Naples = Bari, via Taranto.

2. Torre Annunziata Cent = Gragnano Line

Since 13 January 1944 daily three pairs of passenger trains Torre Annunziata Cent = Gragnano.

3. Sicignano = Lagonegro Line

Since 5 January 1944, thrice weekly a pair of passenger trains Sicignano = Lagonegro. This was scheduled to run twice weekly, but authorisation was obtained from local Allied Authorities for triweekly operation.

4. Avellino = Codola = Nocera Inf. Line

Since 25 January 1944, biweekly, a pair of passenger trains, Avellino = Codola = Nocera Inferiore.

5. Villa Literno = via Gianturco Line

Since 23 December 1943, 28 passenger trains daily Bagnoli = Naples P.G. and 30 passenger trains daily Naples Campi Flegrei = Naples P.G.

6. Naples = Aversa = Caserta = Cancelli Line

Since 1 March 1944 a daily pair of trains has been put into operation to transport our agents in these various localities.



MINISTERO DELLE COMUNICAZIONI
SOTTOSGREGTARIO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

Napoli, ~~Roma~~, 28 marzo 1944.

R. 1582/1.0/1.3 Legr

al N. _____ del _____

Oggetto:

Treni civili nel Compartimento di Napoli.

Al. 1

Al Col. S.A. Fitch

ACC. - SOTTOCOMMISSIONE COMUNICAZIONI

N a p o l i

Come da Vostra richiesta si trasmet-
te l'elenco dei treni che si effettuano per
conto civili nel Compartimento di Napoli.

IL SOTTOSGREGTARIO DI STATO

Udo Ramm

6011

PIANO DEI TRENI CHE SI EFFETTUANO NEL TERRITORIO DEL COMPARTIMENTO

FE/SS. DI NAPOLI

10) - Linea Napoli - Potenza.

Dal 10 dicembre 1943 una coppia di treni viaggiatori bisettimanali fra Napoli e Bari, via Taranto.

Dal 14 gennaio 1944 una coppia di treni giornalieri ad orario libero fra Napoli piazza Garibaldi a Pietrarsa per opera.

Dal 7 febbraio una coppia di treni viaggiatori giornalieri fra Salerno e Pontecagnano.

Dal 18 febbraio una coppia di treni ~~esenti~~ giornalieri viaggiatori fra Salerno e Nocera Inferiore.

Dal 12 marzo una coppia di treni ~~esenti~~ giornalieri fra Napoli e Bari, via Taranto.

Linea Torre Annunziata Cent. - Gragnano

Dal 13 gennaio c.a. tre/coppie di treni viaggiatori giornalieri fra Torre Annunziata C.le e Gragnano.

Linea Siciignano - Lagonero

Dal 5 gennaio c.s. una coppia di treni viaggiatori trisettimanali fra Siciignano e Lagonero; prevista bisettimanale dall'orario base ed effettuata trisettimanalmente per autorizzazione del Comando Alleato locale.

Linea Avellino-Jodola=Nocera Inf.

Dal 25 gennaio c.s. una coppia di treni viaggiatori bisettimanali fra Avellino, Jodola e Nocera Inferiore. 8040

Linea Villa Literno - Via Giannetto

Dal 23 dicembre 1943 28 treni giornalieri per viaggiatori fra Bagnoli e Napoli P.O. e 30 treni giornalieri per viaggiatori fra Napoli Campi Mlegrei e Napoli P.Garibaldi.

Linea Napoli=Aversa=Ceserte=Cancello

Dal 7 febbraio una coppia di treni viaggiatori giornalieri fra Salerno e Pontecagnano.

Dal 18 febbraio una coppia di treni merci giornalieri viaggiatori fra Salerno e Nocera Inferiore.

Dal 12 marzo una coppia di treni merci giornalieri fra Napoli e Bari, via Taranto.

Linea Torre Annunziata Cent. - Gragnano

Dal 13 gennaio c.a. tre coppie di treni viaggiatori giornalieri fra Torre Annunziata C.le e Gragnano.

Linea Sicignano - Lagonegro

Dal 5 gennaio c.a. una coppia di treni viaggiatori trisettimanali fra Sicignano e Lagonegro; prevista bisettimanale dall'orario base ed effettuato trisettimanalmente per autorizzazione del Comando Alleato locale.

Linea Avellino-Codola-Nocera Inf.

Dal 25 gennaio c.a. una coppia di treni viaggiatori bisettimanali fra Avellino, Codola e Nocera Inferiore.

8040

Linea Villa Literno - Via Giannurco

Dal 23 dicembre 1943 28 treni giornalieri per viaggiatori fra Bagnoli e Napoli P.Q. e 30 treni giornalieri per viaggiatori fra Napoli Campi Marci e Napoli P. Garibaldi.

Linea Napoli-Aversa-Caserta-Cancello

Dal 1° marzo c.a. è stata istituita su detta linea una coppia giornaliera di treni per trasporto dei nostri agenti nella zona locale.



Internal Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
B.Q., A.C.M.F. (Adm. Echelon),
C.M.F.

Our reference : ACC Tn/88/19.

Date : 7 Mar 44.

TO : Int. Tn. Sub-Commission Rep. ACC.,
C/o Mov East Italy.
* B.Q., Region I.
* " " II.
* " " III.
* " " IV.
* 192 Rly. Op. Coy., Crotone.
* Mov Foglia.
* Mov Reggio.

SUBJECT : Additional Civilian Basic Freight Trains.

1. Reference my letter of 4 March 44.
2. The following changes and additions to Basic Schedule of civilian trains have been made:
 - (A) Tri-weekly mixed train between Potenza and Melfi extended to ROCCHETTA.
 - (B) New tri-weekly mixed train service between Rocchetta, Spinezzola and Barletta.
The above to become effective as from 5 March 44.
 - (C) New tri-weekly mixed train service between Spinezzola and Gioia del Colle. Effective as from 20 March 44.
3. These mixed trains are established primarily for handling civilian freight, and a maximum of 2 passenger cars per train must not be exceeded.

J. Dean
Capt for
Director, Internal Transportation Sub-Commission, ACC.

J.A. FITCH,
Colonel.

6009

Subject: Basic Schedules of Civilian Requirements

To: Capo di Compartimento, Bari
Capo di Compartimento, Naples
Capo di Compartimento, Reggio
ADN 3 (Sr), Building
CO, 703rd Railway Grand Division, APO 400
CO, 761st Railway Grand Division, APO 400
Ing. Pomerici, Building

1. The following changes and additions to Basic Schedules of civilian requirements have been made:

(A) Effective 5 March 1944.

(1) To extend the tri-weekly mixed train service between Potenza and Melfi into Rocchetta.

(2) Inaugurate tri-weekly mixed train service between Rocchetta, Spinezzola, and Barletta.

(B) Effective 20 March 1944.

(1) Inaugurate tri-weekly mixed train service between Spinazzola and Gioia del Colle.

2. This mixed train service is established primarily for the transportation of civilian freight, and a maximum of two passenger cars per train must not be exceeded.

cc - Director Transph. (Br)
ACM, Equipment, MR3 (1)
ACM, Engineering, MR3 (1)
ACM, Stores, MR3 (1)
DQMG (1), AFHQ Adv Admin Ech (5)
Int. Transph Sub-Comm, ACC, Adv Admin Ech,
AFHQ, CIE (10)
General di Reimondo, Under-Secy Italian State
Railways & Highways (2)
Transportation, AFHQ Adv Admin Ech (5)

CARL R. GRAY, JR.
Brigadier General, USA
Director General

Copies to
Major J. J. J. J.

Internal Transportation Sub-Commission, ACC.,
c/o Mov & Tr.,
H.Q., I.C.M.F. (Adm. Echelon),
C.M.F.

Our reference : ACC Tr/38/17

Date : 5 March 44.

TO : Provincial Supply Officer, ACC, Bari.
(For Capt. H.M. Kelley).

SUBJECT : Railway Maps.

1. Reference your letter of 26 Feb 44.
2. Inclosed is copy of railway map. Lines in solid red indicate open lines; broken red lines under repairs. Purple lines show the routes on which basic civilian trains operate as from 6 March 44.

[Signature]
S.A. FITCH,
Colonel,
Director, Internal Transportation Sub-Commission, ACC.

2.7

SUBJECT: Railway Map

Provincial Supply Office
Allied Control Commission

cc : Internal Transportation
Sub-Commission

get me only
26 Feb 44

2 copies
Request a map of occupied Italy showing in detail the rail transport systems. This map is essential for the efficient functioning of this office.



H.M. Kelly
H.M. KELLY,
Captain,
Provincial Supply Officer.

Internal Transportation Sub-Commission, ACC.,
C/o Mov & Tr.,
M.A., A.G.M.F. (Adm. Bohalen),
C.M.F.

Our reference : ACC Tr/88/15.

Date : 4 Mar 44.

TO : Internal Tr. Sub-Commission Rep., ACC.,
M.A. No. 2 District, Bari.
(Attention: Lieut. Irvine Lynch).

SUBJECT : Request for Additional Civilian Freight Trains.

1. Reference your letter Nov/8/42 dated 17 Feb 44.

2. The request for additional trains as under was submitted to the Transportation Committee on the 28th Feb:-

- (a) Barletta to Caniccoli - 1 mixed train each direction daily.
- (b) Barletta to Caniccoli - 1 mixed train each direction daily.
- (c) Caniccoli to Bari - 1 mixed train each direction daily.
- (d) Foggia to Melfi - 1 mixed train each direction daily.

This request was declined owing to insufficient power being available. Any civilian traffic offering for any of these routes will be dealt with under the bidding system and will be considered for part of the military lift.

3. The request for a freight train between Bari and Barletta in each direction daily was also declined. The present mixed train in each direction daily, will not be altered, but the passenger accommodation on same will be reduced to provide additional space for freight.

4. The running of 2 freight trains daily between Catanzaro Marina and Genoa (narrow gauge line) was also authorized.

5. These arrangements are confirmed in the minutes of the Transportation Meeting already issued.

Edw Dean
Capt for
Director, Internal Transportation Sub-Commission, ACC.

H.A. HITCH,
Colonel.

Internal Transportation Sub-Commission, AGS.,
C/o Mov & Tr.,
H.Q., A.C.M.F. (Adm. Echelon),
C.M.F.

Our reference : AGS TM/88/14.
Date : 4 Mar 44.

TO : Int. Tr. Sub-Commission Rep., AGS.,
C/o Mov. Reggio.

SUBJECT : Request for Additional Civilian Trains.

