

ACC

AC88/TW4

10000/148/2145

BASIC SCHE
MAT 1744-1745

/148/2145

BASIC SCHEDULE OF CIVILIAN TRAINS
MAY 1944-MAY 1945

FD/efh

TRANSPORTATION SUB COMMISSION

INTER OFFICE MEMORANDUM

6 May 1945

Tele : 478701

323/27/TN 3

SUBJECT : Basic Schedule Tonnages

TO : Rail Division (TN 4)
(Attention : Major Ping)

At your request details are attached of tonnages bid for and allotted to AC. at A.F.H.Q., POM from 23 April-13 May '45.

For Chief of Movements Division

C.R. Worthington
C.R. WORTHINGTON.
Major.

617

F.O.M. - TONNAGES - Northbound

Period		Daily										Weekl
		Line 86 Ancona Rimini	Line 87 Poligno Flore	Line 87 Orte Poligno	Line 65 Rome Orte	Line 65 Orte Firezzo	Line 50 Rome Leghorn	89/90 Naples Rome	E-W via S'vento	E-W via Potenza	Out of C'bria West	B'v
23 - 29/4	bid for	195	351	535	519	172	1249	1746	4307	2180	3284	
	accepted	195	465		519	172	1249	1746	4307	2180	3284	
30/4 - 6/5	bid for	181	272	630	653	97	718	1567	4105	1954	3325	
	accepted	231	478		552	97	1368	1567	4105	1954	3250	
7/5 - 13/5	bid for	269	298	678	569	50	820	1807	3342	1621	3328	
	accepted	369	478		449	50	820	1701	3342	1621	2858	

6146

P.O.M. - TONNAGES - Northbound

[illegible]

17391

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

P.O.M. - TONNAGES - Southbound

TONS PER DAY

TONS PER WEEK

Period		Line 86 Ancona Rimini	Line 57 Foligno P'era	Line 87 Orte Foligno	Line 65 Rome Orte	Line 65 Orte Arezzo	Line 50 Rome Laghorn	89/90 Naples Rome	E-W via B'vento	E-W via Potenza	Out of C'bria West	W-E via B'vento
23 - 29/4	bid for	154	527	1106	1694	652	2320	617				2773
	accepted	154	440	1019	1607	652	2320	447				2773
30/4 - 6/5	bid for	106	358	967	1547	532	2962	749				2309
	accepted	106	358	967	1547	532	2962	549				2309
7/5 - 13/5	bid for	7	57	655	1241	593	3391	830				3393
	accepted	7		655	1241	593	2623	600				3393

6145

17401

P.O.M. - TONNAGES - Southbound

TONS PER DAY							TONS PER WEEK							
Line 87 Foligno Piera	Line 87 Orte Foligno	Line 65 Rome Orte	Line 65 Orte Arezzo	Line 50 Rome Leghorn	89/90 Naples Rome		E-W via B'vento	E-S via Potenza	Out of C'bria Rest	W-E via B'vento	W-E via Potenza	Out of C'bria West	Line 218	Line 219
527	1106	1694	652	2320	617					2773	795			12
449	1017	1607	652	2320	447					2773	795			
258	967	1547	532	2962	749					2309	1511		1	
358	967	1547	532	2962	549					2309	1511			
57	655	1241	593	3331	890					3393	1393			
	655	1241	593	2623	600					3393	1393			

6125

Ministry of Transports
I.S.R. Direction General

Rome 14 APR 1945
M.323/12104/321/143/143/192/18

Subject:
Forwarding of static
data.

To En. Sub Commission A.C.
Rome

As per your verbal request formerly addressed to Railway Undersecretaryship at Naples, we forward data covering October 1944, drawn up as follows:

1. Quantity of trains of basis programme, operated on each line of Naples, Bari, and Reggio C. Compartimenti.
2. Quantity of trains operated on each of said lines in addition to the basis programme.
3. Percentage of the utilization of freight trains of basis programme.
4. Civilian freight movements operated on lines of Naples, Bari, Reggio C., Palermo Compartimento and of Cagliari Delegation.

En.12/4/ch.

The Director General **6144**
Sgd: Di Raimondo



MINISTERO DEI TRASPORTI
MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma 14 APR 1945

N. M. 323/12104/321/143/104
3791/28

Al N. del

ALLA COMMISSIONE ALLEATA

SOTTO COMMISSIONE TRASPORTI

OGGETTO

Invio dati statistici.

ROMA

Allegati N. 11

Come da richiesta verbale, a suo tempo rivolta al
Sottosegretariato per le Ferrovie a Napoli, si trasmettono i dati
relativi al mese di ottobre s.u. elaborati come appresso:

- 1) Quantitative dei treni del programma base, effettuati su ciascuna linea dei Compartimenti di Napoli, Bari e Reggio Cal.
- 2) Quantitative dei treni effettuati su ciascuna di dette linee in aumento al programma base.
- 3) Utilizzazione per cento dei treni merci del programma base.
- 4) Quantitative merci per trasporto privati effettuati sulle linee dei Compartimenti di Napoli, Bari, Reggio C., Palermo e della Delegazione di Cagliari.

IL DIRETTORE GENERALE

Udi Reimond

6143

1743

MESE DI OTTOBRE 1944

QUANTITATIVO DEI TRENI DEL PROGRAMMA BASE EFFETTUATI SU CIASCUNA LINEA.

COMPARTIMENTO DI NAPOLI

	Viaggiatori	Merchi	Misti
Linea Napoli - Potenza	18	62	-
" Avellino-Caserta-Nocera Inf.	-	-	18
" S. Angelo - L. Agnello	-	-	18
Totale	18	62	36

COMPARTIMENTO DI BARI

	Viaggiatori	Merchi	Misti
Linea Potenza - Taranto			
" Taranto - Brindisi	40	60	-
" Brindisi - Bari	-	-	26
" Metaponto - Taranto	-	-	62
" Bari - Barletta	-	-	62
" Bari - Brindisi	-	-	62
" Bari - Taranto	-	-	-
" Bari - Gioia del Colle	62	-	-
" Potenza - Rocchetta	-	-	-
" Brindisi - Lecce	-	-	62
Totale	102	60	274

COMPARTIMENTO DI REGGIO C.

	Viaggiatori	Merchi	Misti
Linea Battipaglia-S. Rufina			
" S. Rufina - Pizzo	54	54	-
" Palmi - Reggio C.	62	62	-
" Metaponto - Reggio C.	26	54	-

Linea Napoli - Potenza	18	62	-
" Avellino-Cadola-Nocera Inf.	-	-	18
" S. Ignazio - Lagonegro	-	-	18
Totale	18	62	36

COMPARTIMENTO DI BARI

	Viaggiatori	Merzi	Misti
Linea Potenza - Taranto	(		
" Taranto - Brindisi	(	60	-
" Brindisi - Bari	(		
" Metaponto - Taranto	-	-	26
" Bari - Barletta	-	-	62
" Bari - Brindisi	-	-	62
" Bari - Taranto	-	-	62
" Bari - Gioia del Colle	62	-	-
" Potenza - Rocchetta	-	-	-
" Brindisi - Lecce	-	-	62
Totale	102	60	274

COMPARTIMENTO DI REGGIO C.

	Viaggiatori	Merzi	Misti
Linea Battipaglia-S. Rufemia	54	54	-
" S. Rufemia - Pizzo	54	54	-
" Palmi - Reggio C.	62	62	-
" Metaponto - Reggio C.	26	54	-
" Sibari - Trebisacce	-	-	124
" Catanzaro M. - Catanzaro S.	-	-	62
" S. Rufemia - Nicotina	-	-	31
" Palmi - Villa S. Giovanni	-	-	31
" Villa S. Giovanni - Reggio C.	-	-	31
Totale	196	224	279

QUANTITATIVO DEI TRENI ESISTENTI SU CI CUNA LINEA IN SUELENTO EL PROGRADA
BASE.COMPARTIMENTO DI NAPOLI

	Viaggiatori	Merchi	Misti
Linea Napoli - Potenza Inf.	160 (1)	58	-
" Sicignano - Lagonegro	-	-	12
" Napoli-Cancello-Caserta	124 (2)	-	-
" Napoli-Aversa-Caserta	124 (2)	-	-
" Avellino-Caserta-Nocera Inf.	62 (3)	-	44
" Ariano - Telesia	62 (4)	-	-
" Cervaro - Napoli	62 (3)	-	-
" Aversa - Poggioreale	-	-	-

Metale

594

58

56

(1) di cui 60 per nostro personale e 2 per profughi.

(2) per nostro personale.

(3) per operai e personale ferroviario.

(4) treni giornalieri Militari Alleati che disimpegnano anche servizio per viaggiatori civili.

COMPARTIMENTO DI BARI

	Viaggiatori	Merchi	Misti
Linea Potenza - Metaponto - Taranto	-	62	-
" Metaponto - Taranto	-	-	12
" Taranto - Brindisi	62	-	-
" Taranto - Francavilla F.	62	-	-
" Francavilla F.-Brindisi	124	-	-
" Bari - Barletta	186	-	-
" Bari - Molfetta	-	51	-
" Bari - Polignano	62	-	-
" Bari - Monopoli	124	-	-
" Foggia - Brindisi	62	-	-
" Ostuni - Brindisi	124	-	-
" Brindisi - Lecce	124	-	-
" Bari - Taranto	62	-	-
" Bari - Grotto del Colle	62	-	-
" Grotto del Colle-Taranto	62	-	-
" Barletta - Spinazzola	26	-	-
" Rocchetta - Spinazzola	26	-	-
" Spinazzola - Grotto del C.	26	-	-
" Brindisi - Rotondo	62	-	-

" Napoli-Aversa-Caserta	-	-	-
" Avellino-Codola-Vicenza Inf.	-	-	-
" Ariano - Foggia	62 (3)	-	-
" Carvare - Napoli	62 (4)	-	-
" Aversa - Termoli	62 (3)	-	-
Totale	594	58	56

(1) di cui 60 per nostro personale e 2 per inquilini.

(2) per nostro personale.

(3) per operai e personale ferroviario.

(4) treni giornaliere militari Alleati che disimpegnano anche servizio per viaggiatori civili.

COMPARTIMENTO DI DATI

	viaggiatori	Marci	Misti
Linea Potenza - Metaponto - Taranto	-	62	-
" Metaponto - Taranto	-	-	12
" Taranto - Brindisi	62	-	-
" Taranto - Francavilla F.	62	-	-
" Francavilla F. - Brindisi	124	-	-
" Bari - Barletta	186	-	-
" Bari - Molfetta	-	51	-
" Bari - Polignano	62	-	-
" Bari - Monopoli	124	-	-
" Pesano - Brindisi	82	-	-
" Ostuni - Brindisi	124	-	-
" Brindisi - Lecce	124	-	-
" Bari - Taranto	62	-	-
" Bari - Gioia del Colle	62	-	-
" Gioia del Colle - Taranto	62	-	-
" Barletta - Spinazzola	26	-	-
" Rocchetta - Spinazzola	26	-	-
" Spinazzola - Gioia del C.	26	-	-
" Brindisi - Restinco	62	-	-
Totale	1256	113	12

COMPARTIMENTO DI REGGIO CAL.

RECATIVO

011

17471

UTILIZZAZIONE DEI TRENI MERCI DEL PROGRAMMA BASE.

COMPARTIMENTO DI NAPOLI

Linea Napoli - Torre C.1e	utilizzato	90 %
" Torre C. - Battipaglia	"	96 %
" Battipaglia - Potenza Inf.	"	94 %

COMPARTIMENTO DI BARI

Linea Potenza - Metaponto	utilizzato	81 %
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COMPARTIMENTO DI REGGIO CAL.

Linea Battipaglia - Sanrì	utilizzato	60 %
" Sanrì - Paola	"	60 %
" Paola - S. Eufemia L.	"	36 %
" S. Eufemia - Gioia T.	"	22 %
" Palmi - Reggio C.	"	18 %
" Metaponto - Sibari	"	32 %
" Sibari - Crotone	"	33 %
" Crotone - Catanzaro	"	72 %
" Catanzaro N. - Roccella	"	69 %
" Roccella - Reggio C.	"	70 %

6410

" Terra C. - Battipaglia 96 %
 " Battipaglia - Potenza Inf. 94 %

COMPARTIMENTO DI BARI

Linea Potenza - Metaponto
 utilizzato 81 %

COMPARTIMENTO DI REGGIO CAL.

Linea Battipaglia - Sapri	utilizzato	60 %
" Sapri - Paola	"	50 %
" Paola - S. Eufemia I.	"	36 %
" S. Eufemia - Gioia T.	"	22 %
" Palmi - Reggio C.	"	18 %
" Metaponto - Sibari	"	32 %
" Sibari - Crotone	"	33 %
" Crotone - Catanzaro	"	72 %
" Catanzaro M. - Roccella	"	69 %
" Roccella - Reggio C.	"	70 %

6140

749

4

QUANTITATIVO MERCI PER I/SPORT PRIVATI

COMPARTIMENTO DI NAROLI

Scali Napoli	fusti vuoti	tonn.	637	
	farina	"	527	
	olio olive	"	266	
	coke	"	121	
	varie	"	100	
		totale		tonn. 1651
Linea Napoli-Fernia	fusti vuoti			" 3
Linea Napoli - Villa Litterno	fossile	tonn.	171	
	mele	"	29	
	rame	"	5	
		totale		" 205
Linea Napoli - Cassino	nitrato	tonn.	92	
	olio	"	55	
	mele	"	32	
	diverse	"	11	
		totale		" 190
Linea Napoli - Foggia	grano	tonn.	466	
	zolfo	"	254	
	porzellan	"	194	
	tabacco	"	140	
	lignite	"	118	
	diverse	"	23	
		totale		" 1195
Linea Battipaglia-Potenza	legname	tonn.	68	
	mele	"	31	
	erzo	"	24	
		totale		" 123
Linea Napoli-Battipaglia	superfosfato	tonn.	1058	
	ceste e fusti v.	"	290	
	olio olive	"	190	
	vine	"	141	
	assicelle lo-	"	130	
	grano			
	farina	"	62	
	vimini	"	29	
	diverse	"	169	
				6139

Linee	totale	tonn.	1651
Linea Napoli-Termini	fusti vuoti	"	3
Linea Napoli - Villa Literno	fossile	tonn. 171	
	mele	" 29	
	rane	" 5	
	totale	"	205
Linea Napoli - Cassino	adattato	tonn. 92	
	olio	" 55	
	mele	" 32	
	diverse	" 11	
	totale	"	190
Linea Napoli - Poggia	grano	tonn. 456	
	zolfo	" 254	
	pezzeleone	" 194	
	tabacco	" 140	
	lignite	" 118	
	diverse	" 23	
	totale	"	1195
Linea Battipaglia-Potenza	legname	tonn. 63	
	mele	" 31	
	orzo	" 24	
	totale	"	123
Linea Napoli-Battipaglia	superficie	tonn. 1058	
	ceste e fusti v.	" 290	
	olio oliva	" 190	
	vino	" 141	
	essicelle le-	" 130	
	grame	"	
	farina	" 62	
	vimini	" 29	
	diverse	" 169	
	totale	"	2069
Linea Castellammare di St.-Gragnano - fusti vuoti		"	20
Linea Avellino-S. Severino R.	legname	tonn. 38	
	fusti vuoti	" 11	
	totale	"	49
	a riportare	"	5505

213

6139

5

riporto tonn. 5505

Linea Cancello - Codola

fusti vuoti
diversetonn. 36
" 49
totale

85

Linea Salignano - Lagoreghe

legname e car-
bone
diversetonn. 2397
" 30
totale

2427

TOTALE GENERALE tonn. 8017

COMPARTIMENTO DI BARI

Linea Ortona M. - Foggia

vino
senza
diversetonn. 825
" 106
" 601
totale

tonn. 1532

Linea Foggia-Lucera

mattoni
carbone veg.
diversetonn. 54
" 40
" 30
totale

124

Linea Foggia - Bari

vino
prodotti or-
tofrutticoli
coccine
diversetonn. 1809
" 372
" 63
" 839
totale

3083

Linea Bari - Taranto

vino
tuffitonn. 394
" 170
totale

564

Linea Foggia - Potenza Imf.

carbone veg.
legname
prodotti or-
tofrutticoli
vino
diversetonn. 816
" 674
" 507
" 208
" 168
totale

6138

2373

TOTALE GENERALE tonn. 3017

COMPARTIMENTO DI BARI

Linea Ortona M. - Poggia

vino	tonn. 825
salsa	" 106
diverse	" 501
totale	tonn. 1532

Linea Poggia-Incena

mattoni	tonn. 54
carbone veg.	" 40
diverse	" 30
totale	" 124

Linea Poggia - Bari

vino	tonn. 1809
prodotti er-	" 372
tefrutticoli	" 63
conchine	" 839
diverse	" 3083
totale	" 3083

Linea Bari - Taranto

vino	tonn. 394
tufi	" 170
totale	" 564

Linea Poggia - Potenza Int.

carbone veg.	tonn. 816
legumi	" 674
prodotti er-	" 507
tefrutticoli	" 208
vino	" 168
diverse	" 2373
totale	6138

Linea Rocchetta - Gioia del C. Legum

diverse	tonn. 67
	" 63
totale	130

a ripartire tonn. 7906

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1753

Linea Potenza Inf. - Brindisi

	riporta	tonn.	7806
vino	tonn.	373	
carbone veg.	"	235	
salsa	"	120	
lecca	"	46	
prodotti or-			
tofrutticoli	"	36	
diverse	"	25	
	<u>totale</u>		895

Linea Cerignola Camp.-Cerignola città - vino

"	400
"	5

Linea Barletta - Spinazzola

diverse

Linea Bari - Lecce

vino	tonn.	12319
salsa	"	323
prodotti or-		
tofrutticoli	"	201
diverse	"	928
	<u>totale</u>	13771

Linea Bari - Taranto

compressori	tonn.	274
pesce salato	"	145
menderie	"	140
carbone veg;	"	46
diverse	"	285
	<u>totale</u>	890

TOTALE GENERALE tonn. 23757

Linea Barletta - Spinazzola

Linea Bari - Lecce

Linea Bari - Taranto

" " 5

diverse

vino	tonn.	12319
salsa	"	323
prodotti or-		
tofrutticoli	"	201
diverse	"	928
<u>totale</u>		<u>13771</u>

compressori	tonn.	274
pesce salato	"	145
mandorle	"	140
carbone veg;	"	46
diverse	"	285

<u>totale</u>	"	<u>890</u>
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TOTALE GENERALE tonn. 23757

6437

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1753

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COMPARTIMENTO DI REGGIO C.

Linea Sambiasi - S. Maria di
Catanzaro

vino	tonn. 145
farina	" 53
diverse	" 59
<u>totale</u>	<u>tonn. 257</u>

Linea S. Lucido-Cosenza Cassano J.

farina	tonn. 8471
generi alimentari vari	" 544
grano	" 383
carbone veg.	" 276
legume	" 209
prodotti orto- frutticoli	" 128
collettane	" 799
diverse	" 3024
<u>totale</u>	<u>" 13914</u>

Linea Battipaglia - Reggio C.

grano	tonn. 4808
prodotti orto- frutticoli	" 865
legume	" 738
generi aliment.	" 635
carbone veg.	" 560
vino	" 175
olio	" 136
collettane	" 852
diverse	" 615
<u>totale</u>	<u>" 9384</u>

Linea Metaponto - Reggio C.

generi alimentari diversi	tonn. 2074
farina	" 712
carbone veg.	" 672
legume	" 455
legna da ardere	" 194
prodotti ortofrutticoli	" 142
collettane	" 280
diverse	" 1156
<u>totale</u>	<u>" 5685</u>

TOTALE GENERALE tonn. 29240

6136

generi clinici

generi alimentari veri	544
grano	383
carbene veg.	276
legume	269
proietti cito-	
frutticoli	128
coilettane	799
diverse	3024

Zevori Climatevari

generi alimentari	tonn.	2074
diversi	"	712
farina	"	672
carbone veg.	"	455
legname	"	184
legna da ardere	"	142
prodotti ortofrutticoli	"	280
collette	"	1156
diverse	"	
totale		7074

tion.

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17571

COMPARTAMENTO DI PALERMO

Linea Palermo C. - Trapani

gasolio	tonn.	563
citrato e fecce	"	447
collettame	"	300
fertilizzanti	"	208
cemento mattoni	"	170
pietra	"	129
calce viva	"	116
derivate	"	113
retrelio	"	103
carbone	"	91
nesto	"	85
recipienti vuoti	"	78
prodotti ortofruttiferi	"	74
cell	"	52
benzina	"	596
diverse	"	
totale	tonn.	3125

Linea Alcamo D. - Castelvetrano -
Trapani

sale	tonn.	1882
pietra	"	1239
vino	"	1037
collettame	"	1005
nesto	"	248
gesso	"	90
vinaccia	"	71
fecce v.	"	69
legname	"	247
diverse	"	2123
totale	"	8011

Linea Palermo C. - Palermo Mar.

diverse	"	5530
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Linea Palermo C. - Messina C.

farina	tonn.	1329
pietra	"	1456
laterizi	"	956
cemento	"	912
mattoni	"	503
collettame	"	932
calce	"	139
legname	"	552
bestiame	"	134
terra cotta	"	243
sassa	"	243
agrumi	"	1674
diverse	"	
totale	"	10046

6135

Linea Alcamo B.-Castelvetrano-
Trapani

petrolio	"	91	
carbone	"	85	
mosto	"	73	
recipienti vuoti	"	74	
prodotti ortofrutticoli	"	52	
colli	"	596	
bombarde			tonn. 3125
diverse			
totale			

sale	tonn.	1332
pietra	"	1239
vino	"	1037
collettame	"	1005
neste	"	248
gesso	"	90
vinaccia	"	71
feccia v.	"	69
legname	"	247
diverse	"	2123
totale		8011

Linea Palermo C.-Palermo Mar.

" 5530

Linea Palermo C.-Messina C.

farina	tonn.	1839
pietra	"	1456
laterizi	"	956
cemento	"	912
mattoni	"	503
collettame	"	932
calce	"	139
legname	"	552
bestiame	"	134
terre cotte	"	6130
sassa	"	438
agrumi	"	243
diverse	"	1571
totale		10045

a ripartire tonn.

26712

Linea Messina - Siracusa

minuto 26712

fertilizzanti
grano
carburante
carbena fossile
pietra
agrumi
vivieri
lapiane
bovini
ferro
granaglie
acidi
pesce salato
fusti vuoti
frutta fresca
farina
collettane
cemento
carrube
citrato
mattoni
diverse

tonn. 1480
" 1168
" 1101
" 937
" 720
" 309
" 202
" 505
" 486
" 103
" 70
" 69
" 74
" 202
" 106
" 139
" 556
" 149
" 63
" 62
" 77
" 1657
totale

9825

Linea Siracusa G.-Canicattì

grano
asfalto
vino
carrube
sferinati
pietra
laterizi
safo
collettane
diverse

tonn. 2114
" 1096
" 513
" 274
" 215
" 103
" 142
" 86
" 72
" 1797
totale

6512

Linea Noto - Pachino

pietra
sale
carbone
carrube
vino
ortaggi

tonn. 2230
" 1022
" 880
" 631
" 496
" 95
totale

5354

Linea Trapani - Catania

grano
zolfo
pietra
fertilizzanti

tonn. 1232
" 641
" 270
" 145

granaglie	"	70
acidi	"	69
pesce salato	"	74
fusti vuoti	"	202
frutta fresche	"	106
farina	"	130
collettame	"	556
casente	"	148
carrube	"	63
citrato	"	62
mattoni	"	77
diverse	"	1657
totale	"	9325

Linea Siracusa C.-Canicattì

grano	tonn.	2114
asfalto	"	1096
vine	"	613
carrube	"	274
sfericianti	"	215
pietra	"	103
laterizi	"	142
asfite	"	86
collettame	"	72
diverse	"	1797
totale	"	6512

Linea Noto - Pachino

pietra	tonn.	2230
sale	"	1022
carbone	"	880
carrube	"	631
vine	"	496
ortaggi	"	95
totale	"	5354

Linea Fiumetorto - Catania

grano	tonn.	1232
zolfo	"	641
pietra	"	270
fertiliizzanti	"	145
sale	"	94
collettame	"	976
diverse	"	3447
totale	"	51850

a ripertare

	rigante	tonn.	10
Linea Roccapalumba - Siragusa C.			
Fertilizzanti	tonn. 1554		
sale	" 818		
zolfo	" 178		
diverse	" 437		
	<u>totale</u>	"	2907
Linea Caltanissetta M. - Siragusa			
zolfo	tonn. 1505		
collettame	" 1224		
Fertilizzanti	" 203		
frutta fresca	" 230		
sale	" 226		
diverse	" 120		
	<u>totale</u>	"	4566
Linea Motta - Schettino			
Ficodindie	tonn. 202		
diverse	" 30		
	<u>totale</u>	"	232
Linea Valcaucia - Caltagirone			
Piccolindie	tonn. 42		
Fertilizzanti	" 30		
collettame	" 38		
diverse	" 377		
	<u>totale</u>	"	487
Linea Dittaino - Caltagirone			
pietra	tonn. 107		
diverse	" 4		
	<u>totale</u>	"	111
Linea Dittaino - Leonforte			
collettame	"		1
Linea Palermo S. Erasmo - S. Carlo			
grano	tonn. 343		
ietame	" 168		
ortaggi	" 99		
legna	" 78		
collettame	" 84		
tegole	" 44		
diverse	" 214		
	<u>totale</u>	"	1030
	<u>TOTALE GENERALE</u>	"	61264

Linea Nettà - Schettino	Fertilizzanti	"	230	"	4566
	frutta fresca	"	226		
	sale	"	120		
	diverse	"	1058		
	<u>totale</u>				
Linea Nettà - Schettino	Ficodindia	tonn.	202		
	diverse	"	30		
	<u>totale</u>				232
Linea Valcevoia - Caltagirone	Ficodindia	tonn.	42		
	Fertilizzanti	"	30		
	collettame	"	38		
	diverse	"	377		
	<u>totale</u>				487
Linea Dittaino - Caltagirone	Pietra	tonn.	107		
	diverse	"	5		
	<u>totale</u>				111
Linea Dittaino - Leonforte	collettame	"			1
Linea Palermo S. Erasmo - S. Carlo	grano	tonn.	343		
	legame	"	168		
	ortaggi	"	39		
	legna	"	73		
	collettame	"	84		
	tegole	"	44		
	diverse	"	214		
	<u>totale</u>				1030
TOTALE GENERALE					<u>61264</u>

61233

DELEGAZIONE DI CAGLIARI

Linea Cagliari - Olbia

farina	tonn.	852	
cemento	"	1837	
grano	"	1248	
carbone	"	3442	
sale	"	332	
laterizi	"	777	
sabbia	"	470	
legname	"	143	
collettane	"	5485	
diverse	"	210	
	<u>totale</u>		tonn. 14796

Linea Decimo-Iglesias

carbone	tonn.	583	
grano	"	250	
cemento	"	125	
laterizi	"	93	
farina	"	52	
collettane	"	271	
	<u>totale</u>		" 1374

Linea Chilivani-Porto Torres

ghiaia	tonn.	48	
sabbia	"	53	
collettane	"	247	
diverse	"	23	
	<u>totale</u>		" 371

Linea Olbia - Golfo Aranci

collettane	"		17
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TOTALE GENERALE tonn. 16558

Linea Decimo-Iglesias			
sabbia	"	470	
legname	"	143	
collettame	"	5485	
diverse	"	210	
	<u>totale</u>		tonn. 14796
Linea Chivivani-Porto Torres			
carbone	tonn.	583	
grano	"	250	
cemento	"	125	
laterizi	"	93	
farina	"	52	
collettame	"	274	
	<u>totale</u>		" 1374
Linea Olbia - Golfo Aranci			
ghiaia	tonn.	48	
sabbia	"	53	
collettame	"	247	
diverse	"	23	
	<u>totale</u>		" 371
			" 17
TOTALE GENERALE			tonn. 16558

8122131

1.783

JWB/etc

INTER-OFFICE MEMORANDUM

21 April 1945

Tel : 478704

323/25/Tn 3

SUBJECT : Revision of Basic Schedule

TO : Rail Division (Tn 4)

Reference various conversations (Ping-Baker) on the question of revision of the Basic Schedule.

1. The following are the views of Transportation Officers in the Field :-

- (a) Sicily Requires via line 92, 250 tpd to Naples, of which 100 tpd into Rome. Via Line 95, 50 tpd to Bari Compartmento (Normal rail traffic ex Sicily was 4500 tpd).
(b) Reggio A minimum of 200 tpd into Naples, additional to anything out of Sicily. The 400 tpd Reggio - Metaponto should be extended to Taranto. All other tonnages are satisfactory.
(c) Bari Bari - Taranto should be increased to minimum of 200 tpd, but Bari-Brindisi can be reduced to 200 tpd. Bari-Barletta and vice versa should be a minimum of 300 tpd in each direction. Line 94 from Potenza into Naples should be 200 tpd for traffic ex Bari Compartmento.
(d) Naples The bottle neck is Line 94 from Potenza to Torre Annunziata. Increased tonnage required.

3. I should like to discuss this matter with you as early as possible, prior to your preliminary discussions with M.R.S. and I.S.R.

4. Revision is urgently required and this item should be tabled for discussion at the next meeting of the Traffic Sub-Committee. If possible I should like the next meeting of Allied Railway Board to agree the new schedule, which will result from earlier discussions.

For Chief Movements Division

2.

The following are the views of Transportation Officers in the Field :-

- (a) Sicily Requires via Line 92, 250 tpd to Naples, of which 100 tpd into Rome. Via Line 95, 50 tpd to Bari Compartimento (Normal rail traffic ex Sicily was 4500 tpd).
- (b) Reggio A minimum of 200 tpd into Naples, additional to anything out of Sicily. The 400 tpd Reggio - Metaponto should be extended to Taranto. All other tonnages are satisfactory.
- (c) Bari Bari - Taranto should be increased to minimum of 200 tpd, but Bari-Brindisi can be reduced to 200 tpd. Bari-Barletta and vice versa should be a minimum of 300 tpd in each direction. Line 94 from Potenza into Naples should be 200 tpd for traffic ex Bari Compartimento.
- (d) Naples The bottle neck is Line 94 from Potenza to Torre Annunziata. Increased tonnage required.

3.

I should like to discuss this matter with you as early as possible, prior to your preliminary discussions with M.R.S. and I.S.R.

4.

Revision is urgently required and this item should be tabled for discussion at the next meeting of the Traffic Sub-Committee. If possible I should like the next meeting of Allied Railway Board to agree the new schedule, which will result from earlier discussions.

For Chief Movements Division

6431



J.W. BAFFER, Lt.Col.

88/74

ACP/1c

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

Tel. 843238

Ref. AC/88/Tn 4

28 March 1945

TO : Movements Division (Rails)
Tn Sub-Commission, AC

SUBJECT : Basic Schedule of Trains.

1. In accordance with telephone conversation Lt. Col. Baker-Major Ping attached hereto are two copies of the first train ~~service~~ instituted by MRS on 15 December 43, together with the amending letter on tonnage commitments dated 29 March 44.

2. It is felt that a mutual discussion on the desirability of extending the civilian freight services ~~and instituting~~ might be had. There are some dangers of limitation on any basic schedule which ought to be considered.

6120

O. H. Lindberg
O. H. LINDBERG
Lieut. Col. R.E.,
Chief, Rail Division.

Hq. Military Railway Serv. 3/12/43

Effective 15/12/43

MILITARY TRAIN SERVICE

WEST - SOUTH				EAST - NORTH			
Mixed	Frt	Frt	Pagr.	Pagr.	Frt	Frt	Mixed
Ar	Thur	Daily	Daily	Ar	Thur	Daily	Ar
STATIONS				STATIONS			
Sun	101	13	11	3	1	2	4
1530	1300	0700	1000	Ar	Naples Central	1515	2200
1100	0830	0230	0700	Ar	S. Giovanni Barra	1915	1000
1030	0800	0200	0645	Ar	Salerno	2400	0245
0830	0600	2400	0545	Ar	Bettapaglia	0030	0315
0800	0530	2330	0530	Ar	"	0300	0545
0045	2200	1600	0030	Ar	Potenza	1015	1330
0015	2102	1456	2400	Ar	"	1155	1458
1900	1534	0915	1915	Ar	Metaponto	1626	1745
1830	1422	0833	1850	Ar	"	1706	1952
1700	1258	0712	1800	Ar	Taranto	1842	2102
1615	1209	0533	1700	Ar	"	1927	2342
del Colle	del Colle	del Colle	1430	Ar	Brindisi	del Colle	del Colle
Via Gioia	Via Gioia	Via Gioia	1400	Ar	"	del Colle	del Colle
1000	0556	0032	1245	Ar	Bari	del Colle	del Colle
Ar Wed	1145	Ar Mon	Ar	Ar	"	del Colle	del Colle
	0700	Ar	Ar	Ar	Boggia	del Colle	del Colle

NOTE: - Figures between stations are distances in miles.

A civilian passenger train is operated between Naples and Bari via Brindisi, bi-weekly, on approximately the same schedule as trains 1 and 2 leaving Naples on Wednesday and Saturday, and leaving Bari on Tuesday and Friday. Stops will be as shown above plus such stops as decided on by civilian railroad officials to best fit civilian needs.

Eastward Net train load 350 tons.

Westward Net train load 280 tons.

1100	0830	0230	0700 Lv	Salerno	Ar 1900	2400	0245	1445
1030	0800	0200	0645 Ar	"	Lv 1915	0030	0315	1315
0830	0600	2400	0545 Lv	-12.4- Battipaglia	Ar 2015	0230	0515	1700
0800	0530	2330	0530 Ar	"	Lv 2030	0300	0545	1730
0045	2200	1600	0030 Lv	-57.1- Potenza	Ar 0130	1015	1330	0045
0015	2102	1456	2400 Ar	"	Lv 0200	1155	1455	0100
1900	1534	0915	1915 Lv	-53.5- Metaponto	Ar 0645	1826	1945	0600
1830	1422	0833	1850 Ar	"	Lv 0710	1706	1952	0630
1700	1258	0712	1805 Lv	-26.7- Taranto	Ar 0800	1842	2102	0745
1515	1209	0533	1700 1730 Ar	"	Lv 0830	0900	2342	0845
Via Gioia	Via Gioia	Via Gioia	1430 Lv	-43.5- Brindisi	Ar 1130	Via Gioia	Via Gioia	Via Gioia
del Colle	del Colle	del Colle	1400 Ar	"	Lv 1200	del Colle	del Colle	del Colle
1000	0553	0032	1000 Lv	-69.0- Bari	Ar 1600	1345	0030	0512
Lv Wed			1145 Lv Mon Ar	"	Lv Ar Wed 1615	del Colle	del Colle	1400
			Thur	-70.0- Bologna	Sat			
		0700	Lv		Ar	1900		

NOTE: - Figures between stations are distances in miles.

A civilian passenger train is operated between Naples and Bari via Brindisi, bi-weekly, on approximately the same schedule as trains 1 and 2 leaving

Naples on Wednesday and Saturday, and leaving Bari on Tuesday and Friday.

Stops will be as shown above plus such stops as decided on by civilian railroad officials to best fit civilian needs.

Eastward Net train load 350 tons.

Westward Net train load 280 tons.

C O P Y

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A.P.O. 400
29 MARCH, 1944.

SUBJECT: Tonnage Commitments Basic Civilian Schedules.

TO : ADTH 3 (BR), Building
CO, 703rd Railway Grand Divn., APO 400, U.S. ARMY
CO, 701st Railway Grand Divn., APO 400, U.S. ARMY
Internal Transp. Sub-Commission, ACC, c/o Box 22,
HQ AAI (Admin Ech)
D.C.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	TONNE
REGGIO-CATANZARO MARINA	300
CATANZARO MARINA-SIBARI	300
SIBARI-METAPONTO	300
NAPLES-TO RE ANNUNZIATA	350
TORRE ANNUNZIATA-SALERNO	350
SALERNO-POTENZA	400

6128

POTENZA-METAPONTO	650
METAPONTO-TARANTO	1300
TARANTO-BRINDISI	700
TARANTO-BARI	200
LUCERA-BRINDISI	200
BRINDISI-BARI	1150
BARI-BASILICATA	250

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:

Signed: Charles F. Dougherty
Colonel, U.S.
Assistant General Manager
Transportation Department.

CC - General di Raimondo - Under Secy.
Italian State Railways and Highways
Ing Comarici, Building
Ing Morandi, Il Capo di Compartimento, Naples
Ing Franchi, Il Capo di Compartimento, Bari
Ing Manno, Il Capo di Compartimento, Reggio.