1. A request from the Italian State Railway authorities for 2 additional passenger trains, each way, daily, from San Rufemia to Battipaglia (in addition to the existing 1 mixed train) was considered by the Transportation Committee on Monday 28 Feb 44.
2. It was agreed to run the following trains:-
San Rufemia-Battipaglia - 1 Electric Freight train each way, daily.
San Rufemia-Battipaglia - 1 Electric Passenger train each way, daily.
in place of the existing 1 mixed train daily.
3. It was further agreed that the following additional services would also be run:-
Reggio-Palmi - 1 Passenger & 1 Freight train each way, daily.
Gioia-Pizzo - 1 Passenger & 1 Freight train each way, daily.
The mixed train each way daily from Reggio to Nicotera to be deleted from the present basic schedule.
4. The above mentioned additional services to be electrically operated and to commence running as from Monday 6 March 44.
5. The running of 2 freight trains daily between Catanzaro Marina and Cosenza (narrow gauge line) was also authorized.
6. These arrangements are confirmed in the Minutes of the Transportation Meeting already issued.

E. J. Dean
Cdr for
Director, Internal Transportation Sub-Commission, AGS.
S.A. FITCH,
Colonel,
AGS.

6-5

Internal Transportation Sub-Commission, ACC.
Op. Mov & Tr.,
H.Q., A.C.M.F. (Adm. Echelon),
C.M.F.

Our reference : ACC Tr/88/13.

Date : 4 Mar 44.

TO : Int. Tr. Sub-Commission Rep., ACC.,
O/o H.Q., Region I.
" H.Q., Region II.
" H.Q., Region III.
" H.Q., Region IV.
" 192 Fly. Op. Coy. Crotona.
" Mov. Foggia.
" Mov. Reggio.
" Mov. East Italy.

SUBJECT : Basic Schedule of Civilian Trains.

1. Attached copy of communication from D.C.M.R.C. dated 1 March 1944 giving details of additional services agreed to by the Transportation Sub-Committee on Monday, 28 Feb 44. for your information.
2. Details of the present schedule of Suburban and Workers' Trains also attached.

E.W. Dean
Capt for S.A. FITCH.
Colonel.
Director, Internal Transportation Sub-Commission, ACC.

ALLIED FORCE
MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 400
1 March 1944

Subject: Basic Schedules of Civilian Requirements

To: ADTh 3 (Br), Building
CO, 703rd Railway Grand Division, APO 400
Ing. Pomarici, Building
Capo Di Compartimento, Reggio

1. At a meeting of the Transportation Committee of the Internal Transportation Sub-Commission, ACC, Monday, 28 February 1944, the following changes and additions to Basic Schedules of civilian trains were made:

(a) The Reggio-Piacenza daily mixed train service is cancelled, (was never actually operated, because line had not been fully restored to service).

(b) Between San Eufemia and Battipaglia, one freight and one passenger train in each direction daily in lieu of the present daily mixed train.

(c) Between Reggio and Palmi one freight and one passenger train daily in each direction.

(d) Between Gioia Tauro and Pizzo one passenger and one freight train daily in each direction.

With the understanding that all of this service will be by means of electric power except the extreme north end of the San Eufemia-Battipaglia run, where no electricity is available.

2. In addition, the operation of two freight trains daily on the narrow gauge line between Cosenza and Catanzaro is authorized. All runs are authorized as of Monday, 6 March 1944.

cc - Director Transpn. (Br)
ACC, Equipment, IRS (1)
ACC, Engineering, IRS (1)
ACC, Stores, IRS (1)
DQMG (H), AFHQ Adv Admin Ech (5)
Int. Tn Sub-Comm, ACC, Adv Admin Ech
AFHQ, CMF (10)
General Di Raimondo, Under-Secy
Italian Railways & Highways (2)
Transportation, AFHQ Adv Admin Ech (5)

Carl R. Gray
CARL R. GRAY, JR.
Brigadier General, USA
Director General

6003

Minutes of the 20th Meeting
of the

Transportation Committee held
at HQ, ACFE (Adm. Echelon) at
1030 hours on 28 Feb 44.

Reference : ACFE/TC/4

Date : 29 Feb 44.

Present :

Col. D.H. Rycroft Col. G. (M) in the chair.

Hq. ACFE. (Adm. Echelon) G. (M).

Lt. Col. J.C.S. Donaldson, ACFE (M).

Major G.B. Thompson.

D/COI.

Major Max Fischer.

Hq. ACFE.

Col. G.B. Murphy.

H.G.M.R.S.

Col. C.F. Dougherty.

Lt. Col. C.G. Scheuble.

Internal Transportation Sub-Commission, ACFE.

Col. S.A. Fitch.

Major F.R. Glanville.

Capt. E.W. Dean.

Lieut. R.R. Wadleigh.

Shipping Sub-Commission.

(Not represented)

Coal Section, Hq. ACFE (Adm. Echelon).

Lt. Col. R.H. Walker.

Undersecretary of State for Italian

Railways & Highways.

General G. di Raimondo.

Before the proceedings opened Col. Rycroft explained the absence of Brig. R.W.I. Fellowes, and also welcomed back Gen. di Raimondo after his illness. Gen. di Raimondo replied suitably.

28. MINUTES OF PREVIOUS MEETING.

Confirmed.

29. MINUTES OF TRANSPORTATION SUB-COMMITTEE MEETINGS HELD ON

24 Jan. and 3, 17, 24 Feb.

Approved.

30. 3.1.1. (Supplies from Sardinia - Minute No. 20).

Col. Rycroft asked Col. Murphy as to the present position. As definite information was not available Col. Murphy was requested to take the matter up with the appropriate authorities and submit a bid, if possible, for the conveyance of Salt from Sardinia at an early date.

31. CIVILIAN MILLS ON TRI-WEEKLY MILITARY TRAINS - NAPLES - PORT VIA
RENEVENTO. (Minute No. 21).

(c) Col. Rycroft pointed out that owing to the very heavy military requirements it was not possible to provide a van on these trains for civilian mails. He suggested that one civil mail van be provided daily on the military freight train, provided the military had no responsibility for guarding of the mail.

6002

16. ADM. (Adm. Section) 2. (M).
Lt. Col. J. G. S. Donaldson, ADM (M).
Major G. B. Thomson.

D/COT.
Major Max Fischer.

17. AGO.
Col. G. B. Murphy.

D.C.M.P.S.
Col. C. E. Dougherty.
Lt. Col. C. C. Scheuble.

Internal Transportation Sub-Commission
Col. G. A. Fitch.
Major J. B. A. Glenville.
Capt. B. W. Dean.
Lieut. R. R. Wadleigh.

Shipping Sub-Commission.
(Not represented)

Cost Section, RM. ACME (Adm. Section).
Lt. Col. R. M. Walker.

Undersecretary of State for Italian
Railways & Highways.
General G. di Raimondo.

Before the proceedings opened Col. Ryeroff explained the absence of Brig. R. W. L. Fellowes, and also welcomed back Gen. di Raimondo after his illness. Gen. di Raimondo replied suitably.

28. MINUTES OF PREVIOUS MEETING.
Confirmed.

29. MINUTES OF TRANSPORTATION SUB-COMMISSION MEETINGS HELD ON
21 Jan. and 2. 17, 24 Feb.
Approved.

30. 3.47. (Supplies from Sardinia - Minute No. 20).

Col. Ryeroff asked Col. Murphy as to the present position. As definite information was not available Col. Murphy was requested to take the matter up with the appropriate authorities and submit a bid, if possible, for the conveyance of Salt from Sardinia at an early date.

31. CIVILIAN MILLS ON TRI-WEEKLY MILITARY TRAINS - MARIS - DARI VIA
BENEVENTO. (Minute No. 21).

(a) Col. Ryeroff pointed out that owing to the very heavy military requirements it was not possible to provide a van on these trains for civilian mails. He suggested that one civil mail van be provided daily on the military freight train, provided the military had no responsibility for guarding of the mails.
(b) Col. Dougherty stated that the van must only be for a through run to a specified destination, and would not serve intermediate stations.
(c) Col. Fitch accepted this offer.

AGREED: Details to be worked out between Mar. (Rail). DARS and Internal Transportation Sub-Commission. Latter to take the initiative.

32. BASIC SCHEDULE OF TRAINS. - Item 5 - Sub-para (iii).
(a) Col. Dougherty stated it was not yet possible to give any timings for basic schedule of trains.

Col. Ryeroff said the whole matter was bound up with the capacity of lines which were under consideration. There were to be meetings on the matter within the next few days when Col. Fitch would be invited to attend as regards the basic schedule of trains.
(At this point Col. Ryeroff had to leave to attend another conference and Col. Fitch took the chair).

6002

(b) Col. Dougherty complained that the "mixed" trains already scheduled are being misused and have developed into complete passenger services, and are not hauling freight. The freight cars are filled with civilians and the authorities are not carrying out their policing duties. He emphasized that mixed trains are primarily to handle freight and there should be not more than one coach for conveying passengers.

Col. Fitch stated that control and policing were matters for the Italian Government to deal with through Gen. di Raimondo. He also stated that whilst agreeing that mixed trains were primarily for freight, no ruling had been given previously regarding the amount of accommodation to be provided for that purpose. He suggested that a small meeting between Col. Dougherty, Gen. di Raimondo and himself to discuss these matters and various other details in connection with the operation of the basic schedule trains would be advantageous.

That meeting referred to in previous paragraph be held. Col. Dougherty will advise Col. Fitch the time and date.

33. APPLICATIONS FOR ADDITIONS TO THE BASIC SCHEDULE.

Calabria. Item 5 -Sub-para (i)

(a) Request from Gen. di Raimondo for 2 passenger trains daily, each way, from San Eufemia to Battipaglia, in addition to the 1 mixed train at present.

AGREED: The following trains to run in place of the 1 mixed train now scheduled daily:

San Eufemia-Battipaglia - 1 Electric Freight train each way daily.
San Eufemia-Battipaglia - 1 Electric Passenger train each way daily.

Gen. di Raimondo agreed to arrange for the trains to commence on Monday, 6 March 1944.

(b) Further request from Gen. di Raimondo for additional services between Reggio and Pizzo. At present there is scheduled 1 mixed train daily each way from

Reggio to Nicotera.

AGREED: That the following train be run and that mixed daily train Reggio to Nicotera be deleted from the present record of basic schedule trains.

Reggio-Pizzo - 1 Passenger and 1 Freight train daily each way.

Cicila-Pizzo - 1 Passenger and 1 Freight train daily each way.

These services to be operated electrically and to commence Monday, March 6, 1944. The workers train will continue to run as scheduled.

Sicily. Item 5 -Sub-para (ii)

(c) Requests for:

(a) Carlotta-Ternoli - 1 mixed train daily each way.

(b) Carlotta-Spinazzola - 1 mixed train daily each way.

(c) Rocchetta-Giote - 1 mixed train daily each way.

(d) Rocchetta-Giote - 1 mixed train daily each way.

Requests declined owing to insufficient power being available.