6127

88/73

HEADQUARTERS
SOUTHERN REGION ALLIED COMMISSION
Public Works & Utilities Section
APO 394

18 November 1944.

SUBJECT : Rail Services - Naples Area. -

TO : Headquarters Allied Commission
Transportation Sub-Commission

1. Reference your letter AC/Tn/88 of 9 November 1944.
2. The electric power situation in the Naples Area has reached the point where we have asked the Electric Railway Companies to reduce their power loads by 30 percent during the hours of the peak load on the electric system.
3. In view of the electric power situation in the Naples area we do not consider it advisable to provide electric power for any additional electric railway service, in the Naples area, at the present time.

For the Regional Engineer :

R. A. Ryan
R. A. RYAN
Capt. Spec. Res.

RAR/rb

cc: Headquarters Allied Commission
Public Works & Utilities Sub-Co.

6127

ACP/n1

88/72

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

9 November 1944

Tel: 478702.
Our Ref: AC.Tn/88/

TO : Public Works & Utilities Sub.Comm.
HQ. AC.

SUBJECT: Rail Services Electric - Naples Area.

1. Reference your letter ACC/OSI/PWU of 4 Oct.
2. Please say the position and be good enough to advise this Sub-Commission as to authorised increases, in order that the normal channels through the Minister of Communications can be followed and the services introduced to suit Allied needs.

act

D.S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

6126

File

ACC/TG

88

71

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

2 October 1944

Tele : 478701

ACC Tn/88/69

TO : F.W. & U. Sub-Commission, HQ. ACC.
(attention: Lt.Col.W.M.Lapper)

SUBJECT : Railway Services-Electric - *Napier Area.*

Reference to our letters ACC Tn/88/57 of 23 August 1944, ACC Tn/88/66 of 15 September 1944, it would be appreciated if a reply could be received by return.

A. C. P. Capr
E.S. ADAMS
Colonel, C.E.,
Director; Tn.S/C.

6425 1126

1. 489081

HEADQUARTERS
ALLIED CONTROL COMMISSION
PUBLIC WORKS AND UTILITIES SUB-COMMISSION
AFO 394

88/70
LWL/ec

ACC/051/FWU

4 Oct. 44

Subject : RAILWAY SERVICES- ELECTRIC - NAPLES AREA

To : TRANSPORTATION S.C., A.C.C.

- 1) - Reference your letter 2 Oct. 44 - file ACC Tn/88/69.
- 2) - At the meeting of the Electric Power Committee of A.F.L.R. (Italian) Board held on 28 Sep. 44 it was recommended to the Allied Force Local Resources Section that the power allotment increases be granted to the :
Circumvesuviana Railway, and the Cumana Railway.
- 3) - Increased service to the Alitana Railway was not recommended.
- 4) - As soon as the recommendation had been officially acted upon by the A.F.L.R.E. the two railroads granted increases will be notified.


F.J. BARRY
Major, C.E.
Acting Chief Elec. Div.

cc : Headquarters Southern Region (Attn Capt. Ryan)

1 enclosure : letter 2/10/44 ACC/Tn/88/69

8824

Spam

ACP/ia

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele : 476701

2 October 1944

ACC Tn/88/69

TO : P.W. & U. Sub-Commission, HQ. ACC.
(attention: Lt.Col.W.W.Lanper)

SUBJECT : Railway Services-Electric

Reference to our letters ACC Tn/88/57 of 23 August 1944, ACC Tn/88/66 of 15 September 1944, it would be appreciated if a reply could be received by return.

Acting Capt
W.S. ADAMS
Colonel, C.E.,
Director, Tn.S/C.

6123

EWD/lr

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele. 473701

AOC Tn/83/68

16 September 1944

SUBJECT : Increase of Rail facilities. Private Lines.

TO : Minister of Communications
Min. of Comms. Bldg.
Rome

1. Reference your letter No. IPG/6/3765 dated 19 August 1944 the various requests for authority to increase the train services on the privately owned lines were considered by the Transportation Committee and the following decisions were made:-

(a) Circumvesuviana, Cumana, Alitana Railways Sorrento and Naples Provincial Tramways

As it is not yet possible to allocate additional electric current, no extra services can be authorized at present.

(b) Sud-Est Railway (Maglie-Otranto line)

No additional services can be authorized. If however the Sud-Est Coy. wish to adjust the existing timings of the service, please arrange for proposals to be submitted to this Sub-Commission for approval.

(c) Bari-Ruro-Barletta steam tramway

Agreed that 2 additional "mixed" trains to run daily (one each way)

(d) Calabro-Lucane Railways (Bari Group)

Vesuvio - Montalbano Jonico

Altamura - Avigliano - Potenza

Avigliano - Laurenzana

No additional services can be authorized.

(e) Calabro-Lucane Railways (Catanzaro Group)

Castrovillari-Ledra. 2 freight trains daily (one each way) authorized to run.

Orotone City - Petilla Policastro. 2 mixed trains daily (one each way) authorized to run.

Vibo Valentia Marina - Vibo Valentia City. 2 freight trains daily (one each way) authorized to run.

Rome

1. Reference your letter No. 1PG/B/3765 dated 19 August 1944 the various requests for authority to increase the train services on the privately owned lines were considered by the Transportation Committee and the following decisions were made:-

(a) Circumvesuviana, Cumana, Alitana Railways Sorrento and Naples Provincial Tramways

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No additional services can be authorized. If however the Sud-Est Coy. wish to adjust the existing timings of the service, please arrange for proposals to be submitted to this Sub-Commission for approval.

(c) Bari-Ruro-Barletta steam tramway
Agreed that 2 additional "mixed" trains to run daily (one each way)

(d) Calabro-Lucane Railways (Bari Group)
Vesuvio - Montalbano Jonico
Altamura - Avigliano - Potenza
Avigliano - Laurenzana
No additional services can be authorized.

(e) Calabro-Lucane Railways (Catanzaro Group)
Castrovillari-Ladria. 2 freight trains daily (one each way) authorized to run.
Crotona City - Petilia Policastro. 2 mixed trains daily (one each way) authorized to run.
Vibo Valentia Marina - Vibo Valentia City. 2 freight trains daily (one each way) authorized to run.

(f) Sardinian Railways
No additional trains can be allowed.

(g) Rome area - Railways (Electric)
Rome - Muggi
Rome - Civitavecchia - Viterbo
Rome - Ostia

9922

Owing to shortage of electric current no additional services can be authorized at present.

(h) Rome Area - Trams
Inter-urban Castelli Romani

Owing to shortage of electric current no additional services can be authorized at present.

Please notify the Companies concerned accordingly.

W. Dean
Cap
for D.S. ALANS,
Colonel, C.E.
Director, Tn. S.C.

1780

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

EWD/lr

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele. 478701

16 September 1944

ACC Tn/85/67

SUBJECT : Workers Trains - Bari Zone.

TO : Minister of Communications
Min. of. Comms. Bldg.
Rome

1. Reference your letter 1.BA28/3983 dated 4 September as mentioned in my letter ACC Tn/88/47 dated 30 June 1944 the schedule of workers trains was supplied to Gen. di Raimondo by the Director General, Military Railways Services, and not by this Sub-Commission.

2. As no spare copies of this schedule are in the possession of this Sub-Commission it is not possible to supply you with one, but as 5 copies were sent to Gen. di Raimondo, he should be in a position to meet your request.

E. S. Dean

for D.S. ADAMS
Colonel, C.E.
Director, Tn. S.C.

6220

EWD/edm

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele. 488701
ACC Tn/88/66

15 September 44

SUBJECT : Railways Services - Electric.
TO : P.W. and Utilities Sub-Commission.
HQ.ACC (Attention of Lt.Col WM Jenner)

1. Reference to your letter ACC/051/PWU dated
28 July 44 and our ACC/tR/88/57 dated 23 August 44.

2. As the Military authorities are pressing for
increased rail facilities for workers, please give this ap-
plication further consideration.

EWD
for D.S. ADAMS
Colonel. G.E.
Director, Tptn. S.C.

6219

3210

Copy file 88
64

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. O. 400
6 AUGUST 1944

SUBJECT: PASSENGER TRAIN SERVICE NAPLES-POTENZA-BARI

TO: DIRECTOR GENERAL, I.S.R., BUILDING
DQM(M), HQ AAI
D.C.O.T., HQ AAI
CHIEF OF TRANS., P.B.S., APO 782
TRANS. SUB-COM., A.C.C., APO 394
DOTN, RLYS (BR.), BARI - THRU: ADTN 3, BUILDING
CO, 701ST BY GR DIV, APO 400
CAPO COMPARTIMENTO, I.S.R., BARI
CAPO COMPARTIMENTO, I.S.R., NAPLES

1. EFFECTIVE 16 AUGUST 1944 THE FOLLOWING CHANGES WILL BE MADE IN PASSENGER TRAIN SERVICE BETWEEN NAPLES AND BARI VIA POTENZA, TARANTO AND BRINDISI:

THE PRESENT DIESEL RAIL CAR TRAIN OPERATING BETWEEN SALERNO AND BARI WILL BE DISCONTINUED.

THE BI-WEEKLY MILITARY PASSENGER TRAIN BETWEEN NAPLES AND TARANTO WILL BE DISCONTINUED.

THE BI-WEEKLY CIVILIAN PASSENGER TRAIN BETWEEN NAPLES AND BARI VIA TARANTO AND BRINDISI WILL BE DISCONTINUED.

2. IN LIEU THEREOF, A PASSENGER TRAIN WILL BE OPERATED DAILY, EXCEPT SUNDAY, IN EACH DIRECTION BETWEEN NAPLES AND BARI VIA TARANTO AND BRINDISI ON THE SCHEDULE NOW BEING FILLED BY THE BI-WEEKLY CIVILIAN PASSENGER TRAIN:

EASTBOUND		WESTBOUND	
1600	LV. NAPLES	ARR.	1000
0704	LV. TARANTO	LV.	1825
1400	ARR. BARI	LV.	1200

3. ON THIS SUBSTITUTED SERVICE 50% OF CAPACITY, APPROXIMATELY 300 PLACES, OF ALL TRAINS OPERATED WILL BE RESERVED FOR ALLIED MILITARY PERSONNEL TRAVELING ON COMPETENT ORDERS AND AS DIRECTED BY MOVEMENTS, A.A.I. IN CASE ALL OF THE SPACE RESERVED FOR THE MOVEMENT OF MILITARY PERSONNEL IS NOT REQUIRED, MOVEMENTS WILL ARRANGE TO RELEASE UNWANTED SPACE TO THE I.S.R. IN SUFFICIENT

6118

TIME SO THAT THAT SPACE WILL BE AVAILABLE FOR CIVILIAN TRAVEL.
WHENEVER POSSIBLE 24-HOUR ADVANCE NOTICE OF UNWANTED SPACE SHOULD
BE GIVEN. CIVILIAN PASSENGERS OR OTHER TICKETHOLDERS WILL NOT BE
PERMITTED IN THE CARS RESERVED FOR TRANSPORTATION OF MILITARY
PERSONNEL, THEREFORE ANY SPACE RELEASED BY MOVEMENTS WILL BE IN
COACH UNITS.

Carl R. Gray, Jr.
CARL R. GRAY, JR.
BRIGADIER GENERAL, USA
DIRECTOR GENERAL

CC - AGM TRANSPORTATION, NAPLES
AGM EQUIPMENT, NAPLES
AGM ENGINEERING
AGM STORES

MINISTRY OF COMMUNICATIONS

RRE/mb

Cabinet

General Inspectorate of Civil Motorization
and Trasports in Concession -

Rome - 4th Sept. 1944

TO : ALLIED CONTROL COMMISSION
Transportation Sub-Commission
Via Veneto - R o m e -

Ref : No. 1BA28/3983

SUBJECT: Time-table of worker train of the Bari zone.

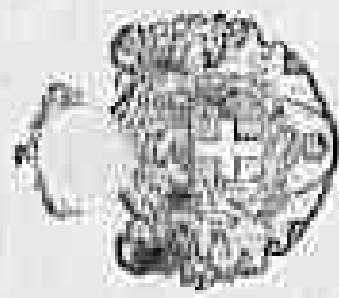
1. In the pp.2 - item a - of the letter ACC/Tn/88/47 of 30 June, this Sub-Commission notified to the General Direction of the State Railways of having send, on the 2nd June, a copy of the time table concerning the worker train of the Bari zone.
2. As this time - table concerns also this General Inspectorate of the railways in concession to the private industry of this zone, we should like to have a copy of the above mentioned time-table.

The Minister

/sgd/ CERABONA

6916

3915



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

I. G. M. 239

Roma, - 4 SET. 1944

Nella COMMISSIONE ALLEATA
di CONTROLLO = Sottocommissione
Trasporti - Via Veneto

= ROMA =

Servizio *Yes*

Prot. N. 1BA28/3983 *Allegati*

Risposta al f. del

Gen. *Sec.* *No*

OGGETTO: Orario treno lavo-

ratori zona di Bari

- 1) Al punto 2 - lettera a - della lettera ACC/Tn/88/47 in data 30 giugno c. a. codesta Commissione ha comunicato alla Direzione Generale delle Ferrovie dello Stato di avere trasmesso in data 2 giugno c. a. una copia dell'orario del treno lavoratori della zona di Bari.
- 2) Poichè detto orario interessa anche a questo Ispettorato Generali per ciò che riguarda le ferrovie concesse all'industria privata di detta zona, si gradirebbe potere avere una copia dell'orario in questione.

IL MINISTRO

De Michelis

Deerborn

2015

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REB/1r

copy - 88/62

MINISTRY OF COMMUNICATIONS
GENERAL INSPECTORATE OF CIVIL MOTORIZATION
AND FOR TRANSPORTS IN CONCESSION

Rome, August 19th 1944.

Ref. 1 PG 8/3765
Several Enclosures

TO : ACC., Transportation Sub-Commission
Rome

SUBJECT : Railways concerned to private enterprises.

1. I beg to submit to your kind examination the attached report concerning requests of intensification of operating programmes of railways conceded to private enterprises.

The Minister
Cerabona

REB/1r

6916

RUC/ir

REPORT CONCERNING THE REQUESTS TO INCREASE THE
OPERATING PROGRAMMES, SUBMITTED BY ENTERPRISES
OPERATING RAILWAYS AND INTER-URBANE TRAMWAYS
IN CONCESSION.

Ref. 1/PG/3765

Rome, August 18th 1944.

FOR THE MEETING OF AUGUST 28th 1944 OF TRANSPORTATION S/C.

Present operating programmes of railways and inter-urbane tramways conceded to private enterprises, is shown by attached time-tables of concerned enterprises.

As for increasing of above programmes, in connection with the requirements of the civil population, is concerned, we submit following proposals, pointing out that it has not been possible to take into consideration all lines supervised by this General Inspectorate because of the time which would have been necessary to get in touch with all concerned enterprises. This Inspectorate will in due time submit complete programme to ACC. Meeting following the next one. The proposals, divided according to regions and enterprises, are as follows: -

A) CAMPANIA.

1.) Circumvesuviana Railway - (Electric).

Owing to the great importance of the zone served by above railway and to the present overcrowding of its trains, following trains, besides those presently operating, are suggested:

-Line Napoli-Nola-Bellano: daily two couples of passenger trains; trains-Km.	156
-Line Napoli-Castellammare di Stabia: daily two couples of passenger trains; trains-Km.	124
-Line Napoli-Ottaviano-Sarno: daily two couples of passenger trains; trains-Km.	156
-Line Napoli-Pompei-Sarno: daily one couple of passenger trains; trains-Km.	88
Total amount of trains-Km.	524

Total amount of trains-Km. 524

Above trains would bear an estimate increase of 2,100 Kw-hrs of daily power consumption.

2.) Cumana Railway - Napoli-Pozzuoli-Torre Gaveta (electric).

Trains operating local service

time-tables of concerned enterprises.

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Total amount of trains-Km.	524

Above trains would bear an estimate increase of 2.100 Kw-hrs of daily power consumption.

2.) Cumana Railway - Napoli-Pozzuoli-Torre Gaveta (electric).

Having cancelled all trains operating local service between Napoli and Bagnoli, from 0930 to 1530 hrs, all remaining trains of above line have become overcrowded.

Since above railway carries prevailingly works employed by yards or factories requisitioned by Allied Armed Forces, we suggest to operate said line also during above interval, increasing present program by seven couples daily between Napoli and Bagnoli totalling 112 trains-Km.

- 2 -

Estimate daily extra - consumption of electric power:
670 Kw-hrs.

3.) Alitana Railway - Napoli-Capua-Piedicorte d'Alife.
(electric and steam).

Above railway, whose only the electric section from Napoli to Capua has been repaired, presently operates exclusively transports of troops and materials for Allied Armed Forces.

Owing to the great importance of the zone served by said railway, we suggest to operate also a passenger service according to following reduced program: Electric Section Napoli-Capua: three couples daily of passenger trains: trains Km 264. Estimate daily extra consumption of electric power: 250 Kw Hrs.

4.) Inter-urbane tramways - Sorrento (electric)

Complying with the orders issued by Allied Authorities, the daily service upon the Castellammare-Sorrento line is presently interrupted from 0900 to 1600 hrs. Above restriction causes overcrowding of the cars during the operating periods.

Since the Sorrento zone is densely inhabited, we suggest to operate said line also during above interval increasing present program as follows:

-Line Castellammare di Stabia-Sorrento eight couples daily: trains Km. 304.

Estimate daily extra consumption of electric power

320 Kw. hrs.

5.) Provincial tramways - Napoli (electric)

It has been allowed to operate above tramways only from Naples to Aversa and on the branch-line to Giuliano; the service is interrupted from 0900 to 1500 hrs. Above restriction caused overcrowding over the cars during the operating period and we therefore suggest to operate said line also during above interval, increasing present program as follows:

-Line Napoli-Aversa and branch line to Giuliano: twelve couples daily; totalling 258 trains - Km

Estimate daily extraconsumption of electric power: 180 Kw. hrs.

B) PUGLIE

1.) Sud-Est Railway (steam)

a) line Maglie-Otranto: but one couple of trains presently operates along said line, according to following

6922

Capua: three couples daily of passenger trains: trains Km 264.
Estimate daily extra consumption of electric power: 250 Kw Hrs.

4.) Inter-urbane tramways - Sorrento (electric)

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-Line Napoli-Aversa and branch line to Giuliano: twelve couples daily; totalling 258 trains - Km
Estimate daily extraconsumption of electric power: 180 Kw. hrs.

B) PUGLIE

1.) Sud-Est Railway (steam)

a) line Maglie-Otranto: but one couple of trains presently operates along said line, according to following schedules Otranto dep at 0554 hrs. Maglie arr. at 0631 hrs. Maglie dep at 1800 hrs Otranto arr. at 1834 hrs. If somebody must travel from Maglie to Otranto, he is therefore forced to spend two nights and one whole day in this latter town, instead of a few hours. We therefore suggest following additions:

-Line Maglie-Otranto: one couple daily of passenger trains; trains Km 36.