That civil traffic for those routes will be dealt with under "Bidding" system, and be considered for part of the military lift.

(e) Carlotta-Ternoli - 1 freight train daily each way.

Request declined - No alteration to the mixed train daily each way, but passenger accommodation to be reduced.

(f) Cetraro-Marina Rossa (narrow gauge line) - 2 freight trains daily.

ASAPED:

San Eufemia. Item 5 -Sub-para. (1)

(a) Request from Gen. di Brinondo for 3 passenger trains daily, each way, from San Eufemia to Battipaglia, in addition to the 1 mixed train at present.
AGREED: The following trains to run in place of the 1 mixed train now scheduled daily:

San Eufemia-Battipaglia -1 Electric Freight train each way daily.
 San Eufemia-Battipaglia -1 Electric Passenger train each way daily.
 Gen. di Brinondo agreed to arrange for the trains to commence on Monday, 6 March 1944.

(b) Further request from Gen. di Brinondo for additional services between Reggio and Pizzo. At present there is scheduled 1 mixed train daily each way from Reggio to Nicotera.

AGREED: That the following trains be run and that mixed daily train Reggio to Nicotera be deleted from the present record of basic schedule trains.
 Reggio-Pizzo - 1 Passenger and 1 Freight train daily each way.
 Pizzo-Reggio - 1 Passenger and 1 Freight train daily each way.
 These services to be operated electrically and to commence Monday, March 6, 1944.
 The workers train will continue to run as scheduled.

East Italy. Item 5 -Sub-para. (11)

(c) Requests for:

- (a) Barietto-Ternoli -1 mixed train daily each way.
- (b) Barietto-Spinazzoli -1 mixed train daily each way.
- (c) Barietto-Giulia -1 mixed train daily each way.
- (d) Reggio-Idri -1 mixed train daily each way.

Requests declined owing to insufficient power being available.
AGREED: That civil traffic for these routes will be dealt with under "bidding" system, and be considered for part of the military lift.

(e) Barietto-Ternoli -1 freight train daily each way.
 Request declined -no iteration to the mixed train daily each way, but passenger accommodation to be reduced.

(f) Catanzaro Marina-Cosenza (narrow gauge line) - 2 freight trains daily.

AGREED:

34. BASIC SCHEDULE OF EAST COAST RAILWAY (Minutes 11 & 23)

This matter is still under enquiry.

35. DATE OF NEXT MEETING

To be held at H.Q., A.C.M.F. (Ann. Bologna) at 1030 hours on Monday, 27 March 1944.

5001

Nov East Italy
Nov West Italy
Nov Toronto
Nov Bari
Nov Bariatto
Nov Brindisi
Nov Foggia
Nov Foggia
Nov Railhead S
Nov Barr 8 Arm
Nov Main 8 Arm
Nov Grotone
Nov Torre Annun
Nov Castellana
Nov G. Lario
Nov A.O.M.F.
Coal Section,
Petroleum Sect
D.G.M.H.S., M
Shipping Sub-
Food Sub-Comm
Undersecretary
430 Transports

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D.O.M.A.S., Naples (4)	
Shipping Sub-Commission, ACC., Naples	"
Food Sub-Commission, ACC., Main St. Naples	"
Undersecretary of State for Italian Railways and Highways.	"
ACC Transportation Officer, C/o Port N. place	"
Navy Radio (Calabria)	"
Navy Radio - sub-line	"
Navy HQ, East Italy (C.)	"
Region 2 - Matera	"
Region 3 - Naples	"
Region 4 - Niles	"
192 Ky. CT. COMPANY	"

Documentation Officer, C.D.S., Wellington

Comics to:-

Dr. A. J. P. (John, Boston)

	(1)	(2)	(3)	(4)
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D.D.E.A.C.	0.00000	0.00000	0.00000	0.00000

Equation (6) can be written as

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Continuing General, 5th Army

Reaction (2)

(Int. In S.C. representative at 90 Reunions) O,

No. No. 9 District.

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Internal Transportation Sub-Commission, AGC.,
O/o Mov & Tr.,
AFHQ Advanced Administrative Echelon,
A.C.P.A.T. SS/10

Our reference : AGC Tr/98/44.

Date : 27 Feb 44.

FOURTH MEETING
of the
Transportation Committee
to be held in Brig. Fellowes Room
at AFHQ Adv. Adm. Ech. on Monday
28 Feb 44 at 1030 hours

ADDENDA TO AGENDA.

Item No 5.

Sub-para (ii) add:

- (f) Catanzaro Marina to Consenza (Narrow Gauge line) 2 freight trains daily (confirmation of action taken).

Sub-para (iii) to read:

Ref Minute 10(e) of Jan 3 Meeting and D.G.M.R.S. letter dated 4 Feb 44. When can basic schedule, with particulars of Stations served, freight capacities of each train, and approximate times, be circulated to all concerned.

6300

Internal Transportation Sub-Commission, ACC.,
c/o Mov. & Tr.,
Advanced Administrative Echelon,
C.E.F.

Our reference : ACC Tr/98/43

Date : 23 Feb 44.

88/9

FOURTH MEETING
of the
Transportation Committee
to be held in Brig. R.W.L. Fellows
Room at AFHQ Adv. Adm. Ech., Monday 28 Feb 44.
1030 hours.

A G E N D A

1. Confirm minutes of previous meeting (with amendment to minute No. 24 issued on 31 January 44).
2. Approve minutes of Transportation Sub-Committee Meetings held on 3, 17, and 24 Feb 44.
3. Salt - Minute No. 20 of Jan 24 Meeting (re- supplies from Sardinia).
4. Civilian Mails on Military Trains - Minute No. 21 of Jan 24 Meeting (possibility of attaching civil mail van to tri-weekly military train via Senevento).
5. Basic Schedule of Trains.
 - (i) Request from Gen di Raimondo for the addition of 3 passenger trains each way, daily S. Eufemia - Battipaglia (now 1 mixed train daily).
 - (ii) Request from Bari for the following additions to the Basic Schedule:
 - (a) Barletta - Termoli - 1 mixed train each way, daily (no train at present).
 - (b) Barletta - Spinazzola - 1 mixed train each way, daily (no train at present).
 - (c) Rocchetta - Gioia - 1 mixed train each way, daily (no train at present).
 - (d) Foggia - Melfi - 1 mixed train each way, daily (no train at present).
 - (e) Bari - Barletta - 1 freight train each way daily (1 mixed train at present).
 - (iii) Capacity of Basic Freight Trains.
6. Basic Schedule of East Coast Coastwise Shipping (Minutes 14 and 25).
7. Any other business.
8. Fix date for next meeting.

5599

E. S. Deane
Capt for Secretary,
Transportation Committee.

88/8

This question was discussed at Transportation
 Longitude Meeting at PAF HQ on 28 Feb 44
 See Minute 31. (Item 5 Sub para (1) of Agenda)

Agreed

San Esteban - Battleground

- 1 Electric Freight Train each way daily
- 1 Electric Passenger Train each way daily

To commence Monday 6 March 44

in place of the 1 mixed train at present scheduled

Agreed

Reggio - Novotera

The 1 mixed train daily to be deleted from the
 present schedule, & the following trains substituted

- Reggio - Patone 1 Passenger & 1 Freight Train daily each way
- Goarai - Reggio 1 Passenger & 1 Freight Train daily each way

These services to be operated electrically

The workers trains will continue to run as scheduled

5996

L. S. Dean
 29/2

San Antonio Battleground

- 1 Electric Freight Train each way daily
- 1 Electric Passenger Train each way daily

To commence Monday 6 March 1944

in place of the 1 mixed train at present scheduled

Agreed

Reggio - Newton

The 1 mixed train daily to be deleted from the present schedule, & the following train substituted

- Reggio - Patone 1 Passenger & 1 Freight Train daily each way
- Newton - Reggio 1 Passenger & 1 Freight Train daily each way

These services to be operated electrically

The workmen trains will continue to run as scheduled

5998

[Signature]
29/3



From Ch. formica-bulbophaga. Nov. 8. collected
by di. Kowalski at St. Petersburg.

See Chart for Range - 10000.

Above - 1000 m - 1000 ft
 River - 1000 ft - 1000 ft
 1000 ft - 1000 ft



MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

BARI, 1 febbraio 1941

N. _____
al N. _____ del _____

OGGETTO:

Ripristino treni viaggiatori
tra S. Eufemia L. e Battipaglia.

All. 1 Grafico.

Al Brig. Gen. PELLONZI
Presidente del Comitato Trasporti Alleati
NAPOLI
Generale GRAY
Direttore Generale Military Railway Service
A.P.O. 400
Capitano di Vascello STONE
Vice Presidente Comitato Alleati di
Controllo
BRITISH

pn.

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I°) - Attualmente sono in esercizio sulla linea tirrenica i seguenti tronchi:

- a) - S. Eufemia L. - Nocera T.
- b) - Campora S.G. - Acquafredda.
- c) - Sapri - Battipaglia.

II°) - Prossimamente saranno aperti all'esercizio ferroviario anche i due tronchi:

- a) - Nocera T. - Campora S.G.
- b) - Acquafredda - Sapri

per cui sarà possibile l'effettuazione di treni a trazione elettrica im-  
po tutto il percorso S. Eufemia L. - Battipaglia con conseguente possibili-  
tà di avviamento di treni a trazione a vapore da Battipaglia a Salerno e  
Napoli.

III°) - I treni che in atto si effettuano risultano dall'orario grafico alle-  
gato (indicazioni in nero).

IV°) - Allo scopo di migliorare il servizio per la popolazione civile e di  
istituire allacciamenti tra la Calabria e le province di Salerno e Na-  
poli con una comunicazione più diretta rispetto a quanto non si verificava  
oggi seguendo la linea ionica e quindi la Metaponto-Potenza si propone  
di attivare il programma di treni che risulta segnato in rosso nel gra-  
fico allegato.

Si avrebbe anche il vantaggio di allacciare con una coppia di treni  
giornalieri tra Catanzaro M. e S. Eufemia L., i centri abitati di questa  
ultima zona con i versanti tirrenici della Calabria, e conseguentemente  
con le province di Salerno e Napoli che ne risulterebbero avvantaggiate  
per l'afflusso di merci varie di primissima necessità per la popolazio-  
ne civile.

FERROVIE - MOTORIZZAZIONE CIVILE  
TRASPORTI IN CONCESSIONE

al N. \_\_\_\_\_ del \_\_\_\_\_

## OGGETTO:

Ripristino treni viaggiatori  
tra S. Eufemia L. e Battipaglia.

all.

All. 1 Grafico.

Al Brig. Gen. FELLOWES  
Presidente del Comitato Trasporti Alleati  
N A P O L I  
Generale GILY  
Direttore Generale Military Railway Service  
A.P.O. 400  
Capitano di Vascello STONE  
Vice Presidente Commissione Alleata di  
Controllo  
BRINDISI

nn.