Estimate daily extra consumptions: coal, 0,540 tons; lubricants 1,440 Kg.

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2.) Inter-urbane tramway: Bari-Ruvo-Barletta (steam)

The zone served by said tramway is densely inhabited. We suggest to add one couple daily of mixed trains (passenger and freight) with a corresponding increase of 130 trains - Km. Estimate daily extra-consumptions: coal, 2 tons and lubricants 10 Kg.

3.) Calabro - Lucane Railways - Bari Group (steam)

This important railways-system serves an agricultural zone where other railway communications are very scarce; besides it is highly useful to increase the traffic especially as for agricultural products, nowadays indispensable to the Nation's life, are concerned.

Following proposals are therefore submitted:

-Line Bari-Matera-Montealbano Jonico: one couple daily of freight trains from Vesuvio to Montealbano Jonico: trains - Km. 150; coal 2,3 tons and lubricants 5 Kg.

-Line Altamura-Avigliano-Potenza: one couple daily of freight trains; trains Km. 200; coal 2,800 tons and lubricants 6,5 Kg.

-Line Avigliano-Laurenzana another three-weekly couple of freight trains: daily trains - Km 46, coal consumption 0,7 tons and lubricants 1,5 Kg.

C) SARDEGNA

1.) Complementary Sardinian Railways (steam and diesel engine)

This Railway system serves very important zones of Sardegna where no other railway lines are operating.

Following program increasing is therefore suggested: for every line daily extra consumption of coal and lubricants are given.

-Line Cagliari-Mandas-Sorgono: two couples daily of mixed trains; trains Km. 332, coal 5,4 tons. Lubricants 23 Kg.

-Line Mandas-Arbatax: one couple daily of mixed trains; trains - Km 318; coal 4,2 tons, lubricants 18 Kg.

-Line Isili-Villamar-Villacidro: one couple three-weekly of mixed trains; trains Km. 70; coal 1 ton, lubricants 4 tons.

-Line Villamar-Ales: one couple daily of mixed trains; trains Km. 54, coal 0,8 tons, lubricants 3 Kg.

-Line Gairo-Jerzu, one couple daily of mixed trains Km. 18; coal 0,3 tons; lubricants 1 Kg.

Following proposals are therefore submitted:

-Line Bari-Matera-Montealbano Jonico: one couple daily of freight trains from Vesuvio to Montealbano Jonico: trains - Km. 150; coal 2,3 tons and lubricants 5 Kg.

-Line Altamura-Avigliano-Potenza: one couple daily of freight trains; trains Km. 200; coal 2,800 tons and lubricants 6,5 Kg.

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-Line Villamar-Ales: one couple daily of mixed trains; trains Km. 54, coal 0,8 tons, lubricants 3 Kg.

-Line Gairo-Jettu, one couple daily of mixed trains Km. 18; coal 0,3 tons, lubricants 1 Kg.

-Line Tirso-Ozieri-Chilivani: one couple three-weekly plus only between Ozieri and Chilivani, one couple daily of mixed trains; trains Km. 79 + 18 = 97; coal 1,3 tons, lubricants 5,5 Kg.

-Line Boss-Macomer: one couple daily of mixed trains plus three couples daily of diesel cars; steam trains Km. 98, diesel trains Km. 294; coal 1,3 tons; oil 50 Kg. lubricants 5,5 Kg.

-Line Macomer-Tirso-Nuoro: one couple daily of mixed trains; trains Km. 126, coal 2,7 tons, lubricants 7 Kg.

2.) Sardinian Railroads (steam)

The operating conditions of this railways system are similar to those of preceding system. We therefore suggest following program - increasing.

- Line Sassari-Tempio-Palau: one couple three-weekly of mixed trains; trains Km. 150; coal 2 tons, lubricants 8,2 Kg.
- Line Sassari-Gorzo: one couple daily of mixed trains; trains Km. 22; coal 0,3 tons, lubricants 1,2 Kg.
- Line Monti-Tempio: one couple daily of mixed trains; trains Km. 80; coal 1,1 tons, lubricants 4,4 Kg.
- Line Sassari-Alghero: two couples daily of mixed trains; trains Km. 140; coal 1,3 tons, lubricants 0,76 Kg.

D) CALABRIA

1.) Calabro-Lucane Railways - Catanzaro Group (steam)

Also in this zone the service, operated by above railways, completes that operated by I.S.R. The present freight service being very poor, despite of its importance especially as for transportation of agricultural products is concerned, we suggest following increasing of the freight service only.

- Line Lagonegro-Spezzano-Albanese: one couple daily of freight trains between Castroville and Lauria (where the freight service must be necessarily interrupted because of the demolition of the viaduct near Lauria, still unrepaired) trains Km. 128, coal 2,7 tons, lubricants 4,5 Kg.
- Line Crotona city-Petilia Policastro: one couple daily of mixed trains; trains Km. 30, coal 1,2 tons, lubricants 5,5 Kg.
- Line Vibo Valentia-Mileto: one couple daily of freight trains between Vibo Valentia Marina and Vibo Valentia city; trains Km. 30; coal 0,5 tons, lubricants 1 Kg.

E) LAZIO

1.) Interurbane tramways "Castelli Romani" (electric)

Above tramways' service is a very important one, for it completes that operated by I.S.R. south of Rome, especially at present, being I.S.R. lines still non-operating.

The enterprises operating above lines has immediately repaired, by itself, all damages; as soon as allied troops entered Rome and since the very first days they were able to the service along the section Rome-Grottaferrata (20 Km.)

1795

-Line Sassari-Alghero: two couples daily of mixed trains; trains Km. 140; coal 1,3 tons, lubricants 0,76 Kg.

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Also in this zone the services, operated by above railways, completes that operated by I.S.R. The present freight-service being very poor, despite of its importance especially as for transportation of agricultural products is concerned, we suggest following increasing of the freight service only.

-Line Lagonero-Spezzano-Albanese: one couple daily of freight trains between Castrovillari and Lauria (where the freight service must be necessarily interrupted because of the demolition of the viaduct near Lauria, still unrepaired) trains Km. 128, coal 2,7 tons, lubricants 4,5 Kg.

-Line Crotone city-Petilia Policastro: one couple daily of mixed trains; trains Km. 30, coal 1,2 tons, lubricants 5,5 Kg.

-Line Vibo Valentia-Kileto: one couple daily of freight trains between Vibo Valentia Marina and Vibo Valentia city; trains Km. 30; coal 0,5 tons, lubricants 1 Kg.

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The enterprises operating above lines has immediately repaired, by itself, all damages; as soon as allied troops entered Rome and since the very first days they were able to carry on the service along the section Rome-Grotteferrea (20 Km.) with 20 couples of trains daily, and along the urbane sections Rome-Quadraro (Km. 7,5) and Rome - Statuario (Km. 10,2) with a total daily consumption of 7000 Kw. hrs. of electric power.

We therefore suggest to definitively confirm above service, very useful indeed for civil population, and we will in due time submit to other ACC meetings, proposals to re-rate further sections of above mentioned tramways-lines.

- 5 -

2.) Railway Rome-Mugli (electric)

Above railway line has been seriously damaged and therefore, as soon as allied troops entered Rome, it was possible to operate but urban sections, like Roma-Termini-Pian del Verde (32 couples daily) and Centocelle-Grotte Celoni (7 couples daily). The working period for above services was limited by AMG from 0600 to 1000 hrs and from 1400 to 1530 hrs, with a total daily power consumption of 1800 Kw. hrs. Since the zones served by above sections are densely inhabited, especially by workers, we suggest to increase above service by operating above mentioned lines also between 1000 hrs and 1400 hrs (with 32 couples on the former line and 5 couples on the latter). The daily consumption of electric power would be of 3200 Kw. hrs with an increase of only 400 Kw. hrs.

3.) Railway Rome-Civitavecchia-Viterbo (electric)

Also in this case the enterprise operating above line has been able to carry on its service as soon as allied troops entered Rome, having immediately repaired, by itself, the less serious damages. The enterprise has presently following program: two couples daily of passenger trains between Rome and Viterbo (with train change at Km. 51, where the Treia bridge is still interrupted) and one couple daily of freight trains between Rome and Pansano (Km. 49) operating only in night time (from 0000 to 0600 hrs.).

We suggest to confirm above program which requires a daily consumption of 3000 Kw. hrs electric power.

Since above program is absolutely inadequate to the large, densely inhabited zone served by above railway, we suggest to allow also a day time service and we therefore submit following proposals:

New maximum program - electric power to be supplied from 0500 to 2100 hrs 5 couples of passenger trains and 1 couple of freight trains between Rome and Viterbo; trains Km. 1224, total power consumption 9600 Kw. hrs daily.

New minimum program - electric power to be supplied from 1800 to 0900 hrs. 3 couples of passenger trains and one couple of freight trains between Rome and Viterbo; trains Km. 816, total power consumption 6000 Kw-hrs, daily.

4.) Roma - Ostia Railway - presently not operating -

It is possible to re-operate above line between Roma

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couples on the former line and daily consumption of electric power would be of 3200 Kw. hrs with an increase of only 400 Kw. hrs.

3.) Railway Rome-Civitacastellana-Viterbo (electric)

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4.) Rome - Ostia Railway - presently not operating -

It is possible to re-operate above line between Rome and Acilia with four couples daily of trains; trains Km. 128; daily power consumption 4200 Kw-hrs.

The Chief of the Department

6909

ALLIED CONTROL COMMISSION
INCOMING MESSAGE

3522

TO: ACTION: MOVEMENT MOVEMENT DEPARTURE DATE DEPARTURE INFO: DEPARTURE REAR FOR
NAPLES PBS ACC MAIN FOR VINCING &&& SIGNAL MESSAGE CENTER No: 50/21
FROM: AAI CLASSIFICATION: RESTRICTED
REFERENCE No: MOV 3220 PRECEDENCE: IMMEDIATE
DATE AND TIME OF ORIGIN: AUG 21/ OFFICE OF ORIGIN:

&&& MOV MMIA

REF MOV 3190 OF 20 AUG. PARA FIVE. THIS DOES NOT AFFECT
BASIC SCHEDULE OF ACT AND CIVILIAN TRAINS.

Distrn Sigs (9)

Copy to Q
S & T (2)
IN (A)
Mov 3/88
3/95
3/116
M. File

DIST

INFO-ACTION - IN SC (2)
INFO - A/CC
ECON SEC
FILE (2)
FLOAT



DATE and Time of RECEIPT AUG 212030B

Distribution:

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

TRANSPORTATION SUB COMMISSION
ALLIED CONTROL COMMISSION
PROVINCE OF REGGIO IN CALABRIA

SUBJECT: TRAIN SERVICE

TO:

CAPO COMPARTIMENTO I.S.R.
REGGIO CAL.

REF: REG. I/I/6
18 AUG 44

1. Transportation Sub-Commission at Palermo advise that it is expected a through passenger train will be operated from Palermo to Messina starting on or about the 8th Sept 44.
2. The proposed schedule shows train arriving Messina 1400 hrs but this could be changed if desired to connect with trains out of Reggio.
3. Will you please advise if you have any suggestions regarding the schedule of the train from Palermo, the Messina-Reggio Ferry and passenger trains-leaving Reggio.

W. F. Blair
W. F. BLAIR, MAJOR
DIV. SUPT. TN SUB-COMM.

Copy RM SUB-COMM A.C.C. ✓
D G M R S
MOV & TN REGGIO

RECEIVED
22 AUG 1944

5207

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W. F. BLAIR, MAJOR

DIV. SUPT. TN SUB-COM

Copy TN SUB-COM A.C.C. ✓

D G M R S

MOV & TN REGGIO



ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF ASST TO DIRECTOR GENERAL

6
A. P. O. 400
26 JULY 1944

File 88
SUBJECT: CIVILIAN TRAINS ON BARI - BARLETTA LINE

TO: TRANSPORTATION SUB-COMMISSION, A.C.C., APO 394

1. AS YOU KNOW, ON 2 JUNE 1944, WE AUTHORIZED EXTENSION TO WORKERS TRAINS, EAST ITALY, ACCOUNT CONTEMPLATED WITHDRAWAL OF M.T.

2. THE REVISED SCHEDULE OF WORKERS TRAINS CONTEMPLATED TRAIN NO. 1394 LEAVING BARI 0743, ARRIVING MAFETTA 0823; AND TRAIN 1791 LEAVING MAFETTA 1702, ARRIVING BARI 1745. THE THREE THROUGH TRAINS OPERATING BETWEEN BARI AND BARLETTA DEPART BARI 1410, 1700, AND 1800 HOURS, AND AS CONSEQUENCE, IT IS IMPOSSIBLE TO MAKE TRIP BETWEEN BARI AND BARLETTA FOR TRANSACTION OF BUSINESS WITHOUT SPENDING THE NIGHT AT BARLETTA.

3. THE UNDER-SECRETARY OF STATE REQUESTS THE EXTENSION OF TRAINS 1394 AND 1791 BETWEEN MAFETTA AND BARLETTA. THIS EXTENSION OF SERVICE PRESENTS NO OPERATING DIFFICULTY, REQUIRES NO ADDITIONAL EQUIPMENT, AND ONLY CONSUMES A VERY SMALL AMOUNT OF FUEL, AND IT IS THEREFORE PROPOSED TO GRANT THE REQUEST TO THE UNDER-SECRETARY AND EXTEND THESE TWO TRAINS, GIVING MORNING SERVICE BARI TO BARLETTA, RETURNING IN THE EVENING.

4. PLEASE HAVE APPROVED AT THE NEXT MEETING OF THE COMMISSION.

FOR THE DIRECTOR GENERAL:

Charles F. Dougherty
CHARLES F. DOUGHERTY
COLONEL, T. C.
ASST TO DIRECTOR GENERAL

CC - GENL. SUPT. TRANSPN., HQ., MRS ADV. ECH., APO 400
DQMG (M), HQ., A.A.I.
GENERAL DI RAIMONDO
ING. POMARICI

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END/Lr

Tel.: 478701

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

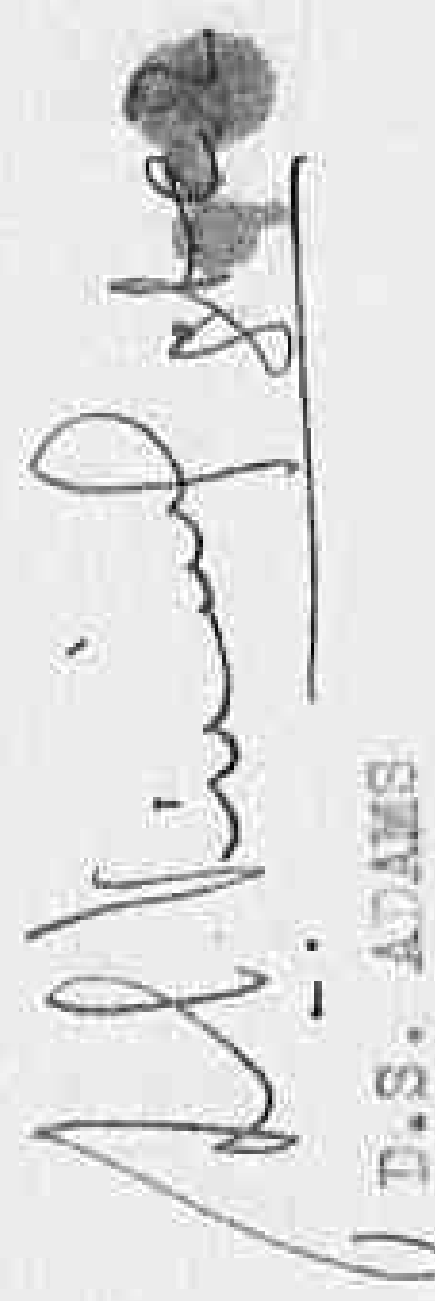
Our reference: ACC Tn/88/57.
Date : 23 August 1944

TO : P W and Utilities Sub-Commission
HQ ACC (attn. of Lt. Col. W.M. Lapper)

SUBJECT : Railway Services - Electric

1. Reference is to your letter ACC/051/PWU dated 28 July 44 with regard to addition supply of electric current to meet requirements for increased rail facilities over the Circumvesuviana Railway, Cumana Railway and Altana Railway.

2. As suggested in para 3 of your letter referred to above, the application is resubmitted for further consideration by you.


D.S. ADAMS
Colonel, G.E.
Tn. Sub-Comm.

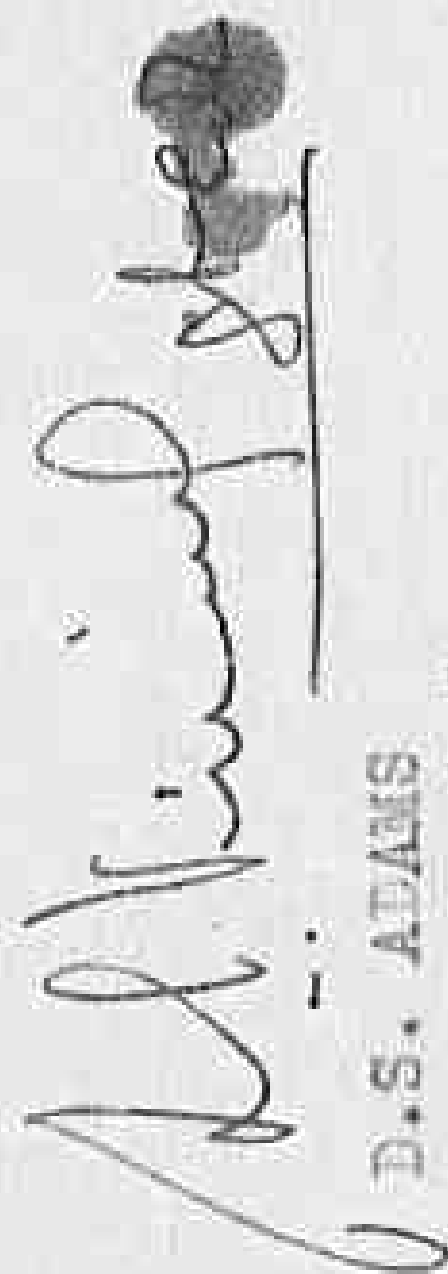
END

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TO : PW and Utilities Sub-Commission
HQ ACC (attn. of Lt. Col. W.M. Lapper)

SUBJECT : Railway Services - Electric

1. Reference is to your letter ACC/O51/PWU dated 28 July 44 with regard to addition supply of electric current to meet requirements for increased rail facilities over the Circumvesuviana Railway, Cumana Railway and Altana Railway.

2. As suggested in para 3 of your letter referred to above, the application is resubmitted for further consideration by you.



D.S. ADAMS
Colonel, C.E.
Tr. Sub-Comm.

Tel: 489081

HEADQUARTERS
RAIL CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

LWL/ccb

ACC/651/TWU

Subject: Rail Services Electric.

To : Transportation Sub-Commission,
att: Lt-Col. L.E. Vining.

4 28 Jul 44

1. Reference is made to your letters 30 Jun 44 and 25 Jul 44. file
reference Tr/88/49.

2. This matter was taken up with the electrical committee of Co. 3 District
by Region III. In view of the fact that the electricity supply for South
Italy was still short and in view of other essential industrial loads that
were due to come on shortly, the committee denied the request for additional
power for the railway service for the present.

3. It is suggested that you again initiate the matter during August 1944,
requesting the power for September 1944 on the possibility that the situation
will have improved.

L. M. Laffer
L.M. LAFIER,
Lieut-Colonel,
Chief, Util. & Acc. Div.

Copy to: HQ, Region III,
att: Capt. R.A. Ryan.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : AGO Tm/38/49

Date : 25 Jul 44

TO : Director, PW & Utilities Sub-Commission,
H.Q. A.C.C. (attention of Lt-Col. W.M. Lapper)

SUBJECT : Rail Services - Electric

1. I do not appear to have received a reply to my AGO Tm/38/46 of 30 Jan 44, and as I need details to present to the Transportation Committee Meeting at H.Q. A.C.C. 31 July 1944 would you kindly let me have an early reply.

2. The contents of the above mentioned letter is included herein.

1. Application has been made by the Undersecretary of State for Italian Railways and Highways for increased rail facilities over the Secondary (Electric) Railways.

2. The proposals submitted are now under :-

(a) Circumvesuviana Railway
 Naples - Nola - Boscolo line - 2 Passenger trains daily each way
 Naples - Castellammare di St - 2 " " " "
 Naples - Ottaviano - Sarno - 2 " " " "
 Naples - Pompei - Poggioreale - 1 " " " "

(b) Omnia Railway
 Naples - Ragnoli - 7 passenger trains daily each way between 0830 and 1530 hours.

(c) Alitana Railway
 Naples - Capua - 5 passenger trains daily each way.

3. With regard to (a) the additional trains are required to alleviate the overcrowding on the existing services. The estimated consumption of current to operate these extra 7 return services is 2400 K.W. daily

4. With regard to (b) the suspension of all trains on this line between Naples and Ragnoli causes overcrowding on other services. The estimated consumption of current to operate the additional 7 services is 670 K.W. daily

5. With regard to (c) the Naples - Capua service is at present running only to meet military requirements. To provide the 5 passenger services, the estimated consumption of current is 250 K.W. daily.

6. It is requested that these applications for additional supply of electric current to meet these rail requirements be considered by you.

Meeting at H.C. A.A.I. 31 July 1944 would you kindly let me have an early reply.

2. The contents of the above mentioned letter is included herein.
1. Application has been made by the Undersecretary of State for Italian Railways and Highways for increased rail facilities over the Secondary (Electric) Railways.
2. The proposals submitted as are under :-
 - (a) Circumvegiana Railway
Naples - Mola - Baisano line - 2 Passenger trains daily each way
Naples - Castellammare di St - 2 " " " "
Naples - Ottaviano - Sarno - 2 " " " "
Naples - Pompei - Poggiore - 1 " " " "
 - (b) Quindici Railway
Naples - Bagnoli - - 7 passenger trains daily each way between 0830 and 1530 hours.
 - (c) Alifera Railway
Naples - Capua - - 3 passenger trains daily each way.
3. With regard to (a) the additional trains are required to alleviate the overcrowding on the existing services. The estimated consumption of current to operate these extra 7 return services is 2100 K.W. daily
4. With regard to (b) the suspension of all trains on this line between Naples and Bagnoli causes overcrowding on other services. The estimated consumption of current to operate the additional 7 services is 670 K.W. daily
5. With regard to (c) the Naples - Capua service is at present running only to meet military requirements. To provide the 3 passenger services, the estimated consumption of current is 250 K.W. daily.
6. It is requested that these applications for additional supply of electric current to meet these rail requirements be considered by you.
7. Further request is made that the Director of the Transportation Sub-Commission attend the next meeting of the Local Resources Board to support the application made

[Signature]
D.S. ADAMS,
Col C.B.,
Tn Sub-Com.

EHL/RE

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : A30 Th/98/46.
Date : 30 June 44.

TO : Director, PW & Utilities Sub-Commission,
Hq. ACC. (attention of Lt-Col. W.M. Lapper).

SUBJECT : Rail Services - Electric.

1. Application has been made by the Undersecretary of State for Italian Railways and Highways for increased rail facilities over the Secondary (Electric) Railways.

2. The proposals submitted are as under :-

(a) Circumvesuviana Railway
Naples - Nola - Paiano line - - 2 passenger trains daily each way
Naples - Castellammare di St. - - 2 " " " " " "
Naples - Ottaviano - Sarno - - 2 " " " " " "
Naples - Pompei - Poggioreale - - 2 " " " " " "

(b) Caserta Railway
Naples - Bagnoli - - 7 passenger trains daily each way between
0930 and 1530 hours.

(c) Alitana Railway
Naples - Capua - - 3 passenger trains daily each way.

3. With regard to (a) the additional trains are required to alleviate the overcrowding on the existing services. The estimated consumption of current to operate these extra 7 return services is 2100 K.W. daily.

4. With regard to (b) the suspension of all trains on this line between Naples and Bagnoli causes overcrowding on other services. The estimated consumption of current to operate the additional 7 services is 670 K.W. daily.

5. With regard to (c) the Naples - Capua service is at present running only to meet military requirements. To provide the 3 passenger services, the estimated consumption of current is 250 K.W. daily.

6. It is requested that these applications for additional supply of electric current to meet these rail requirements be considered by you.

7. Further request is made that the Director of the Transportation Sub-Commission attend the next Meeting of the Local Resources Board to support the application made.

L. E. VINING,
Lieut.-Colonel,

Application has been made by the Undersecretary of State for Italian Railways and Highways for increased rail facilities over the Secondary (Electric) Railways.

2. The proposals submitted are as under :-

(a) Circumvesuviana Railway
 Naples - Nola - Teiano line - 2 passenger trains daily each way
 Naples - Castellammare di St. - 2 " " " "
 Naples - Ottaviano - Sarno - 2 " " " "
 Naples - Pompei - Poggioreale - 3 " " " "

(b) Cumana Railway
 Naples - Bayoli - 7 passenger trains daily each way between 0830 and 1530 hours.

(c) Alipana Railway
 Naples - Capua - 3 passenger trains daily each way.

3. With regard to (a) the additional trains are required to alleviate the overcrowding on the existing services. The estimated consumption of current to operate these extra 7 return services is 2100 K.W. daily.

4. With regard to (b) the suspension of all trains on this line between Naples and Bayoli causes overcrowding on other services. The estimated consumption of current to operate the additional 7 services is 670 K.W. daily.

5. With regard to (c) the Naples - Capua service is at present running only to meet military requirements. To provide the 3 passenger services, the estimated consumption of current is 250 K.W. daily.

6. It is requested that these applications for additional supply of electric current to meet these rail requirements be considered by you.

7. Further request is made that the Director of the Transportation Sub-Commission attend the next Meeting of the Local Resources Board to support the application made.


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

Tel: 489081

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

DWL/tr

1 Aug, 44

ACC/051/PWU

SUBJECT : Rail Services Electric.

TO : Transportation S.C.A.O.C. ✓
att : Lt. Col. Vining

1. Reference is made to our letter of 28 Jul 44, file N° ACC/051/PWU on the above subject.
2. Attached is confirmation copy of action taken by HQ, Region III for your files.
3. In our letter of 28 Jul 44 we stated that the action was taken by Dist. 3. This is an error and should have been stated as Region III instead.

L. W. Lapper

L. W. LAPPER,
Lieut-Colonel,
Chief, Util. & Adm. Div.

1 - enclosure
letter 27 Jul 44
file CU-689

611

1 JUL Recd

060 CCB

P.W. + U

7472

HEADQUARTERS
REGION 3, ALLIED CONTROL COMMISSION
APO 394, U.S. Army

28 July 1944

CU-756

SUBJECT: Rail Services - Electric

TO : Advanced Headquarters A.C.C.
Public Works & Utilities Sub-Commission
(Att. Lt. Col. W.M. Lapper)

1. As requested by Captain Laughlin, I am enclosing a copy of my letter of the 17th July 1944 on the subject of Electric Rail Service.

RAR/pc

Encl.1

R. A. Ryan
R. A. RYAN
Captain Spec. Res.
South Italy
Electrical Engineer

At Col Lapper

*Please take this up with
Col Adams in re. his letter
to me asking for action*

RAF 31/7

6130

COPY

HEADQUARTERS
REGION 3, ALLIED CONTROL COMMISSION
APO 394, U. S. Army

CU-689

17 July 1944

SUBJECT: Rail Service - Electric

TO : Advance Headquarters Allied Control Commission
Public Works & Utilities Sub-commission
(Attn. Lt.Col. W.M. Lapper)

1. Reference is made to your letter of 6 July 1944 to which you attached a copy of a letter from the Transportation Sub-commission A.C.C. requesting electric power for operating additional Secondary Railways (Electric) in the Naples area.

2. This matter has been discussed with the Office of the Region III Engineer and it was the opinion that due to the electricity situation in Southern Italy no additional electric power be allocated to the Secondary Railways (Electric) mentioned in the request.

R. A. RYAN
Capt. Spec. Res.
South Italy
Electrical Engineer

R/pc

6099

COPY

Tel. 489081

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

LWL/ccb

ACC/051/PWU

28 Jul. 44.

Subject: Rail Services Electric.

To : Transportation Sub-Commission
Att. Lt. Col. L.E.Vining.

1. Reference is made to your letters 30 Jun 44 and 25 Jul 44.
file reference Tn/88/49.

2. This matter was taken up with the electrical committee of
No 3 District by Region III. In view of the fact that the electricit
supply for south Italy was still short and in view of other
essential industrial loads that were due to come on shortly, the
committee denied the request for additional power for the railway
service for the present.

3. It is suggested that you again initiate the matter during
August 1944, requesting the power for September 1944 on the
possibility that the situation will have improved.

/s/ W.W.Lapper
W.W.LAPPER.
Lieut-Colonel,
Chief, Util. & Adm. Div

Copy to HQ. Region III,
Att. Capt Ryan.

6098

1813

Naples, 27th of June 1944

MOVEMENT OFFICE

FILE No. M 13 C. 5/906

TO : Compartment Chief - Naples - Bari - Reggio
Movement Section " " "
Commercial Section " " "
Compartmental Commissariats Naples - Bari Reggio

and for
knowledge to : Gen. C.R. Gray
A.G.O. In Sub-Comm.
Compartment Chief - Rome
I.S.R. Sardinia deputy
Central trade Office - Cagliari

SUBJECT : Service of the bi-weekly train between Naples and Bari New.

Instructions follow about the bi-weekly trains service between Naples and Bari, approved as per the last orders of the Allies.

Orders contrary to the present instructions are consequently null.

1) - Time-table : settled by the Movement Section :

Going : Departure from Bari on every Tuesday and Friday at 12.00 hrs and arrival to Naples on every Wednesday and Saturday at 10.00 hrs.

Return : Departure from Naples on every Wednesday and Saturday at 16.00 hrs and arrival to ~~Naples~~ on every Thursday and Sunday at 14.00 hrs.

2) - Passengers admission

Passengers are admitted only from and to Naples - Battipaglia - S. Ignazio - Potenza - Taranto - Brindisi - Bari station and on the going run to Salerno.

Consequently no passengers are authorized to mount or to descend from the trains in the intermediate stations.

The passengers number to be admitted in each station is settled as per the schedules No. 1 and No. 2, which substitute the orders sheet in force at present.

New instructions are following :

a) - To use the above named trains is prohibited to passengers,

8-97

SUBJECT : Service of the bi-weekly train between Naples and Bari New.

Instructions follow about the bi-weekly train service between Naples and Bari, approved as per the last orders of the Allies.

Orders contrary to the present instructions are consequently null.

1) - Time-table : settled by the Movement Section :

Going : Departure from Bari on every Tuesday and Friday at 12.00 hrs and arrival to Naples on every Wednesday and Saturday at 10.00 hrs.

Return : Departure from Naples on every Wednesday and Saturday at 16.00 hrs and arrival to ~~Milano~~ ^{Bari} on every Thursday and Sunday at 14.00 hrs.

2) - Passengers admission

Passengers are admitted only from and to Naples - Battipaglia - Sici gnano - Potenza - Taranto - Brindisi - Bari station and on the going run to Salerno.

Consequently no passengers are authorized to mount or to descend from the trains in the intermediate stations.

The passengers number to be admitted in each station is settled as per the schedules No. 1 and No. 2, which substitute the orders sheet in force at present.

New instructions are following :

- a) - To use the above named trains is prohibited to passengers, who must go from Naples to Salerno or vice versa, because they may use the daily train 1943, starting from Naples at 17.15 hrs and arriving to Salerno at 20.00 hrs; or the train TV 1940, starting from Salerno at 05.20 hrs and arriving to Naples at 06.00 hrs.

./.

- 2 -

- b) - To use the above named trains is prohibited also on the Bari - Brindisi - Taranto section, where a daily couple of trains is regularly operating.
- 3) - The following instructions are conferred
- a) - Table concerning the seats allowance as per the schedules nrs. 1 & 2 must be exposed in the passengers station hall, near the tickets office. It is absolutely prohibited to sell more tickets than the settled number. It is prohibited to buy tickets for station different than that to which the passenger is effectively addressed. The contravenings will be punished as per the laws in force.
- b) - The tickets must be sold exclusively at the tickets-office and on the days settled for the trains service.
- c) - In the selling of the tickets, the priority will be given to the passengers come first to the tickets-office.
- d) - The Regio Compartment Chief will give suitable orders concerning admission of passengers from Sicily and Calabria to Salerno or Naples, through Metaponto, valuing the local needs.
The 60 seats for Naples and 10 for Salerno, as per the schedule No. 2, will be given only to passengers from Sicily or Calabria and therefore the Metaponto station must absolutely not sell tickets to passengers addressed to Naples.
Salerno and Naples stations are authorized to sell tickets as per the above given instructions and the schedule n. 1
- 4) - Tariffs
In order that the passengers admission be limited, only the following categories of people will be able to travel :
- a) - Passenger furnished tickets ordinary tariff.
- b) - Soldaire, of any unit or rank, with tickets charged with military tariff or with model B - tank, on which the stamping station must appose its stamp, indicating date and train name.
On the trains starting from Naples or Bari, 100 seats will be allowed to the Station Military Command for the single soldaire who must have way-bill.
- c) - Passengers having special concession C.
- 5) - Control service

8093

that to which the passenger is effectively addressed. The contravenings will be punished as per the laws in force.

- b) - The tickets must be sold exclusively at the tickets-office and on the days settled for the trains service.
- c) - In the selling of the tickets, the priority will be given to the passengers come first to the tickets-office.
- d) - The Regio Comperment Chief will give suitable orders concerning admission of passengers from Sicily and Calabria to Salerno or Naples, through Metaponto, valuing the local needs. The 60 seats for Naples and 10 for Salerno, as per the schedule No. 2, will be given only to passengers from Sicily or Calabria and therefore the Metaponto station must must absolutely not sell tickets to passengers addressed to Naples. Salerno and Naples stations are authorized to sell tickets as per the above given instructions and the schedule n. 1

4) - Tariffe

In order that the passengers admission be limited, only the following categories of people will be able to travel :

- a) - Passenger furnished tickets ordinary tariff.
- b) - Soldairs, of any unit or rank, with tickets charged with military tariff or with model B - tank, on which the starting station must appose its stamp, indicating date and train name. On the trains starting from Naples or Bari, 100 seats will be allowed to the Station Military Command for the single soldairs who must have way-bill.

- c) - Passengers having special concession C.

5) - Control service

In order that we avoid abuses and infractions the most vigorous control service will be established.

The I.S.R. functionaries will co-operate with the Compermental Commissariats in order that in the Naples, Salerno, Metaponto, Brindisi, Bari stations no passengers be admitted if addressed to the intermediate stations and in the intermediate stations

- 3 -

the entrance be vigorously prohibited to the public.

The persons without the tickets, must be invited to descend in the next roadside.

- 6) - The Naples and Bari Compartment Chiefs must remark, in their weekly relation, the eventual inconveniences and suggest eventual improvements of the service.
- 7) - The above named instructions will be in force starting Saturday, the 1st of July.
- 8) - The Compartment Chiefs will give suitable orders and inform us by telegram that they have received the present circular.

THE UNDERSECRETARY OF STATE
Gen. Di Raimondo

8) - The Compartment Chiefs will give suitable orders and inform us by telegram that they have received the present circular.

THE UNDERSECRETARY OF STATE
Gen. Di Raimondo

6.9.9

ESPRESSO DELLA CIRCOLAZIONE

FERROVIE DELLO STATO

SOTTOSEGRETARIATO DI STATO

Ufficio Centrale Movimento

Napoli, li 25 Giugno 1944

n° 1.13.C.5/906

OGGETTO : Treni bisettimanali tra Napoli e Bari. = Nuovo regolamento.
tamento. =

ALLEGATI: n° 2

AI CAPI COMPARTIMENTO
ALLE SEZIONI MOVIMENTO
ALLE SEZIONI COMMERCIALI
AI COMMISSARIATI COMPARTIMENTI
TUTTI DI P.S.

e, p.o., AL ERIG. GENERAL CARL R. GRAY
Director General Military
Railway Service
(Piazza Piccola Ancre n° 2)

ALLA COMMISSIONE ARMIATA DI CONTROLLO
Sottocommissione Trasporti Interni
(Largo della Carità)

AL C.A.P. COMPARTIMENTO
ALLA DELEGAZIONE FF.SS. PER LA SUDDETERMINAZIONE
ALL'UFFICIO CENTRALE COMMERCIALE

NAPOLI = BARI = REGGIO C.
NAPOLI = BARI = REGGIO C.
NAPOLI = BARI = REGGIO C.
NAPOLI = BARI = REGGIO C.

= NAPOLI

= NAPOLI
= R.O.L.A.
= C.A.G.L.I.A.
= S.B.D.A.