1°)- Attualmente sono in esercizio sulla linea viaria i seguenti treni:

- a)- S. Eufemia L. - Nocera T.
- b)- Campora S.G. - Acquafredda.
- c)- Sapri - Battipaglia.

II°)- Prossimamente saranno aperti all'esercizio ferroviario anche i due  
tranchi:

- a)- Nocera T. - Campora S.G.
- b)- Acquafredda - Sapri

per cui sarà possibile l'effettuazione di treni a trazione elettrica inun-  
go tutto il percorso S. Eufemia L. - Battipaglia con conseguente possibi-  
tà di avviamento di treni a trazione a vapore da Battipaglia a Salerno e  
Napoli.

III°)- I treni che in atto si effettuano risultano dall'orario grafico alie-  
gato (indicazioni in nero).

IV°)- Allo scopo di migliorare il servizio per la popolazione civile e di  
istituire allacciamenti tra la Calabria e le provincie di Salerno e Na-  
poli con una comunicazione più diretta rispetto a quanto non si verifica  
oggi seguendo la linea jonica e quindi la Metaponto-Potenza. Propone  
di attivare il programma di treni che risulta segnato in rosso nel gra-  
fico allegato.

Si avrebbe anche il vantaggio di allacciare con una coppia di treni  
giornalieri tra Catanzaro M. e S. Eufemia L., i centri abitati di questa  
ultima zona con i versanti tirrenici della Calabria, e conseguentemente  
con le provincie di Salerno e Napoli che ne risulterebbero avvantaggiate  
per l'afflusso di merci varie di primissima necessità per la popolazio-  
ne civile.

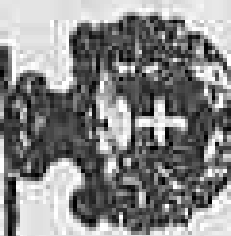
Si ritiene opportuno porre in evidenza che trattandosi di utilizzare impianti di trazione elettrica, un ben limitato aggravio ne risulterebbe per i traffici militari propriamente detti; mentre verrebbe enormemente alleggerita la circolazione sulla linea jonica la cui precaria situazione di efficienza, per quanto ha tratto alle opere d'arte, è ben nota agli organi competenti.

v°)- In definitiva, come si rileva dal grafico allegato, il programma di treni che si propone complessivamente sulla linea tirrenica da Reggio Calabria a Napoli, tenuto conto delle interruzioni, sarebbe il seguente:

- a)- Reggio Calabria-Palini: una coppia di treni misti giornalieri
- b)- Gioia Tauro-Pizzo: due coppie giornaliere di treni misti
- c)- S. Eufemia I.-Battipaglia: tre coppie di treni giornalieri a trazione elettrica.

IL SOTTOSEGRETARIO DI STATO  
P/ro Gen. G. di Raimondo

6/TRANDUZIONE



MINISTERO DELLE COMUNICAZIONI  
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE  
TRASPORTI IN CONCESSIONE

OGGETTO:

all.

BARI, 1st February 1944

N. 13-C-Re/1123

al N. del

SUBJECT: Re-opening of passenger train service between S. Rufenia and Battipaglia.

TO: - Brig. Gen. R. W. L. FELLOWS  
Chief of Transportation Committee

MAILED

- Brig. Gen. H. H. HAY  
Director General Railway Military Services

MAILED

attention - Captain ALLERY W. STONE  
Deputy President - Allied Control Commission

BRITISH

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1°)- The following lines of the tirrenian side are now operated:

- a)- S. Rufenia L. - Nocera T.
- b)- Campora S. G. - Acquafredda
- c)- Sapri - Battipaglia

2°)- Within a few time the two following line-sections will be re-opened to operation:

- a)- Nocera T. - Campora S. G.
- b)- Acquafredda - Sapri

So the operating of trains with electric power will be possible on the whole line S. Rufenia L. to Battipaglia and there will be consequently the possibility to operate the train with steam power from Battipaglia to Salerno and Naples.

3°)- The trains actually operated result from the enclosed graphic timetable (black designs)

4°)- In order to better the service for the civilians and in order to establish communications between Calabria and the provinces of Salerno and Naples with a run more rapid than that which we have actually following the Ionian line and the the Metaponto-Potenza line, we propose to effect the trains which

OGGETTO:

SUBJECT: Re-opening of passenger train service between S. Rufemia and Battipaglia.-

TO: - Brig.Gen. R.W.L. RABMONWEL  
Chief of Transportation Committee  
W A P L A S

- Brig.Gen. GRAY  
Director General Railway Military Service - W A P L A S

attention - Captain KIMMY W. SPONE  
Deputy President - Allied Control Commission  
E R I H D I S I

- \*\*\*\*\*
- 1°)- The following lines of the tirrenian side are now operated:
- a)- S. Rufemia L. - Nocera L.
  - b)- Campora S.G. - Acquafredda
  - c)- Sapri - Battipaglia
- 2°)- Within a few time the two following line-sections will be re-opened to operation:
- a)- Nocera L. - Campora S.G.
  - b)- Acquafredda - Sapri
- So the operating of trains with electric power will be possible on the whole line S. Rufemia L. to Battipaglia and there will be consequently the possibility to operate the train with steam power from Battipaglia to Salerno and Naples.

- 3°)- The trains actually operated result from the enclosed graphic timetable (black designs)
- 4°)- In order to better the service for the civilians and in order to establish communications between Calabria and the provinces of Salerno and Naples with a run more rapid than that which we have actually following the Ionian line and the the Metaponto-Potenza line, we propose to effect the trains which are red-signed on the enclosed graphic.

We would have the advantage to join, with a daily couple of trains operated between Catanzaro M. and S. Rufemia L., the inhabited centres of this zone with the west side of Calabria and consequently with the provinces of Salerno and Naples which would have an advantage from that owing to import of

/...

prime necessity commodities for the civilians.

We think opportune to underline that, as the electric traction plants would be used, it would result a very small charge for the military movements from that.; while the traffic on the Ionian line would be enormously facilitated. The difficulties for operation on that line, for what regards the bridges, is well known at the concerned offices.

5°)- Finally, as shown in the enclosed graphic, the proposed schedule of trains on the line from Reggio to Naples, considering the interruptions, would be the following:

- a)- Reggio C. - Palmi: 1 couple of mixed trains daily
- b)- Gioia Tauro - Pizzo : 2 couples of mixed trains daily
- c)- S. Rufina I. - Sestipaglia : 3 couples of trains daily - with electric traction.

THE UNDERSECRETARY OF STATE

sign. Gen. G. di Raimondo

MINISTERO DELLE COMUNICAZIONI  
 DIREZIONE GENERALE  
 DIREZIONE REGIONALE  
 DIREZIONE PROVINCIALE

0 1 2 3 4 5 6 7 8 9 10 11 12

Linea Battipaglia

BATTIPAGLIA

Agropoli

Jopri

Acquafredda

Paola

Campora S.G.

Nocera T.

S. Eufemia L.

Pizzo

Gioia Tauro

Palmi

Villa S. Giovanni

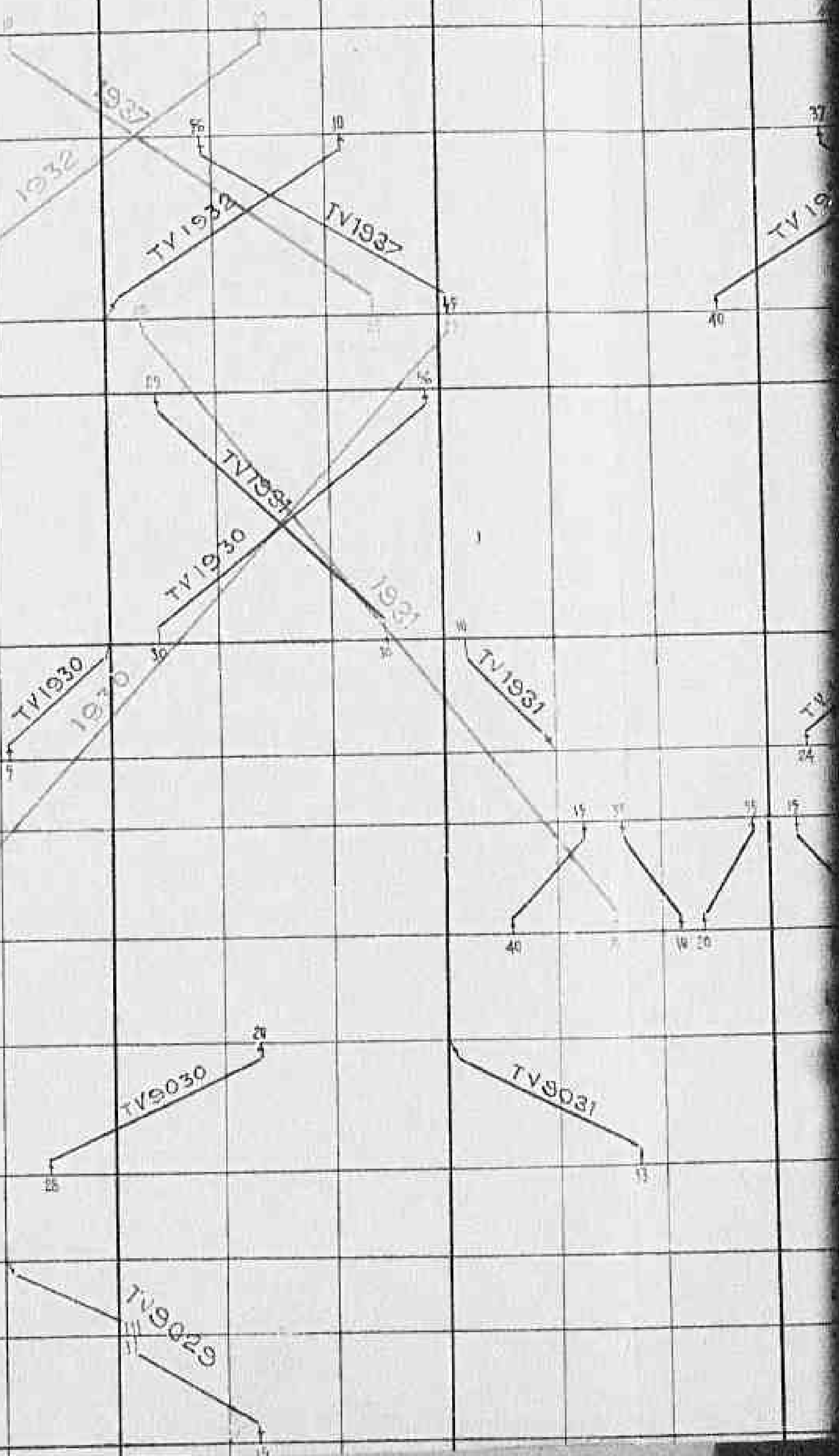
REGGIO C.

Tratto interrotto

Tratto interrotto

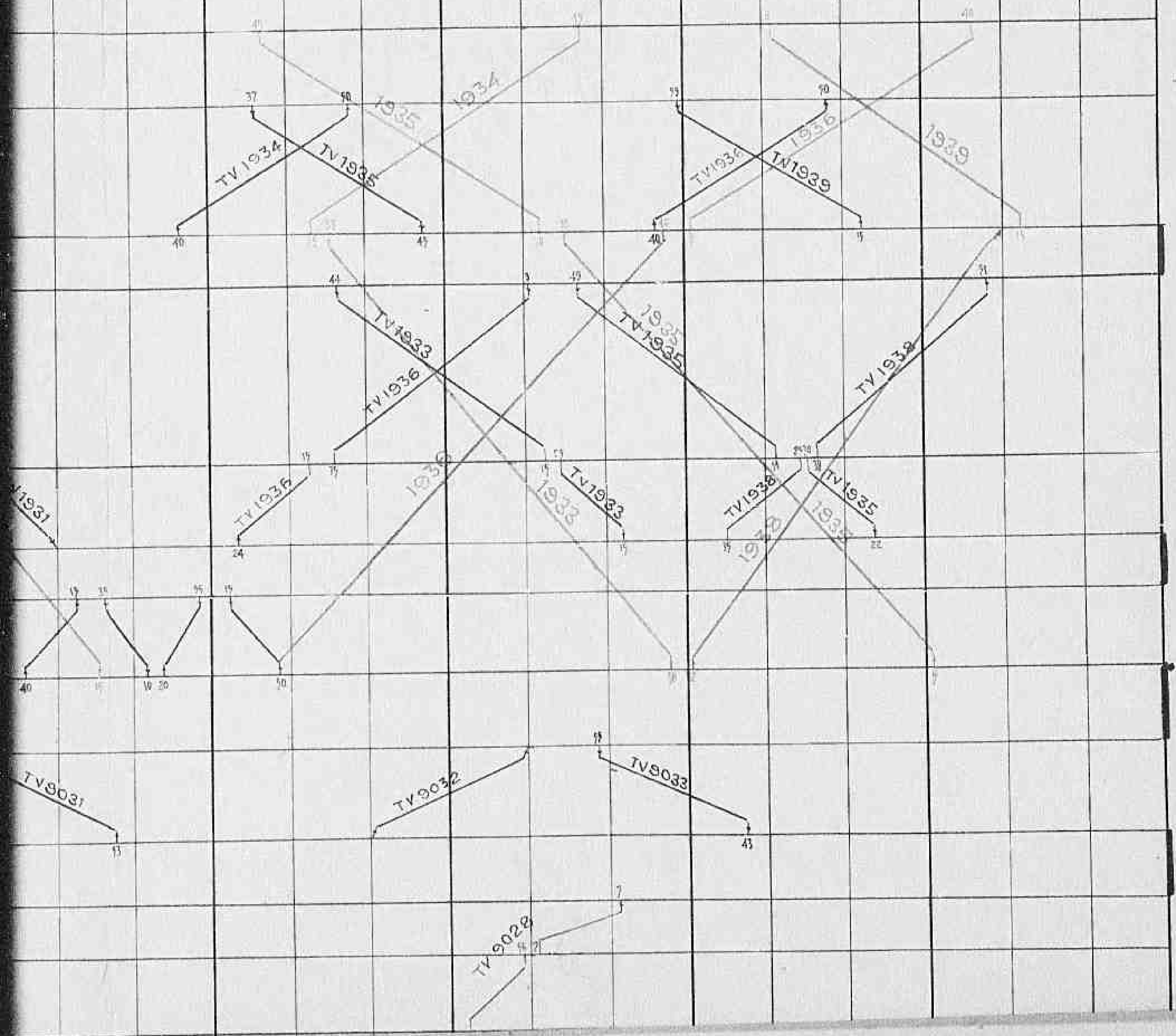
Tratto interrotto

Tratto interrotto



10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

Battipaglia- Reggio C.



|   |   |   |   |   |   |  |   |   |   |   |   |   |   |   |   |   |
|---|---|---|---|---|---|--|---|---|---|---|---|---|---|---|---|---|
| T | r | a | t | t | o |  | i | n | t | a | r | r | o | t | t | o |
|---|---|---|---|---|---|--|---|---|---|---|---|---|---|---|---|---|

Tratto interrotto

Nocera T.

Tratto interrotto

Tratto interrotto

Palmi

Villa S. Giovanni

REGGIO C.



1

2

3

4

5

6

7

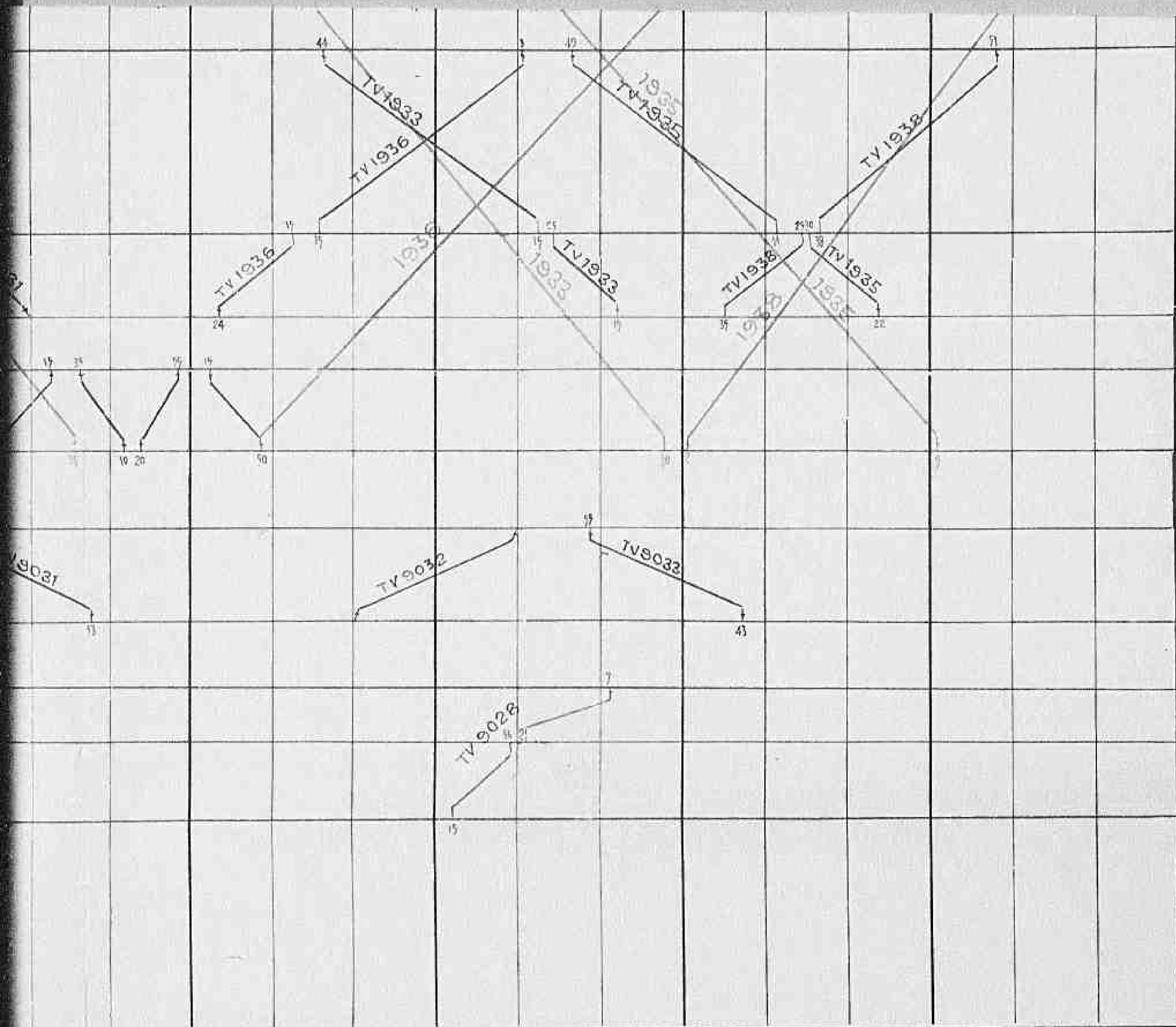
8

9

10

11

12



10 11 12 13 14 15 16 17 18 19 20 21 22 23

General de Ramonondo

1. Possible to operate trains with electric power. S. Enrique to Santiago.
2. Establish communications between Calatrua and Noples-Salinas more directly, more rapidly than via Metaponto-Potuzo line.
3. Since electric motive power would be used, no extra demands would be placed upon the railway for motive power.

General Hay

1. Antithargized the operation of 1 mixed train over entire line. (Basic schedule)
2. Does not believe it is needed for further service.
3. Does not wish to dissipate equipment or man power in operating trains not absolutely necessary.

1. Movement of goods & passengers from Antioquia Marina to Noples.

via Metaponto - 525 km. (330 miles) 17:24 hrs.  
via S. Enrique - 379 " (240 " ) 13:15 "

2. Freight - Only 11% of the freight handled thru 993 bidding for the month of Jan. going thru the bottle neck at Metaponto could have been routed via S. Enrique had this line been open (or 750 tons.)

3. Resumption of freight service from S. Enrique to Noples would not greatly aid in the movement from the populated areas Calatrua district around Los Angeles because of the poor rail line from Los Angeles to Paola. (train capacity 400 tons)

2. Does not believe it is needed for further civilian service.
3. Does not wish to dissipate equipment or man power in operating trains not absolutely necessary.

1. Movement of goods & passengers from Ostia to Naples.

Via Metaponto - 525 km. (330 miles) 17:24 hrs.  
Via S. Eufemia - 379 " (240 " ) 13:15 "

2. Freight - Only 11% of the freight handled through the bidding for the month of Jan. going thru the bulk week at Metaponto could have been routed via S. Eufemia had this line been open (or 750 tons.)

3. Resumption of freight service from S. Eufemia to Naples would not greatly aid in the movement from the populated center Calabria district around Locarno because the poor rail line from Locarno to Paola. (Train capacity 40 metric tons)

4. Is sufficient electric power available at this time?

5. Is it possible that as the services move south, more equipment will be drawn from this region? Trains added that might be removed at a later date. Saved for electric energy.

6. Until these trains have been placed in operation

there seems to be no valid argument for expending that basic schedule.