Si riepilogano le norme concernenti l'utilizzazione dei treni bisettimanali tra Napoli e Bari con le aggiunte e variazioni ad esse apportate in seguito alle ultime disposizioni concordate con le Autorità Alleate. =

Precedenti ordini in contrasto con quelli, di cui al presente foglio, debbono pertanto intendersi annullati. =

1°) - ORARIO =

Come da disposizioni emanate a cura delle Sezioni Movimento:

Andata : Partenza da Bari tutti i giorni di Martedì e Venerdì alle ore 12,00 ed arrivo a Napoli ogni mercoledì e Sabato alle ore 10,00;

Ritorno: Partenza da Napoli tutti i giorni di Mercoledì e Sabato alle ore 15,00 ed arrivo a Bari tutti i giorni di Giovedì e Domenica alle ore 14,00. =

2°) - SERVIZIO VIAGGIATORI = MISSIONI E LIMITAZIONI. =

NAPOLI = BARI = REGGIO C.
NAPOLI = BARI = REGGIO C.
NAPOLI = BARI = REGGIO C.
NAPOLI = BARI = REGGIO C.

(Piazza Niccolò Alcare n° 2)
ALLA COMMISSIONE ASSIST. DI CONTROLLO
Sottocommissione Trasporti Interni
(Largo della Carità)

NOTES

= NAPOLI
 = ROMA
 = CAGLIARI
 = S. B. D. A.

Precedenti ordini in contrasto con quelli, di cui al presente foglio, debbono pertanto intendersi annullati. =

$$10) - \frac{OR_{PTO}}{OR_{PTO} + 1} =$$

Come da disposizioni emanate a cura delle Sezioni Iovimento;

Andata : Partenza da Bari tutti i giorni di Martedì e Venerdì alle ore 12,00 ed arrivo a Napoli ogni Mercoledì e Sabato alle ore 10,00;

Ritorno: Partenza da Napoli tutti i giorni di mercoledì e Sabato alle ore 16,00 ed arrivo a Bari tutti i giorni di giovedì e domenica alle ore 14,00. =

20) - SERVIZIO VIAGGIATORI = MISSIONI E ULTIMAZIONI. =

2) ammesso soltanto da e per le stazioni di Napoli - Battipaglia - S. S. S. - Potenza - Taranto - Brindisi - Bari e per Salerno limitatamente al treno proveniente da Bari. =

Conseguentemente nessun viaggiatore può salire e scendere dai treni in questione su tutte le rimanenti stazioni del percorso. =

• • • • •

Il quantitativo dei viaggiatori ammessi ai treni staccati da 9 per ciascuno delle precitate stazioni risulta dal nuovo contingente risultante dagli allegati n° 1 e 2, in sostituzione di quelli attualmente in vigore. =

In base a dette contingenti :

a) - E' vietato l'uso dell'anzidetto treno bisettimanale ai viaggiatori che si debbono recare da Napoli a Salerno o viceversa. E', in sostituzione di esso, utilizzare i treni giornalieri 1943 in partenza da Napoli alle ore 17,15 ed in arrivo a Salerno alle ore 20,00; ed il treno TV 1940 in partenza da Salerno alle ore 5,20 ed in arrivo a Napoli alle ore 8,00. =

b) - E' vietato analogamente l'uso dello stesso treno ai viaggiatori tra le stazioni di Bari - Brindisi - Taranto e viceversa, località ora servite regolarmente da una coppia di treni giornalieri. =

3°) - Si confermano le seguenti disposizioni :

a) - La tabella del contingente di cui agli allegati n° 1 e 2 dovrà essere esposta al pubblico nell'atrio del fabbricato viaggiatori in vicinanza dello sportello della biglietteria. =
E' assolutamente vietato superare i quantitativi di biglietti previsti. =

E' vietato a chiunque di chiedere ed acquistare un biglietto per una stazione diversa da quella che effettivamente s'intende raggiungere, ad eccezione di quanto è stabilito al successivo punto d). =

A carico dei contravventori si dovrà agire a termini di legge.

b) - La vendita dei biglietti che deve essere fatta esclusivamente allo sportello, deve aver luogo nello stesso giorno di partenza dei treni. =

c) - Nello vendita, deve essere eseguito rigorosamente l'ordine di precedenza in cui i viaggiatori si presentano allo sportello. =

d) - Per quanto riguarda l'ammissione dei viaggiatori provenienti dalla Sicilia e Calabria e diretti a Salerno e Napoli per il transito di Metaponto, darà opportune disposizioni di dettaglio il Capo Compartimento di Reggio C. in base ad ogni valutazione delle esigenze locali. =

Resta inteso che i 60 posti per Napoli ed i 10 posti per Salerno, indicati nell'allegato n° 2, saranno rilasciati ad esclusivo servizio dei viaggiatori provenienti dalla Sicilia e dalla Calabria, e quindi la stazione di Metaponto si dovrà astenere, nella misura più assoluta, di cedere biglietti ai viaggiatori diretti verso Napoli. =

ne alle ore 5,20 ed in arrivo a Napoli alle ore 8,00. =

b) - E' vietato anelamente l'uso dello stesso treno ai viaggiatori tra le stazioni di Bari - Brindisi - Taranto e viceversa, località ora servite regolarmente da una coppia di treni giornalieri. =

3°) - Si confermano le seguenti disposizioni :

a) - La tabella del contingente di cui agli allegati n° 1 e 2 dovrà essere esposta al pubblico nell'atrio del fabbricato viaggiatori in vicinanza dello sportello della biglietteria. =
E' assolutamente vietato superare i quantitativi di biglietti previsti. =

E' vietato a chiunque di chiedere ed acquistare un biglietto per una stazione diversa da quella che effettivamente s'intende raggiungere, ad eccezione di quanto è stabilito al successivo punto d). =

A carico dei controventori si dovrà agire a termini di legge.

b) - La vendita dei biglietti che deve essere fatta esclusivamente allo sportello, deve aver luogo nello stesso giorno di partenza dei treni. =

c) - Nella vendita, deve essere eseguita rigorosamente l'ordine di precedenza in cui i viaggiatori si presentano allo sportello. =

d) - Per quanto riguarda l'ammissione dei viaggiatori provenienti dalla Sicilia e Calabria e diretti a Salerno e Napoli per il transito di Metaponto, darà opportune disposizioni di dettaglio il Capo Compartimento di Reggio C. in base ad equa valutazione delle esigenze locali. =

Resta inteso che i 60 posti per Napoli ed i 10 posti per Salerno, indicati nell'allegato n° 2, saranno rilasciati ad esclusivo servizio dei viaggiatori provenienti dalla Sicilia e dalla Calabria, e quindi la stazione di Metaponto si dovrà astenere, nella maniera più assoluta, di emettere biglietti ai viaggiatori diretti verso Napoli. =

Analogamente, le stazioni di Napoli e Salerno, per i viaggiatori diretti oltre Metaponto, verso la Calabria e Sicilia, sono autorizzate ad emettere biglietti per la effettiva destinazione dei viaggiatori impegnando il numero dei posti stabilito nello allegato n° 1. =

/...

4°) - TARIFFA -

Allo scopo di limitare e disciplinare l'afflusso dei viaggiatori, potranno accordarsi ai treni stessi:

- a) - I viaggiatori muniti di biglietti a tariffa ordinaria;
 - b) - I militari di qualsiasi arma, e armati muniti di biglietti a tariffa militare, oppure di scontrini L.G. E.R.S., sul quale però deve essere sempre apposta la dicitola "comparsa dello stazionario di partenza".
- Si rammenta che in partenza da Napoli e da Bari sono riservati posti a disposizione del Comando Militare di Stazione, per i militari in lotto, a cui si accordano i treni tutti muniti di recapito di viaggio e tutti rientranti nel numero del contingente di cui agli allegati n° 1 e 2.

c) - I viaggiatori muniti di Concessione Speciale C. =

5°) - SERVIZIO DI VIGILANZA E DI CONTROLLO -

Il più severo servizio di controllo dovrà essere esercitato allo scopo di evitare abusi ed evasioni alle norme di cui alla presente circolare.

I Commissari Compartimentali di P.S. dovranno curare, con la cooperazione del personale dei treni e delle stazioni, affinché nelle stazioni di Bari - Trindisi - Taranto - Salerno e Napoli non siano ammessi viaggiatori in servizio locale e che nelle stazioni intermedie non abbiano il servizio per detti treni sia rigorosamente vietato l'accesso al pubblico.

Le persone sprovviste di biglietto, avendo occupato abusivamente il treno ed avendo contravvenuto alle disposizioni vigenti, dovranno essere inviate a discendere dal treno alla prossima stazione di fermata.

6°) - I Capi Compartimento di Napoli e Bari, nella consueta relazione settimanale sono pregati di segnalare eventuali inconvenienti verificatosi, inoltrando, se del caso, le eventuali proposte intese a migliorare il servizio dei treni in parola.

7°) - Le disposizioni di cui alla presente circolare entreranno in vigore a cominciare dal treno in partenza da Napoli sabato 1° Luglio P.V. =

8°) - I Capi Compartimento sono pregati di disporre in conformità e confermare per filo ricevimento della presente.

IL SOTTOSEGRETARIO DI STATO
Ind. Ramundo

Si rammenta che in partenza, a Napoli e Bari, nelle stazioni, ci sono posti a disposizione del Comand. Militare di Stazione, per militari ispetti, a cui si occorrono i treni tutti muniti di recapito di viaggio e tutti rientranti nel numero del contingente di cui agli allegati n° 1 e 2.

c) - I viaggiatori muniti di Concessione Speciale C. =

5°) - SERVIZIO DI VIAGGIATORI DI CANTIERI =

Il più severo servizio di controllo dovrà essere esercitato allo scopo di evitare abusi ed evasioni alle norme di cui alla presente circolare. =

I Commissari Compartimentali di P.S. dovranno curare, con la cooperazione del personale dei treni e delle stazioni, affinché nelle stazioni di Bari - Trindisi - Taranto - Salerno e Napoli non siano ammessi viaggiatori in servizio locale e che nelle stazioni intermedie non abbiano accesso al servizio per devii treni sia rigorosamente vietato l'accesso al pubblico. =

Le persone sprovviste di biglietto, avendo occupato abusivamente il treno ed avendo contribuito alle disposizioni vigenti, dovranno essere invitate a discendere dal treno alla prossima stazione di fermata. =

6°) - I Capi Compartimento di Napoli e Bari, nella consueta relazione settimanale sono pregati di segnalare eventuali inconvenienti verificatisi, inoltrando, se del caso, le eventuali proposte intese a migliorare il servizio dei treni in parola. =

7°) - Le disposizioni di cui alla presente circolare entreranno in vigore a cominciare dal treno in partenza da Napoli sabato 1° Luglio 2.7. =

8°) - I Capi Compartimento sono pregati di disporre in conformità e confermare per filo ricevimento della presente. =

IL SOTTOSCRITTO DI STATO

Luigi Rautava

ALLEGATO n° 1 alla circolare n° 11.13.C.5/906

TABELLA per il contingentamento dei viaggiatori per il treno bisettimanale NAPOLI - BARI

	BATTIPAGLIA	SICIGNANO	POTENZA	METAPONTO	TARANTO	BRINDISI
NAPOLI	15	15	70	60 (+)	50	60
SALERNO	—	—	20	10 (+)	10	10
BATTIPAGLIA	—	—	—	—	5	5
SICIGNANO	—	—	—	—	5	5
POTENZA	—	—	—	—	20	20
METAPONTO	—	—	—	—	—	—
TARANTO	—	—	—	—	—	—
BRINDISI	—	—	—	—	—	—

(+) - Per i viaggiatori diretti oltre Metaponto. =

la circolare n° M.13.C.5/906

Contingentamento dei viaggiatori per il treno bisettimanale NAPOLI = BARI.=

LIA	SIGIGNAFC	POTENZA	METAPONTO	TALIANO	PRINDISI	B A R I
	15	70	60 (+)	60	60	250
	—	20	10 (+)	10	10	20
	—	—	—	5	5	5
	—	—	—	5	5	5
	—	—	—	20	20	50
	—	—	—	—	—	—
	—	—	—	—	—	—
	—	—	—	—	—	—

i diretti oltre Metaponto.=

ALLEGATO n° 2 alla circolare n° 1213.C.5/906

TABELLA per il contingentamento dei viaggiatori per il treno bisettimanale BARI = NAPOLI

	POTENZA	SICIGNANO	BATTIPAGLIA	SALERNO
BARI	50	5	5	20
BRINDISI	20	5	5	10
TARANTO	20	5	5	10
METAPONTO	—	—	—	10 (+)
POTENZA	—	—	—	20
SICIGNANO	—	—	—	—
BATTIPAGLIA	—	—	—	—

(+) - Per i viaggiatori provenienti da oltre Metaponto. =

alla circolare n° L.13.C.5/906

contingimento dei viaggiatori per il treno bisettimanale BARI = NAPOLI.=

	POTENZA	SICIGLIANO	BATTIPAGLIA	SALERNO	NAPOLI
	50	5	5	20	250
	20	5	5	10	60
	20	5	5	10	60
	—	—	—	10 (+)	60 (+)
	—	—	—	20	70
	—	—	—	—	15
I	—	—	—	—	15

giatori provenienti da oltre Metaponto.=

88/52

URGENT

DRAFT

1°) - Commencing on the day of passenger train from Bari to Salerno and vice versa will be run bi-weekly.

2°) PROGRAM.
BARI BRINDISI TARANTO POTENZA SALERNO.

3°) TIME TABLE.
OUT - Leaving Bari every Sunday and Thursday at 700 hours.
RETURN - Leaving Salerno every day Wednesday and Saturday at 1200 hours.

4°) PASSENGER SERVICE.
Only 1st class passengers starting from Bari - Brindisi - Taranto - Potenza to Salerno and vice versa are admitted.
Consequently it will be impossible for passengers to alight or join these trains at intermediate stations.

5°) ADMISSION AT THE STATION.
On the above mentioned trains only the following categories will be admitted with a proper authorisation.
(a) Office workers nominated by the A.C.C.
(b) Office workers of Departments authorised by their secretaries and Cabinets.
(c) Office workers of the State's Administration, authorised by the Department Chiefs, travelling to the Government's HQ. on official business.
(d) Specialists in general that go to Salerno in connection with public administration.
They must present a document stating the reason of their journey, assuming all responsibility. Lawyers, proving that they have to present themselves before the "Sede della Corte di Cassazione" for professional reasons will have priority.

6°) DISPOSAL/DISPOSITION.
The auto rail car has only 56 seats. For this reason the following will have to be observed (in each direction).
Bari 20 places - Brindisi 12 places - Taranto 12 places - Potenza 12 places - all to Salerno and viceversa.

7°) METHOD OF OBTAINING PERMITS.
(a) To obtain a permit the passenger must apply to Royal Central Questura at the point where they commence their journey, stating -
- Name in full and address of the passenger
- Reason for the journey and all supporting reasons for journey.
(b) The R. Questura, in accordance with para 5, excluding the places required by the A.C.C., will authorize the journeys in accordance with allocation with in para 6.
(c) For return journeys permits must be applied for at the R. Questura of Salerno, (stating same as in para 7(a)) also the permit of the R. Questura used for the onward journey, this will give priority over all others.
The R. Questura will authorize the journeys according to the allocation in para (b), allowing for allotment of places for the A.C.C. officer workers.

8°) TARIFFS.
Only 1st class tickets will be issued. - It is necessary for the papers of identification and the permits issued by the R. Questura to be presented before

6089

to Salerno and vice versa are admitted. Consequently it will be impossible for passengers to alight or join these trains at intermediate stations.

50)

ADMISSION OF PASSENGERS.

On the above mentioned trains only the following categories will be admitted with a proper authorisation.

- (a) Office workers nominated by the A.C.C.
- (b) Office workers of Departments authorized by their secretaries and Cabinets.
- (c) Office workers of the State's Administration, authorized by the Department Chiefs, travelling to the Government's HQ. on official business.
- (d) Specialists in general that go to Salerno in connection with public administration.

They must present a document stating the reason of their journey, assuming all responsibility. Lawyers, proving that they have to present themselves before the "Cede della Corte di Cassazione" for professional reasons will have priority.

60)

TELEPHONE/DISPATCHING.

The auto rail car has only 56 seats. For this reason the following will have to be observed (in each direction):-

Bari 20 places - Brindisi 12 places - Taranto 12 places - Potenza 12 places - all to Salerno and viceversa.

70)

METHOD OF OBTAINING PERMITS.

- (a) To obtain a permit the passenger must apply to Royal Central Questura at the point where they commence their journey, stating -

- Name in full and address of the passenger
- Reason for the journey and all supporting reasons for journey.
- (b) The R. Questura, in accordance with para 5, excluding the places required by the A.C.C., will authorize the journeys in accordance with allocation with in para 6.

- (c) For return journeys permits must be applied for at the R. Questura of Salerno, (stating same as in para 7(a)) also the permit of the R. Questura used for the onward journey, this will give priority over all others. The R. Questura will authorize the journeys according to the allocation in para (b), allowing for allotment of places for the A.C.C. officer workers.

80)

TICKETS.

Only 1st class tickets will be issued. - It is necessary for the papers of identification and the permits issued by the R. Questura to be presented before the tickets are issued, and these documents of identification must be shown upon entering the train.

The ticket held by the passenger must also have full name and address of the passenger.

Also those who have permits to travel at all times must present these documents of identification as in para 70).

(1)

File 88

- 2 -

9°) TRANSPORT OF GOODS AND BAGGAGE.

These trains will not convey baggage or goods, for this, the passengers are permitted to carry upto 20 kg. of baggage (bags, baggage etc.)

10°) PROTECT - GUARD - SERVICE OF CONTROL.

The trains will be guarded in each direction:-

- By a Worker of the Railways
 - By NCO (1) and 2 of the Royal Carabinieri (Italian NCO).
- The guard must be very alert in the performance of their duties in order to avoid the exercising of abuses and evasions of instructions of this DEPART instruction sheet.

A police detail must be had in the stations in order to keep conditions normally as possible.

The travelling guard, travelling with the train, will help the personnel of the train and stations where stops are made, to prevent other passengers joining or alighting from trains.

11°) Your confirmation requested.

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A.P.O. 400
25 MAY 1944

88 / ~~17~~
51

SUBJECT: CIVILIAN PASSENGER TRAIN SERVICE

TO: CG, 701ST RY GR DIV, APO 400
GENERAL DI RAIONDO, UNDERSECRETARY FOR ITALY
ING. ROSARIO, BUILDING
ING. MORANDI, CAPO COMPARTIMENTO, I.S.R., NAPLES

1. IT IS DESIRED TO ESTABLISH A CIVILIAN PASSENGER TRAIN DAILY, INCLUDING SUNDAYS, IN BOTH DIRECTIONS BETWEEN NAPLES AND SALERNO, TO LEAVE SALERNO 0630 HOURS AND ARRIVE NAPLES 1000 HOURS; LEAVE NAPLES 1650 HOURS AND ARRIVE SALERNO 2000 HOURS, OR AT APPROXIMATELY THOSE TIMES.

2. 701ST RY GR DIV AND I.S.R. REPRESENTATIVES TO COORDINATE AND ADVISE PASSENGER-CARRYING CAPACITY OF THIS TRAIN TOGETHER WITH DETAILED SCHEDULE, PROVIDING STOPS AT ALL STATIONS BETWEEN NAPLES AND SALERNO. TRAIN TO BE LIMITED TO SIX CARS, ONE OF WHICH IS TO BE A MAIL OR COMBINATION MAIL AND BAGGAGE CAR.

3. IT IS DESIRED THE SERVICE START 1 JUNE 1944.

FOR THE DIRECTOR GENERAL:


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

CC - TR. SUB-COMM., A.G.C., APO 394
DQMS(4), HQ AA1, CASERTA

file
88

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88/50

Naples, 4 May, 1944
10/A/403

Subject. Information

To/ Tn. Sub-Commission, ACC

Attached herewith returns regarding the following information/

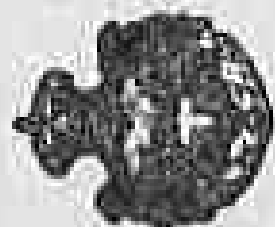
- Number of trains used for civilians on each line
- Number of stops each train makes for civilian traffic.
- Number of tickets normally sold for each train at each station,
- Average number of people using each train,
- Average intake for each train,
-

The above information is for the Compartimenti of Bari and Reggio Calabria and the Delegation of Cagliari (Sardinia), plus returns from RRS Rys. and tram lines in the above Compartimenti together with those in the Naples Compartimento not dependent from this Administration.

Returns from the Palermo Compartimento will be made available as soon as they have reached this office.

The Undersecretary Of State
Signed/Di Raimondo

6087



MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

Napoli, li BARI, 4 Maggio 1944 194

N. 10-A/403

al N. _____ del _____

OGGETTO:

Informazioni.-

all. 1 inserito.-

ALLA COMMISSIONE ALLEATA DI CONTROLLO
SOTTOCOMMISSIONE TRASPORTI INTERNI

N A P O L I

Si rimettono allegati i prospetti concernenti le se-

guenti informazioni:

- = Quantitativo dei treni che si effettuano per i viaggiatori su ciascuna linea;
- = Quantitativo delle fermate che tutti i treni viaggiatori effettuano per servizio pubblico;
- = Numero dei biglietti che normalmente si vendono per ogni stazione di fermata e per ciascun treno;
- = Media di frequentazione per ciascun treno;
- = Media dell'incasso realizzato per ciascun treno. =

Tali dati riflettono la situazione dei Compartimenti di Bari - Reggio C. - e della Delegazione di Cagliari, nonché delle ferrovie e tranvie di detti Compartimenti e di Napoli gestite dalla nostra Amministrazione. =

Si fa riserva di rimettere la situazione dei Compartimenti di Palermo non appena sarà pervenuta a questa Sede. =

IL SOTTOSEGRETARIO DI STATO

Ad. Bernh.

OGGETTO:

Informazioni. =

all. 1 incerto. =

ALLA COMMISSIONE AIUTA DI CONTROLLO
SOTTOCOMMISSIONE TRASPORTI INTERNI

NAPOLI

Si rimettono allegati i prospetti concernenti le se-

guenti informazioni:

- = Quantitativo dei treni che si effettuano per i viaggiatori su ciascuna linea;
- = Quantitativo delle fermate che tutti i treni viaggiatori effettuano per servizio pubblico;
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Tali dati riflettono la situazione dei Compartimenti di Bari - Reggio C. - e della Delegazione di Cagliari, nonché delle ferrovie e tranvie di detti Compartimenti e di Napoli gestite dalle nostre Amministrazioni. =

Si fa riserva di rimettere la situazione del Compartimento di Palermo non appena sarà pervenuta a questa Sede. =

IL SOTTOSEGRETARIO DI STATO



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LINEA	QUANTITÀ TREN	QUANTITÀ PERMATE	Località	Quantità biglietti venduti per stazione e per tren										
				4842	4852	4854	4851	4847	3506	3509	4853			
BRINDISI TARANTO	7	42	BRINDISI	85	=	=	=	=	=	=				
			Mesagne	41	=	9	75	11	=	=				
			Latiano	50	=	50	50	50	=	=				
			Oria	30	=	30	30	30	=	=				
			Francavilla	50	30	=	50	30	=	=				
			Villa Castel.	5	=	=	=	4	=	=				
			Grottaglie	62	55	=	=	3	=	=	3			
			Montedasi	25	6	=	=	5	=	=	=			
			Nasici	--	--	--	--	--	--	--	--			
			TARANTO	=	=	=		58	=	=	63			
TARANTO POTENZA	4	48	TARANTO	4844	4845	3506	3509							
			Cagioni											
			Chiatona											
			Ternitosa											
			Ginosa											
			Metaponto											
			Bernalda											
			Pietracci											
			Ferrandina											
			Salandra											
			Crassano											
			Calciano											
			Campomaggiore											
			Albano											
			Trivigno											
			Brindisi M.											
			Vaglio											
			POTENZA											
				2821	2821	2823	2827	4832	2824	2826				
			BARI	366	=	272	229	=	=	=				
			Modugno	10	=	15	20	60	=	=	8			
			Bitetto	9	=	8	8	130	=	=	8			
			Grano	43	=	5	2	72	=	=	10			
			Sannicandro	1	=	=	=	=	=	=	=			
			Aquaviva	50	=	=	=	110	=	=	30			

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BRINDISI TARANTO	7	42	BRINDISI	85	=	=	=	=	=	=	
			Mesagne	41	=	9	75	11	=	=	
			Iatiano	50	=	50	50	50	=	=	
			Oria	30	=	30	30	30	=	=	
			Francavilla	50	30	=	50	30	=	=	
			Villu Castel.	5	=	=	=	4	=	=	
			Grottaglie	62	55	=	=	3	=	=	3
			Montedasi	25	6	=	=	5	=	=	=
			Nasigi	---	---	---	---	---	---	---	---
			TARANTO	=	=	=	=	58	=	=	63
TARANTO POTENZA	4	48		4844	4845	3506	3509				
			TARANTO								
			Casione								
			Chiatona								
			Termitosa								
			Ginosa								
			Metaponto								
			Bernalda								
			Pisticci								
			Ferrandina								
			Salandra								
			Crassano								
			Calciano								
			Campomaggiore								
			Albano								
BARI TARANTO	10	58		2821	TV 2821	2823	2827	4832	2824	2826	
			BARI	366	=	272	229	=	=	=	
			Modugno	10	=	15	20	60	=	8	
			Bitetto	9	=	8	8	130	=	8	
			Grumo	43	=	5	2	72	=	10	
			Sannicandro	1	=	=	=	=	=	=	
			Acquaviva	50	=	=	=	110	=	30	
			Gioia del C.	58	=	=	=	=	=	=	
			Coratini	---	---	---	---	---	---	---	
			S. Basilio M.	10	=	=	=	=	=	=	
			Castellaneta	25	=	=	=	=	=	=	
			Castellaneta	---	---	---	---	---	---	---	
			Palagianello	40	60	30	=	=	=	=	
			Palagiano	50	50	50	=	=	50	=	
			Massafra	80	45	20	=	=	60	=	
			Bellavista	---	---	---	---	---	11	---	
			TARANTO	=	=	=	=	=	65	=	

(La Sezione Commerciale non ha fornito alcuna notizia per questa tratta)

1840

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

train at each station

LINEA	QUANTITÀ TREN	QUANTITÀ PERMATE	Località	Quantità biglietti venduti per						Stazioni e per treno					
				4857	4859	4856	4858					N	N	N	N
BARILETTA SPINAZZOLA	4	28	BARILETTA	18	45	=	=								
			Monte Altino	--	--	--	--					1816	1812	1816	56
			Canne	--	--	--	--								
			Canosa	20	25	30	45					=	=	=	=
			Cefalicchio	--	--	--	--					--	--	--	--
			Minervino	18	12	15	32					20	=	=	8
			Acquatetta	--	--	--	--					72	*	=	50
			Paridano	--	--	--	--					--	--	--	--
			SPINAZZOLA	=	=	10	54					29	=	=	29
GIOIA ROCCHETTA	6	26		4882	9021	4880	4876	4883	4877						
			GIOIA del C.	=	=	18	46	=	=			=	=	=	25
			Bellarosa	--	--	--	--	--	--			--	--	--	--
			Santeramo	=	=	10	21	43	46			=	=	=	20
			Casal Sabini	--	--	--	--	--	--			=	=	=	3
			Altamura	=	=	=	25	=	18			=	=	=	--
			Sanuca	--	--	--	--	--	--			--	--	--	--
			Gravina	=	=	=	=	=	=			=	=	=	--
			Spinazzola	=	=	=	=	=	=			=	=	=	--
			Palazzo S.G.	=	=	=	=	=	=			=	=	=	--
			Matinella	--	--	--	--	--	--			--	--	--	--
			Venosa	--	--	--	--	--	--			--	--	--	--
			Rapolla	--	--	--	--	--	--			--	--	--	--
			S.Nicola di M	--	--	--	--	--	--			--	--	--	--
			Stabile	--	--	--	--	--	--			--	--	--	--
			ROCCHETTA	=	=	=	=	=	=			=	=	=	--
FOGGIA POTENZA	N	N	N N	N	N	N	N	N	N	N					

Train	Average No Carried No of Persons	Average intake by each train
-------	--	------------------------------------

10 Feb

Letti venduti per				Stazione e per treno					Frequenza media		Ingresso medio per treno	Annotazioni
				N	N	N	N	N	Treno	Freq.		
358				N	N	N	N	N				No Circular Trains (non si effettuano treni per viaggiatori)
				1816	1812	1816	56	3508				- Nessuna limitazione di viaggiatori ammessi -
45				=	=	=	=	60				
32				20	=	=	8	=	TV 1811	741	9524,90	(Bari Polignano)
				72	=	=	50	=	7145	895	4140,00	
									592	170	1831,00	
54				29	=	=	29	=	1791	645	2649,50	(Ostuni Brindisi)
				=	=	=	25	=	7145	204	=	(si effettua il Martedì e Giovedì)
4876	4883	4877							TV 3507	211	10000,00	
							20	=	7144	986	3850,00	(Polignano Bari)
46	=	=		=	=	=	3	=	1816	356	2166,00	
									TV 1812	135	3406,90	(Brindisi Ostuni)
21	43	46		=	55	=	55	=	TV 1816	330	=	
				=	35	=	48	=	56	1002	12139,50	(si effettua il Giovedì e Domenica)
25	=	18		=	=	=	5	=	TV 3508	451	10000,00	
				=	4	=	24	=				
				=	120	=	200	=				
				=		=		=				- Nessuna limitazione di viaggiatori ammessi -
									TV 1811	1131	7205,00	
									1815	930	1055,00	
									TV 1812	519	3961,00	
									TV 56	804	10831,00	
N	N	N	N	=	=	=	=	=				
									59	1583	7285,90	(Molfetta Bari)
									59x	635	4510,70	" "
									TV 1791	561	2082,10	(Bari Molfetta)
									1894	660	4470,00	" "
									1790	975	5495,00	
									4794	1515	12901,40	
												- Nessuna limitazione di viaggiatori ammessi -

ti venduti per stazione e per treno

[illegible]

UTILIZZAZIONE DEI TRENI VIAGGIATORI SULLE LINEE DEL COMPARTIMENTO DI REGGIO CALABRIA

-----ooOoo-----

Situazione al 25 - 2 - 44

LINE Tratti di linea	Quantità treni <i>no of trains</i>	Quantità fermate per servi- zio pubbli- co (1)	Numero me- dio dei bi- glietti che si vendono (1)	Media fre- quentazio- ne. (1)	Media incas- so lire per treno (1)	Effettua- (1)-Ques- risc
		<i>no of stops</i>	<i>Average no of tickets sold</i>	<i>Average no of Passengers</i>	<i>Average intake per train</i>	
<u>Linea BATTIPAGLIA - REGGIO CALABRIA</u>						
Agropoli - Sant'Eufemia	1	43	760	609	9780	giorna
Pizzo - Nicotera	1	8	128	277	1149	"
Km.350+644 - Reggio C/le	2	12	336	276	6123	"
Villa S.G. - Reggio C/le	1	5	176	37	4753	"
Reggio C/le - Villa S.G.	1	5	478	38	14668	"
Reggio C/le - Km.350+644	2	12	613	283	15938	"
Nicotera - Pizzo	1	8	191	294	1319	"
Sant'Eufemia - Agropoli	1	43	637	670	10115	"
<u>Linea METAPONTO - REGGIO CALABRIA</u>						
Metaponto - Reggio C/le	1	66	1847	1165	44149	triset
Trebisacce - Sibari	4	1	55	48	520	giorna
Melito P.S. - Reggio C/le	2	5	177	200	5011	
Reggio C/le - Metaponto	1	66	2004	1227	53849	triset
Sibari - Trebisacce	4	1	36	97	1030	giorna
Reggio C/le - Melito P.S.	2	5	424	208	14561	
<u>Linea S. EUFEMIA L. - CATANZARO M.</u>						
S. Eufemia L. - Catanzaro M.	1	8	649	298	16224	giorna
S. Eufemia L. - Nicastro	1	1	81	97	1132	
Catanzaro S. - Catanzaro M.	2	1	205	93	3125	
Catanzaro M. - S. Eufemia L.	1	8	786	326	18302	

AZIONE DEI TRENI VIAGGIATORI SULLE LINEE DEL COMPARTIMENTO DI REGGIO CALABRIA

-----ooOoo-----

Situazione al 25 - 2 - 44

	Quantità treni <i>no of trains</i>	Quantità fermate per servi- zio pubbl- co (1)	Numero me- dio dei bi- glietti che si vendono (1)	Media fre- quentazio- ne. (1)	Media incas- so lire per treno (1)	Effettuazione treni
		<i>no of stops</i>	<i>Average no of tickets sold</i>	<i>Average no of passengers</i>	<i>Average intake per train</i>	(1)-Questi dati si rife- riscono ad un treno
<u>Linea BATTIPAGLIA - REGGIO CALABRIA</u>						
Eufemia	1	43	760	609	9780	giornaliero (<i>daily</i>)
era	1	8	128	277	1149	"
o C/le	2	12	336	276	6123	"
o C/le	1	5	176	37	4753	"
S.G.	1	5	478	38	14668	"
O+644	2	12	613	283	15938	"
	1	8	191	294	1319	"
oli	1	43	637	670	10115	"
<u>Linea METAPONTO - REGGIO CALABRIA</u>						
o C/le	1	66	1847	1165	44149	trisettimanale (<i>tri-weekly</i>)
ti	4	1	55	48	520	giornalieri <i>daily</i>
o C/le	2	5	177	200	5011	"
pono	1	66	2004	1227	53849	trisettimanale
lsacce	4	1	36	97	1030	giornalieri
to P.S.	2	5	424	208	14561	"
<u>Linea S. EUFEMIA L. - CATANZARO M.</u>						
anzaro M.	1	8	649	298	16224	giornaliero
stro	1	1	81	97	1132	"
anzaro M.	2	1	205	93	3125	"
femia L.	1	8	786	326	18302	"

Nicotera - Pizzo	1	8	191	294	1319	"
Sant'Eufemia - Agropoli	1	43	637	670	10115	"
<u>Linea METAPONTO - REGGIO CALABRIA</u>						
Metaponto - Reggio C/le	1	66	1847	1165	44149	trisettim
Trebisacce - Sibari	4	1	55	48	520	giornalie
Melito P.S. - Reggio C/le	2	5	177	200	5011	"
Reggio C/le - Metaponto	1	66	2004	1227	53849	trisettim
Sibari - Trebisacce	4	1	36	97	1030	giornalie
Reggio C/le - Melito P.S.	2	5	424	208	14561	"
<u>Linea S.EUFEMIA L. - CATANZARO M.</u>						
S.Eufemia L. - Catanzaro M.	1	8	649	298	16224	giornalie
S.Eufemia L. - Nicastro	1	1	81	97	1132	"
Catanzaro S. - Catanzaro M.	2	1	205	93	3125	"
Catanzaro M. - S.Eufemia L.	1	8	786	326	18302	"
Nicastro - S.Eufemia L.	1	1	124	98	900	"
Catanzaro M. - Catanzaro S.	2	1	173	95	2815	"
<u>Linea PAOLA-COSENZA</u>						
Paola - Cosenza	1	5	145	207	3593	giornalie
Cosenza - Paola	1	5	285	118	6333	"
<u>Linea SIBARI-COSENZA</u>						
Sibari - Cosenza	1	9	209	426	4788	giornalie
Cosenza - Sibari	1	9	411	437	7528	"

o	1	8	191	294	1319	"
opoli	1	43	637	670	10115	"
<u>Linea METAPONTO - REGGIO CALABRIA</u>						
gio C/le	1	66	1847	1165	44149	trisettimanale (tri-weekly)
ari	4	1	55	48	520	giornalieri daily
gio C/le	2	5	177	200	5011	"
aponto	1	66	2004	1227	53849	trisettimanale
bisacce	4	1	36	97	1030	giornalieri
ito P.S.	2	5	424	208	14561	"
<u>Linea S. EUFEMIA L. - CATANZARO M.</u>						
catanzaro M.	1	8	649	298	16224	giornaliero
castro	1	1	81	97	1132	"
catanzaro M.	2	1	205	93	3125	"
eufemia L.	1	8	786	326	18302	"
eufemia L.	1	1	124	98	900	"
catanzaro S.	2	1	173	95	2815	"
<u>Linea PAOLA-COSENZA</u>						
senza	1	5	145	207	3593	giornaliero
ola	1	5	285	118	6333	"
<u>Linea SIBARI-COSENZA</u>						
senza	1	9	209	426	4788	giornaliero
bari	1	9	411	437	7528	"