Allied Force  
MILITARY RAILWAY SERVICE  
Office of Director General

A. P. O. 400  
8 February, 1944

Subject: Passenger Train Service S. Eufemia-Battipaglia

To: ~~General Di Reimondo, Under-Secretary Italian State Railways~~  
and Highways

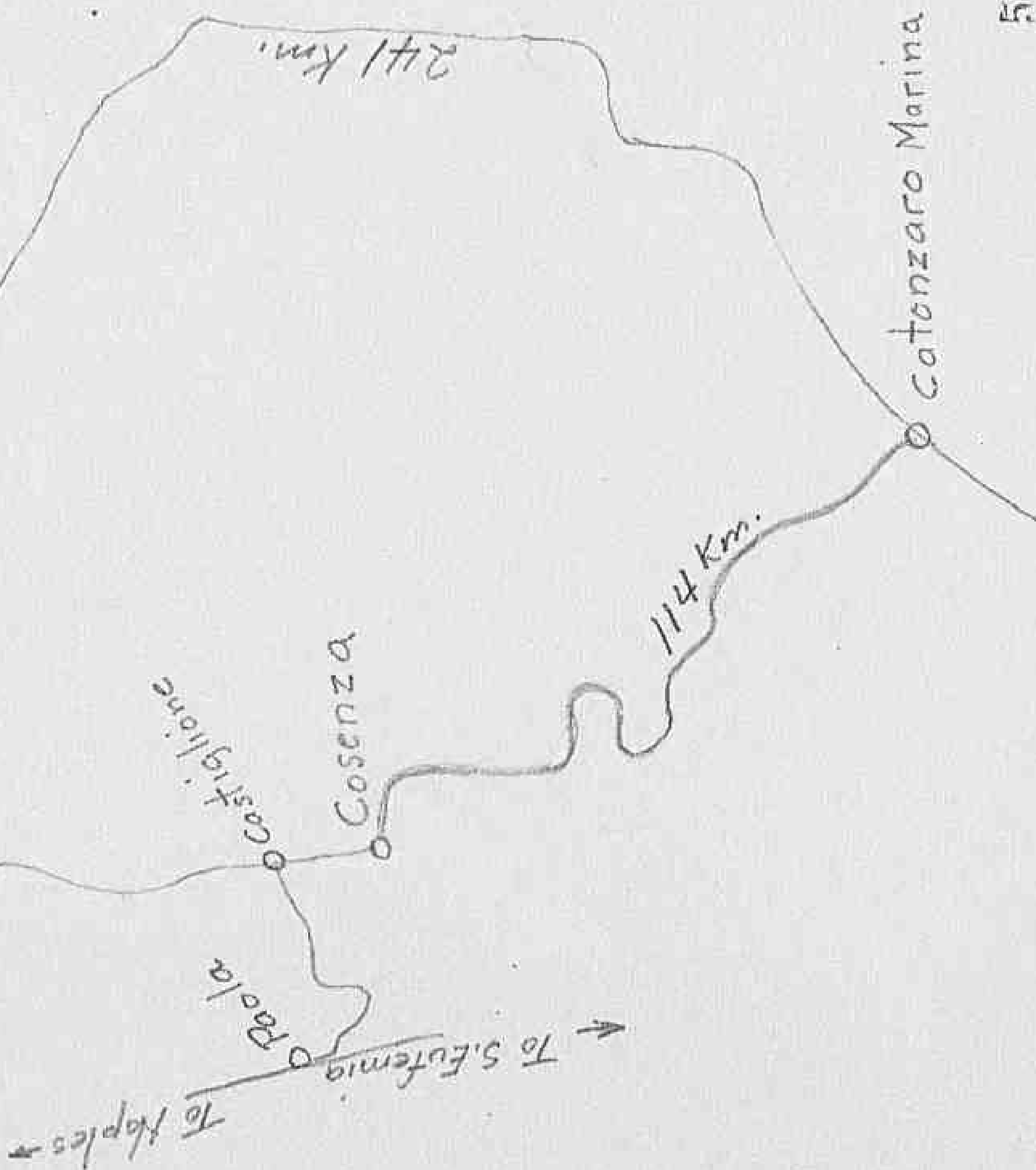
1. Your 1 February 1944 letter, file M.13-C-ro/1113, requesting passenger train service on S. Eufemia-Battipaglia section of the I.S.R.

2. We have authorized the operation of one mixed train daily in each direction over this entire line. Do not believe that there is an actual necessity for further civilian service on this line at this time, and do not wish to dissipate equipment or man power operating any trains not absolutely necessary.

CARL P. CRAY, JR.  
Brigadier General, USA  
Director General

cc - Internal Transport Sub-Commission, AOC,  
c/o Mov & Tr, Adv Adm Ech, AFHQ

5992



(f) (u)

Fig 1

Intr. Tn. Sub-Comm.  
A.C.C. Represent live,  
H.Q., No 2 District.

107- Transportation Committee. Date 17/2/44  
c/o Mov & Tn. Ref. Mov/H/12  
AFHQ. Adv. Adm. Echelon,  
C.M.F.

SUBJECT:- Request for additional Civilian Freight Trains.

Referring to my letter of 17/2/44, Ref. Mov.  
w/H/11.

Would like to submit for your approval that a  
mixed freight and passenger train-"one per day"- be establish-  
-ed between the following stations;- in each direction:-

- a) Barletta to Termoli
- b) Barletta to Spinazzola
- c) Rocchetta to Gioia
- d) Foggia to Melfi

also one freight train daily in each direction between  
Bari and Barletta. *in addition to authorized "one mixed" daily.*

This service is essential to meet the minimum  
civil requirements in this area.

Will you kindly give this your earliest possible  
attention.

Signed



599

# BASIC SCHEDULE

STD. GUAGE

M. " "

## SUGGESTED ADDITIONS.

1-Mixed Train daily-ea. way

1. Barletta to Temoli.

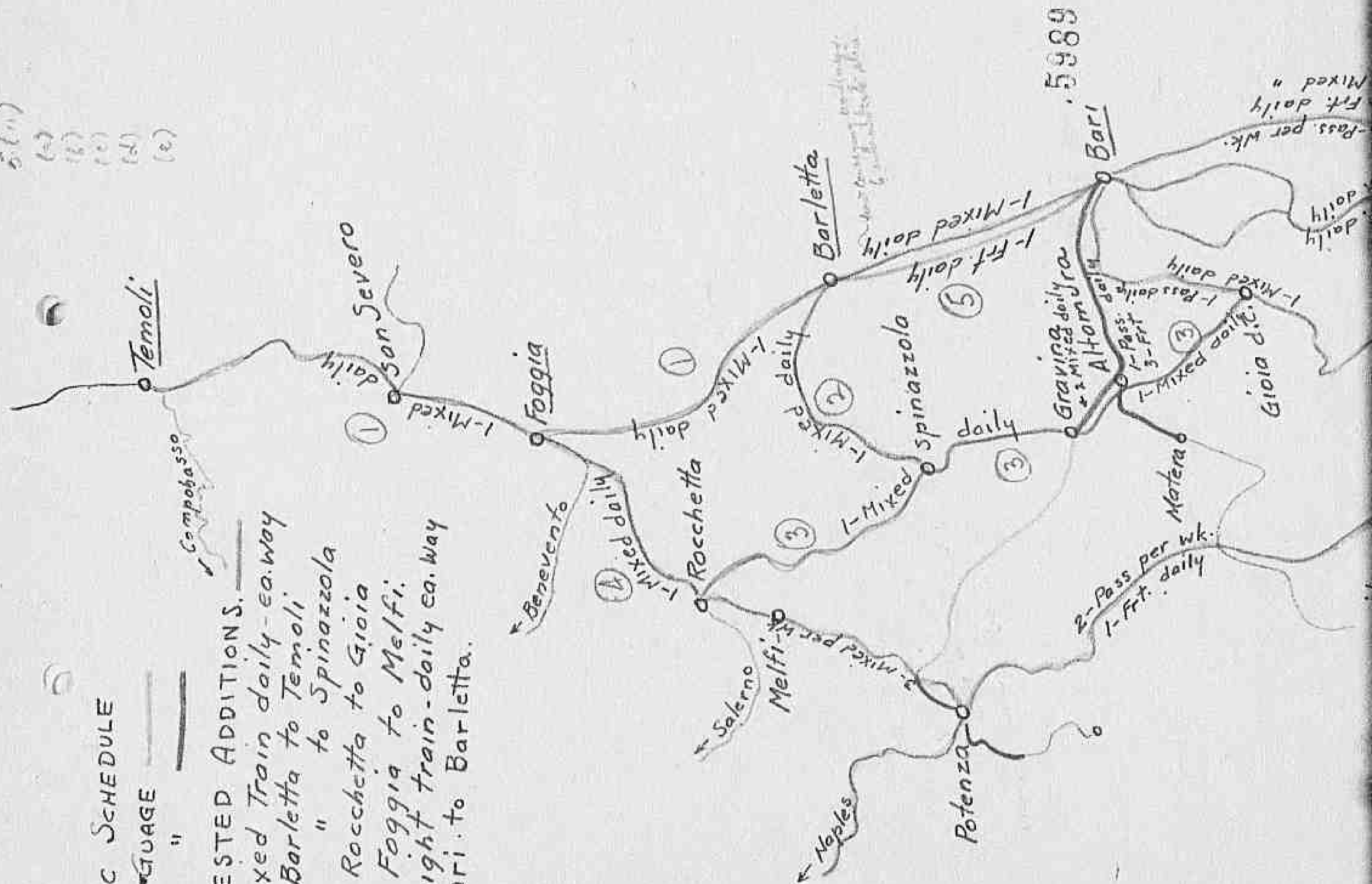
2. " to Spinazzola

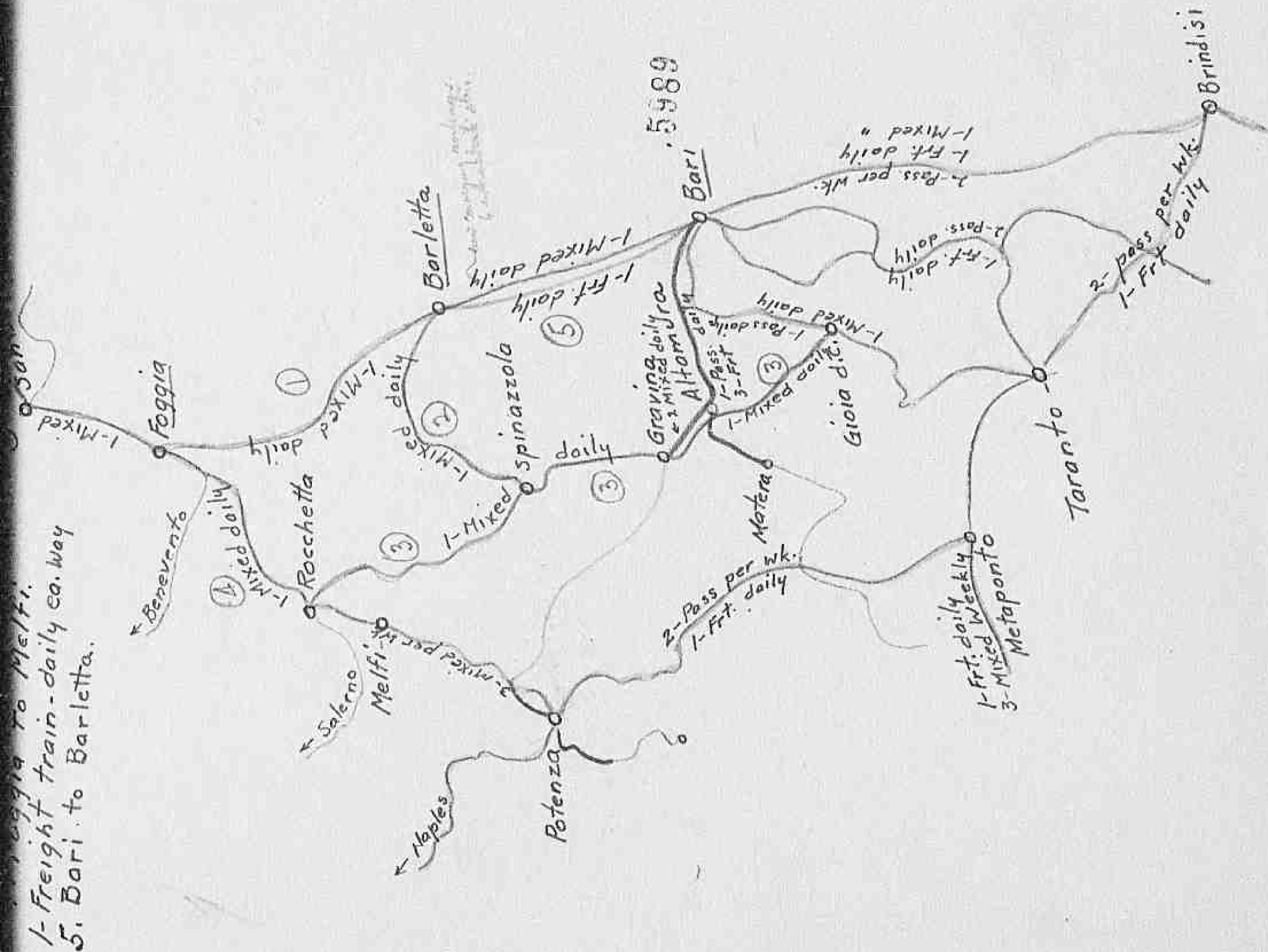
3. Rocchetta to Gioia

4. Foggia to Melfi.

1-Freight train-daily ea. way

5. Bari to Barletta.





Internal Tn. Sub-Comm.  
A.C.C. Representative,  
Bari.

TO:- Transportation Committee,  
Int. Tn. Sub-Comm. A.C.C.  
c/o Mov & TN&  
AFHQ. Adv. Adm. Echelon.  
C.M.F.

Per Mov M/n/ 11  
Date 17/2/1944

SUBJECT:- Increase of Civil Railway freight trains.

The revised Basic Schedule of Civil Freight Trains, dated Feb 4th 1944, is as far as the Bari District is concerned, entirely inadequate despite the fact that General Di Raimondo agreed to it.

I must say that he certainly is not acquainted with the facts of the needs of the Civilian Railway Requirements, nor of the operation of the Railways in East Italy.

There are no provisions made whatever to handle freight traffic between the following Stations:-

- a) Barletta to Termoli,
- b) Barletta to Spinezzola,
- c) Rocchetta to Gioia,
- d) Foglia to Melfi.

Regarding the service from Bari to Barletta of one mixed train per day as the revised Schedule calls for. This mixed train is made up almost entirely of passenger equipment and this train is unable to handle any where near the civil freight traffic between these two cities. There also can be no local stops made to pick up loaded wagons at the different stations without this train taking twelve or fourteen hours time between these two stations. This train's passengers consist mostly of workmen that are employed by the Allied Forces at these two cities Brindisi and Bari and therefore they have to be transported as soon as possible.

The freight commodities on this line are all food-stuffs as fresh vegetables, Figs, Olive Oil, Salt and Almonds.

The total amount of wagons required per day on this line is at least 12 to 15 in each direction. This is an absolute minimum requirement and the one mixed train per day is hardly the answer.

Will you kindly give this consideration at your next meeting.

*Capt J. C. Hall*

17201  
Feb 4th 1944, is as far as the Bari District is concerned, entirely inadequate despite the fact that General di Raimondo agreed to it.

I must say that he certainly is not acquainted with the facts of the needs of the Civilian Railway Requirements, nor of the operation of the Railways in East Italy.

There are no provisions made whatever to handle freight traffic between the following Stations:-

- a) Barletta to Mottoli,
- b) Barletta to Spinazzola,
- c) Rocchetta to Gioia,
- d) Foggia to Mottoli.

Regarding the service from Bari to Barletta of one mixed train per day as the revised Schedule calls for. This mixed train is made up almost entirely of passenger equipment and this train is unable to handle any where near the civil freight traffic between these two cities. There also can be no local stops made to pick up loaded wagons at the different stations without this train taking twelve or fourteen hours time between these two stations. This train's passengers consist mostly of workmen that are employed by the Allied Forces at these two cities Brindisi and Bari and therefore they have to be transported as soon as possible.

508

The freight commodities on this line are all food-stuffs as Fresh Vegetables, Figs, Olive Oil, Salt and Almonds.

The total amount of wagons required per day on this line is at least 12 to 15 in each direction. This is an absolute minimum requirement and the one mixed train per day is hardly the answer.

Will you kindly give this consideration at your next meeting.

Capt. J. E. Hall

Signed



Copy-

Extract from letter/Int.Tn.Rep.,Bari.  
Ref/Nov M/H/11

There are no provisions made whatever to handle freight traffic between the following stations:-

- a) Barletta to Termoli.
- b) Barletta to Spinazzola.
- c) Rocchetta to Gioia.
- d) Foggia to Melfi.

Regarding the service from Bari to Barletta of one mixed train per day as the revised Schedule calls for. This mixed train is made up almost entirely of passenger equipment and this train is unable to handle any where near the civil freight traffic between those two cities. There also can be no local stops made to pick up loaded wagons at the different stations without this train taking twelve or fourteen hours time between these two stations. This train's passengers consist mostly of workmen that are employed by the Allied Forces at these two cities Brindisi and Bari and therefore they have to be transported as soon as possible.

The freight commodities on this line are all food-stuffs as Fresh Vegetables, Figs, Olive Oil, Salt and Almonds.

The total amount of wagons required per day on this line is at least 12 to 15 in each direction. This is an absolute minimum requirement and the one mixed train per day is hardly the answer.

Will you kindly give this consideration at your next meeting.

Capt. S.C. Hall.  
Signed.

5987

17221

~~SECRET~~  
File 88/6

ACC REGION 2 MATERIA.

FLAMBO FROM FITCH

13/

23

|           |          |          |           |          |           |
|-----------|----------|----------|-----------|----------|-----------|
| REFERENCE | YOUR     | RE/211   | (.)       | FREIGHT  | TRAIN     |
| PROPOSAL  | AGREED   | PROVIDED | LIMITED   | TO       | NESENTIAL |
| CIVILIAN  | TRAFFIC  | (.)      | COAL      | REQUIRED | FOR       |
| CASE      | RELEASED | BY       | AUTHORITY | OF       | DOMES     |
| AND       | COAL     | SECTION  | AFHQ      | (.)      | ASCERTAIN |
| OWNERSHIP | OF       | COAL     | ARRANGE   | ACCURATE | RECORD    |
| OF        | AMOUNT   | TAKEN    | AND       | USED     | AND       |
| ADVISE    | COAL     | SECTION  | AFHQ      |          |           |

5986

IMMEDIATE.

File  
8815

Page 1 of 2

23/2/44

Request from Region 2 for Coal to operate freight trains from Catanzaro to Conenza narrow Gauge.

1. Talked to Col. Daugherty, D. T. M.R.S. about the coal for these freight trains as per message RE/211. He said it would be ok to run trains on this narrow gauge line thus saving distance and equipment. He sent note to Capt. Richards of their store dept. advising the release of the coal.

2. Capt. Richards said he would release the coal provided that it belonged to them. They had no record of a stock pile. He stated it might belong to Coal Sec. ASHG. He called them - they said by phone that they didn't know of the coal but that they would release it to us provided it was theirs.

3. Capt. Richards authorized us to send message to the effect that they were releasing the coal.

4. Went to see Lt. Col. O'Leary, Coal Sec. ASHG. <sup>5885</sup> who also said we could send message stating that they authorize the release -- provided that a record is kept of the amount taken and the ownership established.

Page 2 of 2

23/2/44

5. Reported to Col Fitch at 1200 hrs. who framed a message to Region 2, Matruh. as follows:-

"Reference your RE/211

Freight train proposal agreed provided limited to essential civilian traffic & coal required for same released by authority of D.G.M.R.S. and Coal Sec. ASHQ & ascertain ownership of coal. Arrange accurate record of amount taken and used and advise Coal Sec. ASHQ."

Amf.

5984

3390

MEJE V MEAV SRL 416 IMMEDIATE M  
J) FENBASE FOR FARGO FOR FITCH  
FROM ACC REGION TWO RE/211

ESSENTIAL TO HAVE TWO FREIGHT TRAINS DAILY CATANZARO MARINA NARROW GAUGE TO  
COSENZA TO HAUL CIVILIAN FOOD SUPPLIES FROM STANDARD GAUGE. THIS RELEASES  
SOME STANDARD GAUGE TRUCKS BY SHORTER HAUL INSTEAD OF SENDING FULL LOAD  
VIA SIBARI. NARROW GAUGE STOCKS COAL EXHAUSTED. SOME NOW ON HAND CATANZARO  
MARINA REQUEST IMMEDIATE RELEASE

BT 141216

REPTN SRL

HT\* BBBB

ACC DIST:

(Action) Econ Sec (4)

*Int. Jph. Sub Cm 5883*

*In reg action*

1313

*15 FEB 1961*

*John Lee*

*15 FEB 1961*

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A. P. O. 100  
16 FEBRUARY 1944

SUBJECT: BASIC SCHEDULE OF CIVIL REQUIREMENTS

TO: AGTH 3 (JR), BUILDING  
ING. POMARICI, BUILDING  
CAPO DI COMPARTIMENTO, ING. FRANZI, BARI

1. IN ADDITION TO THOSE TRAINS AUTHORIZED BY OUR 4 FEBRUARY 1944 "BASIC SCHEDULE OF AUTHORIZED SUBURBAN AND WORKERS' TRAINS TO MEET CIVILIAN REQUIREMENTS", A TRAIN FOR THE ACCOMMODATION OF CIVILIAN WORKERS WILL BE OPERATED BETWEEN BRINDISI AND LECCE, EFFECTIVE 16 FEBRUARY 1944 ON THE FOLLOWING SCHEDULE:

|        |          |      |
|--------|----------|------|
| LEAVE  | LECCE    | 0620 |
| ARRIVE | BRINDISI | 0729 |
| LEAVE  | BRINDISI | 1820 |
| ARRIVE | LECCE    | 1930 |

FOR THE DIRECTOR GENERAL:

CHARLES E. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPARTMENT

CC - BRIGADIER GAGE, BUILDING  
AGM, EQUIPMENT  
AGM, ENGINEERING  
AGM, STORES  
D. Q. M. G. (MOVEMENTS)  
INTERNAL TRANSPN SUB-COMM, AGC  
C/O MOV & TN, AFHQ ADV ADMIN ECH, CMF  
GENERAL DI RAIMONDO, UNDER-SECRETARY  
ITALIAN RAILWAYS & HIGHWAYS  
TRANSPORTATION (AMERICAN), AFHQ

500

88/2  
Allied Forces  
MILITARY RAILWAY SERVICE  
Office of Director General

A. P. O. 400  
4 February, 1944

Subject: Basic Schedules of Civilian Requirements

To: APTN 3 (Br), Building  
CO, 703rd Railway Grand Division, APO 400  
Ing. Pomerici, Building  
Capo Di Compartimento, Ing. Morandi, Naples  
Capo Di Compartimento, Ing. Franci, Bari  
Capo Di Compartimento, Ing. Manno, Reggio

1. Attached hereto is revised Basic Schedule of trains for civilian requirements, not including workers' trains or suburban trains, superseding our schedule of 15 December 1943. Also attached is schedule of authorized suburban trains and workers' trains to fill civilian requirements.

2. Any civilian train service authorized hereby, and not already in operation, will be instituted at once. No civilian trains not authorized hereby, will be operated. Any requests for additions or alterations to these basic schedules will be handled as outlined in Advanced Administrative Echelon AFHQ Administrative Instruction No. 14, dated 6 December 1943, which provides that such requests be channeled through Internal Transportation Sub-Commission, for the consideration of the Transportation Committee.

3. Every effort, not inconsistent with Military requirements, will be made to establish and maintain regular and dependable operation of all trains authorized by these schedules. Any surplus capacity on civilian trains will be used for transportation of military freight.

cc - Brig. Gago, DTN (Br), Building  
AGM, Equipment, MRS (1)  
AGM, Engineering, MRS (1)  
AGM, Stores, MRS (1)  
DQMG (M) AFHQ Adv Admin Ech (5)  
Internal Tn Sub-Comm, AGC,  
Adv Admin Ech AFHQ, GMP (10)  
Gen. Di Raimondo, Under-Secretary Italian  
Railways & Highways (2)  
Transportation, AFHQ Adv Admin Ech (5)

5881  
CARL E. GAGG  
Brigadier General, USA  
Director General

Encl 2

- 1 - Revised Basic Schedule Civilian Requirements
- 2 - Suburban trains and workers' trains

Allied Force  
 MILITARY RAILWAY SERVICE  
 Office of Director General

A. P. O. 400  
 4 February 1944

REVISED BASIC SCHEDULE OF TRAINS FOR CIVILIAN REQUIREMENTS

(Not Including Workers' Trains and Suburban Service)

SUPERSEDING SCHEDULE DATED 15 DECEMBER 1943

| Section of Railroad                         | PASSENGER<br>(each way) | FREIGHT<br>(each way) | MIXED<br>(each way) |
|---------------------------------------------|-------------------------|-----------------------|---------------------|
| <u>ITALIAN STATE, STANDARD GAUGE:</u>       |                         |                       |                     |
| 1 NAPLES - POTENZA - TARANTO                | Di-weekly               | One Daily             |                     |
| BRINDISI - BARI                             |                         |                       | One Daily           |
| 2 BARI - B. NELLA                           |                         |                       | One Daily           |
| 3 BARI - BRINDISI                           | One Daily               |                       | One Daily           |
| 4 BRINDISI - LECCE                          |                         |                       | One Daily           |
| 5 BARI - TARANTO (Via Gioia)                |                         |                       |                     |
| 6 BARI - GIOIA                              |                         |                       | Tri-weekly          |
| 7 MELFI - POTENZA                           |                         |                       | Tri-weekly          |
| 8 SICIGLIANO - LIGONEGRO                    | One Daily               | One Daily             | * Bi-weekly         |
| 9 AVELLINO - NOCI                           |                         |                       | One Daily           |
| 10 S. EUFEMIA - RATTIAGLIA                  |                         |                       | Tri-weekly          |
| 11 REGGIO - CATANZARO - METAPONTO - TARANTO |                         |                       | x Tri-weekly        |
| 12 SIBARI - P. G. L.                        |                         |                       | One Daily           |
| 13 REGGIO - NICOTRI                         |                         |                       | x Tri-weekly        |
| 14 CATANZARO-IL-RIONE - S. EUFEMIA          |                         |                       |                     |
| 15 SUD-EST STANDARD GAUGE SYSTEM            |                         |                       |                     |
|                                             |                         |                       |                     |
|                                             |                         |                       |                     |

SECOND & LINES METRE GAUGE:

|                       |           |             |            |
|-----------------------|-----------|-------------|------------|
| BARI - M. TEN.        | One Daily | Three Daily |            |
| BARI - TORITTO        | One Daily |             |            |
| ALTAMURA - GRAVINA    |           |             | Two Daily  |
| POTENZA - AVIGLIANO   |           |             | Two Daily  |
| POTENZA - CAVELLO     |           |             | Tri-weekly |
| ATENA - MARSICO-NUOVO |           |             | Tri weekly |
| LIGONEGRO - SPEZZANO  |           |             | One Daily  |

NOTE: \* Service to connect with the NAPLES - TARANTO - BRINDISI - BARI  
Bi-weekly passenger train, both ways.

x Service to connect with the REGGIO - CATANZARO - METAPONTO - TARANTO  
Tri-weekly mixed train both ways

"DAILY" Services work only on WEEK DAYS.

5370

10. Colman  
Allied Force  
MILITARY RAILWAY SERVICE  
Office of Director General

L. P. O. 400  
4 February 1944

BASIC SCHEDULE OF AUTHORIZED SUBURBAN TRAINS AND WORKERS' TRAINS  
TO MEET CIVILIAN REQUIREMENTS

| BETWEEN                   | AND                          | NUMBER<br>TRIPS DAILY                                                   |
|---------------------------|------------------------------|-------------------------------------------------------------------------|
| BRINDISI                  | OSTUNI                       | 2                                                                       |
| BRINDISI                  | FRANCIVILLA                  | 1                                                                       |
| BARI                      | POLIGNO A. MARE              | 2                                                                       |
| BARI                      | MOLFETTA                     | 2                                                                       |
| BARI                      | ACQUVIVA                     | 2                                                                       |
| BARI                      | GIOM. DEL COLLE              | 1                                                                       |
| TURINTO                   | PILAGI NELLO                 | 2                                                                       |
| TURINTO                   | FRANCIVILLA                  | 1 except Sun.                                                           |
| SIBARI                    | TEBISACCE                    | 4                                                                       |
| CATANZARO M. M.           | CATANZARO                    | 2                                                                       |
| LECCE                     | SAN GIOVANNI                 | 2                                                                       |
| SAN GIOVANNI              | F. L. M.                     | 2                                                                       |
| S. EUFEMIA                | NICASTRO                     | 1                                                                       |
| SALERNO                   | PONTECAGNETO                 | 1                                                                       |
| SALERNO                   | NOCEA                        | 1                                                                       |
| TORE ANNUNZIATA           | CASTELLINARE                 | 3                                                                       |
| NAPLES (Piazza Garibaldi) | PIETRA M. SHOPS              | 1                                                                       |
| NAPLES (Piazza Garibaldi) | BIGNOLI                      |                                                                         |
| LECCE (GRR-0620)          | BRINDISI (GRR-0710) A. L. F. | Frequent scheduled suburban service, some terminating at Campi Flegrei. |
| BRINDISI (GRR-0710)       | LECCE (GRR-0620)             |                                                                         |

5373

Internal Transportation Sub-Commission, ACC.,  
c/o Mov & Tr.,  
AFHQ Advanced Administrative Echelon,  
C.M.F.

Our reference : ACC Tr/88/1

Date : 9 Feb 44.

TO : Economic Section, ACC, (Attn. Col. D.S. Adams).

SUBJECT : Basic Schedules of Civilian Trains.

1. Appended is copy of letter by Director General, Military Railway Service, dated 4 Feb 44, with attached revised Basic Schedule of Trains for civilian requirements and separate schedule of suburban and workers' trains.
2. Letter and attachments are highly desirable of general circulation among all those of ACC/AMG who have, or may have, anything to do with transportation of persons or goods.
3. It is important to note that no civilian trains, not specified, will be operated. Any requests for additions or alterations, fully implemented by specific facts may be channeled through this Sub-Commission - as noted in IGMS's letter.
4. Nothing herein referred to in any wise changes present necessity for bidding for, and securing formal approval of bids, for ACC/AMG and civilian traffic.
5. It is suggested that all officers and agencies of ACC/AMG should clearly understand necessity for conservation of train service. Not only must needs of military be met but there is acute shortage of coal and certain vital materials. Such understanding may eliminate requests from officers who do not fully appreciate situation.

*Ordered with  
at Col Brown who proposed  
the. Agreed not to be sent  
but said instruction communications  
procedure to be reported*

RMS

Colonel,  
Chief of Internal Transportation Sub-Commission, ACC.

Internal Transportation Sub-Commission, ACC..  
c/o Mov & Tr.,  
AFHQ Advanced Administrative Echelon,  
C.M.F.

Our reference : ACC Tn/88/1

Date : 9 Feb 44.

TO : Economic Section, ACC, (Attn. Col. D.S. Adams).

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4. Nothing herein referred to in any wise changes present necessity for bidding for, and securing formal approval of bids, for ACC/AMC and civilian traffic.
5. It is suggested that all officers and agencies of ACC/AMC should clearly understand necessity for conservation of train service. Not only must needs of military be met but there is acute shortage of coal and certain vital materials. Such understanding may eliminate requests from officers who do not fully appreciate situation.

5677  
Colonel,  
Chief of Internal Transportation Sub-Commission, ACC.

1733