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
UFFICIO MOVIMENTO
DELEGAZIONE DI CAGLIARI
=====

TRENI EFFETTUANTESI PER OGNI LINEA= MEDIA FREQUENTAZIONE E LORO FERME
INTERMEDIE

Quant. treni	Numero e sigla treni	da	P e r c o r s o	quantità fermate interm. servizio pubblico	media di frequent.	Annotazioni
de 6 Trains	Train Number	from	To	no of stops		Notes
<u>LINEA OLBIA CAGLIARI</u>						
15	TVAT 23	Macomer	Oristano	7	61	Aut. Sardinia
	1001	Oristano	Cagliari	11	107	vap. coal
	A 3	"	"	11	51	aut/steam
	1003	Olbia	Macomer	11	124	"
	TVAT 15	Chilivani	Cagliari	9	67	"
	" 11	Olbia	Cagliari	31	143	"
	1005 tr.mil.	"	"	31	306	vap.
	TVAT 19	Macomer	Oristano	7	30	aut.
	" 22	Cagliari	Chilivani	11	48	"
	3000	Macomer	Olbia	11	80	"
	TVAT 20	Oristano	Macomer	7	36	"
	" 18	Cagliari	Olbia	31	150	vap.
	9018 tr.mil.	"	Oristano	31	250	aut.
	1004	"	"	11	85	(vap. Cagliari
	A 2	"	Macomer	19	114	Oristano
<u>LINEA P. TORRES-CHILIVANI</u>						
12	1011	Sassari	Chilivani	6	154	aut.
	TVAT 21	"	"	1	67	"
	8611	Olbia	Sassari	3	121	"
	TV 1013	Sassari	Chilivani	4	93	vapore
	1015	"	"	6	350	Aut.
	3025	Olbia	Sassari	3	71	"
	TVAT 22	Chilivani	"	1	48	"
	1010	"	"	6	107	"
	8604	Sassari	P. Torres	3	94	"
	TV 1012	Chilivani	Sassari	6	140	vapore
	1020	"	"	6	338	autom.
	3024	Sassari	P. Torres	3	105	"
<u>LINEA IGLESIAS-CAGLIARI</u>						
4	TV 1051	Iglesias	Cagliari	7	204	vapore
	" 1055	"	"	7	190	"
	" 1050	Cagliari	Iglesias	7	183	"
	" 1054	"	"	7	183	"
<u>LINEA GOLFO ARANCI OLBIA</u>						
3031	G. Aranci	Olbia	"	1	40	autom.
	"	"	"	1	25	"

1001	Oristano	Cagliari	11	107	vap.
A 3	"	"	11	51	aut.
1003	Olbia	Macomer	11	124	"
TVAT 15	Chilivani	Cagliari	9	67	"
" 11	Olbia	Cagliari	31	143	"
1005 tr.mil.	"	"	31	306	vap.
TVAT 19	Macomer	Oristano	7	30	aut.
" 22	Cagliari	Chilivani	11	48	"
3000	Macomer	Olbia	11	80	"
TVAT 20	Oristano	Macomer	7	36	"
" 18	Cagliari	Olbia	31	150	"
9018 tr.mil.	"	"	31	250	vap.
1004	"	Oristano	11	85	aut.
A 2	"	Macomer	19	114	(vap.Cagliari Oristano (aut/Oristano Macomer

LINEA P.TORRES-CHILIVANI

1011	Sassari	Chilivani	6	154	aut.
TVAT 21	"	"	1	67	"
8611	Olbia	Sassari	3	121	"
TV 1013	Sassari	Chilivani	4	93	"
1015	"	"	6	350	vapore.
3025	Olbia	Sassari	3	71	Aut.
TVAT 22	Chilivani	"	1	48	"
1010	"	"	6	107	"
8604	Sassari	P.Torres	3	94	"
TV 1012	Chilivani	Sassari	6	140	"
1020	"	"	6	338	vapore
3024	Sassari	P.Torres	3	105	autom.

LINEA IGLESIAS- CAGLIARI

TV 1051	Iglesias	Cagliari	7	204	vapore
" 1055	"	"	7	190	"
" 1050	Cagliari	Iglesias	7	183	"
" 1054	"	"	7	183	"

LINEA GOLFO ARANCI OLZIA

3031	G.Aranzi	Olbia	1	40	autom.
3033	"	"	1	25	"
3030	Olbia	G.Aranzi	1	23	"
3032	"	"	1	36	"

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Ferrovie dello Stato - Ufficio Commerciale

Stazioni e fermate	Media giornaliera per treno		Autostazioni	Stazioni e fermate	Media giornaliera per treno	
	quantità biglietti distribuiti	Ingresso			quantità biglietti distribuiti	Ingresso
Linea Cagliari-Olbia:						
Cagliari	84	2788 =		Monti	26	428 =
Cagliari Luras	6	126 =		Luras	4	83 =
Assanini	14	153 =		Olbia	153	2338 =
Decimomannu	14	335 =				
Villacore	7	179 =		Linea Olbia (10) - Monti:		
Sanmichele	23	321 =		G. Aranci	26	372 =
Sanmichele	9	231 =		Marinella	1/2	150 =
Sanmichele	8	189 =				
San Gavino	14	188 =		Linea Olbia (10) - Sassari:		
Paulilone	3	67 =		Arzana	2	61 =
Uras Moyon	8	233 =		Ploaghe	12	270 =
Uras Moyon	9	219 =		Comunello	1/2	5 =
Ostia	11	867 =		Scalo Juncos	2	33 =
Sinussas	1	40 =		Vini Ussini	3	78 =
Sinussas	1	35 =		Caniga	1	6 =
Milis	3	72 =		Sassari	492	3006 =
Paulilone	4	102 =				
				Linea Sassari (10) - Portofino:		
				Sant'Orsola	—	—

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Villor Stata - Ufficio Commerciale e Del Traffico

Riviera pubblica		Autogestione	Regioni / Località	Media giornaliera per linea		Autogestione
Linea	Ingresso			Autobus / Veicoli	Ingresso	
87	2788 =		Monte	26	428 =	
6	126 =		Imas	1	83 =	
11	153 =		Olbia	153	2538 =	
17	335 =		Linea Olbia (G. Aranci)			
7	179 =		G. Aranci	26	372 =	
23	321 =		Arancina	1/2	450 =	
9	231 =					
8	182 =		Linea Olbia (G. Sassari)			
17	458 =		Arzachena	2	61 =	
3	64 =		Ploaghe	12	270 =	
8	233 =		Compagnia	1/2	5 =	
9	219 =		Sala Ginepro	2	33 =	
11	861 =		Vissuini	3	78 =	
			Enniga	1	6 =	
1	40 =		Sassari	492	3006 =	
1	95 =					
3	72 =		Linea Sassari (G. Portofino)			
4	102 =		Sant'Orsola	—	—	alcune biglietti per 12

Tatibon	5	612
Uras Moyon	8	233
Borallu Aborea	9	269
Ouitau	11	867
Sunaxis	1	40
Solomon	4	95
Milis	3	72
Paulilohn	4	102
Abbasanto	12	210
Borore	7	226
Bivri		
Macomer	22	750
Campede	2	6
Bonova	9	257
Gieve	5	188
Boraller	3	96
Mores	4	84
Chibiani	13	385
Frugas	3	99
Oschini	13	320
Barchida	9	226

rouge	12	510	=
Campagna	$\frac{1}{2}$	5	=
Santa Lucia	2	33	=
Vishu	3	78	=
Carriga	1	6	=
Sassan	492	3006	=

Linea Suran(?) Portolones:		
Sant' Ousola	—	—
San Giorgio	—	—
S. Giovanni	2	11
Portolones	98	1663

Linea Caplini - Iglesias (Peleas) Caplini - Iglesias (Peleas)		
Uta	7	87 =
Siliqua	25	438 =
Musca		
Ulamakanga - Do = mismos	16	339 =
Iglesias	159	4413 =

7	017
8	233
9	219
11	851
1	40
1	95
3	72
4	102
12	214
7	296
22	750
2	6
9	257
5	183
3	96
11	81
13	385
3	99
13	320
9	226

Proaghe	12	210
Corsepolo	1/2	5
Scala Grossa	2	33
Vissolungo	3	78
Caniga	1	6
Sassari	492	3006
Linea Seston (8) Portofino:		
Saint' Orsola	—	—
San Giorgio	—	—
S. Giovanni	2	11
Portofino	98	1663
Linea Cagliari - Iglesias (Cagliari - Iglesias - Alghero - Decimus)		
Uta	7	87
Siligu	25	438
Musei		
Alghero - Decimus	16	339
Iglesias	139	4713



STRADE FERRATE SARDE S.A.

Direzione Usciozio

SASSARI

(No 8 trains
each line)

1°)- QUANTITATIVO DEI TRENI CHE SI EFFETTUANO SU CIASCUNA LINEA
 linea SASSARI = SORSO n° 4 giornali, esclusa la domenica;
 " SASSARI = TEMPIO-PALAU n° 1 giornaliero, nei giorni pari da
 Sassari a Palau e nei giorni impari
 da Palau a Sassari;

" SASSARI-ALGHERO n° 2 giornali;
 " TEMPIO-MONTI n° 2 giornali.

(No 8 stops each
train note)

2°)- QUANTITATIVO DELLE FERMATE CHE TUTTI I TRENI VIAGGIATORI
 EFFETTUANO PER SERVIZIO PUBBLICO

linea SASSARI = SORSO . . . n° 4 linea SASSARI-ALGHERO n° 7
 " SASSARI = TEMPIO-PALAU n° 25 " TEMPIO-MONTI . . . n° 8

(Number 8 tickets
sold at each stop
for each train)

3°)- NUMERO DEI BIGLIETTI CHE NORMALMENTE SI VENDONO PER OGNI
 STAZIONE DI FERMATA PER CIASCUN TRENO

Linea SASSARI-SORSO

per ogni stazione
di fermata

SASSARI 106
 Rodda Quada 10
 Funta Miedua 14
 SORSO 134
 Totale 264

per ciascuna treno
 tr.1 tr.2 tr.7 tr.8
 93 - 13 - -
 3 2 5 -
 4 5 5 -
 - 106 - 28
 100 113 23 28

Linea SASSARI-TEMPIO-PALAU

tr. 311-13 tr. 14-316

SASSARI 148
 Filigheddu -
 Osilo 4
 Penosu 2
 Nulvi 14
 Martis 8
 Laerru 7
 Perfugas 8
 Coghinias 2
 Scala Nuia 2
 Bortigliadas 4
 Aggius 2
 TEMPIO 40
 Nuonis 2

148 - 14
 - - -
 4 - -
 1 1 1
 12 2 2
 6 2 4
 3 5 1
 3 1 1
 1 1 1
 3 1 1
 1 1 1
 25 15 1

" SASSARI-ALGERO
" TEMPIO-MONTI

N° 2
N° 2

da Palau e Sassari;
giornalieri;
giornalieri.-

2°)-

QUANTITATIVO DELLE TERME CHE TUTTI I TRENTI VIAGGIATORI
EFFETTUANO PER SERVIZIO PUBBLICO

linea SASSARI-ALGERO N° 7
" SASSARI-TEMPIO-MONTI N° 25

3°)- NUMERO DEI BIGLIETTI CHE COMPLETAMENTE SI TENDONO PER OGNI
STAZIONE DI FERMATA PER CIASCUN Treno

Linea SASSARI-ALGERO

per ogni stazione
di fermata

SASSARI.....	106
Godà Quadda.....	10
Funtana Niedda.....	14
SORSO.....	134
Totale.....	264

Linea SASSARI-TEMPIO-MONTI

per ciascun treno			
tr. 1	tr. 2	tr. 7	tr. 8
93	-	13	-
3	2	5	-
4	5	5	-
-	106	-	28
100	113	23	28

tr. 311-13 tr. 14-316

SASSARI.....	148
Filigheddu.....	-
Osilo.....	4
Penosu.....	2
Nulvi.....	14
Martis.....	8
Iserru.....	7
Perfugas.....	8
Coghinas.....	2
Scala Nuia.....	2
Bortigieddas.....	4
Aggius.....	2
TEMPIO.....	40
Nuchis.....	2
Luras.....	26
Calangianus.....	6
S. Linaldu.....	2
Rio Piattu.....	2
S. Antonio.....	7
Oddastru.....	2

148	14
-	-
4	-
1	1
12	2
6	2
3	4
3	5
1	1
1	1
3	1
1	1
25	15
1	1
6	20
2	4
-	2
1	1
3	4
-	2

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segue: Linea Sassari-Tempio-Palau			
Baldosa.....	2		2
Arzachena.....	10		9
Surrau.....	2		2
Palau.....	-		-
Palau Marina.....	88		88
Totale.....	390		168
Linea SASSARI-ALGHERO			tr. 76
SASSARI.....	155		-
Molafà.....	5		2
S. Giorgio.....	2		2
Olmedo.....	11		3
Arcone.....	1		1
Memuntanas.....	2		2
ALGHERO.....	62		62
Totale.....	238		72
Linea TEMPPIO-MONTI			tr. 96
TEMPPIO.....	19		19
Nuchis.....	1		1
Luras.....	3		2
Calangianus.....	12		4
Rafornitore.....	1		1
Piras.....	3		3
Telit.....	2		2
MONTI.....	62		62
Totale.....	115		82

4°) - MEDIA DI FREQUENTAZIONE GIORNALIERA PER CIASCUN TRONCO

Linea Sassari-Borso	n°	132
" Sassari-Tempio-Palau	n°	203
" Sassari-Alghero	n°	164
" Tempio-Monti	n°	65

5°) - MEDIA DELL'INCASSO REALIZZATO PER CIASCUN TRONCO

Linea Sassari-Borso	L.	455,85
" Sassari-Tempio-Palau	L.	9.663,10
" Sassari-Alghero	L.	1.790,50
" Tempio-Monti	L.	736,25

IL DIRETTORE DELL'ESERCIZIO
F.to Cristini

IN DIRETTA RE DELL'ESERCIZIO
F.to Cristini

BORGIO.....	2	-	tr. 96
Olmedo.....	11	8	=
Arcone.....	1	-	1
Mamuntanas.....	2	-	2
ALGHERO.....	62	-	4
Totale.....	238	166	1
<u>Linea TEMPIO=MONTI</u>			
TEMPIO.....	19	tr. 91	3
Nuchis.....	1	19	2
Luras.....	3	-	1
Calangianus.....	12	5	2
Rifornitore.....	1	8	4
Piras.....	3	-	1
Telit.....	2	-	3
MONTI.....	69	-	2
Totall.....	115	-	69
		32	32

==== MEDIA DI TRE VENTAZIONE PIGNOALITERA PER CISCUN TRAMO =====	
Linea Saccari-Corso	132
" Saccari-Tempio+Palau	203
" Saccari-Alghero	164
" Tempio-Monti	65

5°)-MEDIA DELL'INCASSO REALIZZATO PER CIASCUN TRENO		
Linea		455,85
"	Cassari-Sorso.....	455,85
"	Cassari-Tempio-Palau.....	9.663,10
"	Cassari-Alghero.....	1.790,50
"	Tempio-Monti.....	735,25

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FERROVIE MERIDIONALI SARDE S.A.

Dati statistici relativi al mese di gennaio 1944 *for Jan. 1944*
Il quantitativo dei treni che si effettuano su le nostre linee
è il seguente: *No 2 trains for the following lines*

linea Palmas - Iglesias n°6 treni
" Siliqua - Calasetta n°4 treni *(No 2 stops - 26)*
Il quantitativo delle fermate è di n°26 e il numero dei biglietti
che normalmente si vendono per ciascuna stazione di fermata e per
treno è il seguente: *(passengers per train)*
N. viaggiatori per treno

Linea
Siliqua-Calasetta

Siliqua	69
Campanaisissa	5
Terribia	12
Narcao	12
Santadi	34
Piscinas	11
Giba	31
Villarios	5
Tratalias	12
Palmas	22
Ponti	4
S. Antioco	71
Calasetta	44

Linea
Iglesias-Palmas

Carbonia	84
Sirai	4
Barbusi	4
Cortoghiana	9
Bacu Abis	30
Gonnese	41
Ceramica	4
Monteponi	4
Cussorgia	4
S. Caterina	4
Cacitza	4
Iglesias	283
Rio Murtas	6

la media di frequentazione per ciascun treno è di 400 viaggiatori
e la media dell'incasso realizzato per ciascun treno è di L.1.800,=

che normalmente si vendono per ciascuna stazione di fermata e per treno è il seguente:

(passengers per train)
M. viaggiatori per treno

*Linea
Siliqua-Calasetta*

Siliqua	69
Campana Isola	6
Terzobia	12
Narcao	12
Santadi	34
Piscinas	11
Giba	31
Villarios	6
Tratalias	12
Palmas	22
Ponti	4
S. Antioco	71
Calasetta	44

*Linea
Iglesias-Palmas*

Carbonia	84
Sirai	4
Barbusi	4
Cortoghiana	9
Bacu Abis	30
Gonnese	47
Ceramica	4
Monteponi	4
Cussorgia	4
S. Caterina	4
Cabitze	4
Iglesias	283
Rio Murtas	5

La media di frequentazione per ciascun treno è di 400 viaggiatori e la media dell'incasso realizzato per ciascun treno è di L.1.800,=

S.A. FERROVIE MERIDIONALI
Il Direttore dell'esercizio
F.to Ing. Fosi

*No 2 Passengers on each train - 400
Income by each train £ 1,800.*

500 FERROVIE COMPLEMENTARI SARDE

DATI STATISTICI RELATIVI AL MESE GENNAIO 1944

LINEA	STAZIONI E FERMATE	Treni viag. biglietti nel mese	biglietti venduti nel mese	media biglietti per treno	media incassi per treno	media frequen- za per ben
Cagliari - Sassari	Cagliari	7406				
	Sassari					
	Arzachena					
	Alghero					
	Porto Torres					
	Stintino					
	Arzachena					
	Alghero					
	Porto Torres					
	Stintino					
Cagliari - Nuoro	Cagliari					
	Nuoro					
	Arzachena					
	Alghero					
	Porto Torres					
	Stintino					
	Arzachena					
	Alghero					
	Porto Torres					
	Stintino					
Cagliari - Olbia	Cagliari					
	Olbia					
	Arzachena					
	Alghero					
	Porto Torres					
	Stintino					
	Arzachena					
	Alghero					
	Porto Torres					
	Stintino					
Cagliari - Golfo Pevero	Cagliari					
	Golfo Pevero					
	Arzachena					
	Alghero					
	Porto Torres					
	Stintino					
	Arzachena					
	Alghero					
	Porto Torres					
	Stintino					

Station	Time	Distance	Remarks
Station 1	10:00	100	100
Station 2	10:15	200	200
Station 3	10:30	300	300
Station 4	10:45	400	400
Station 5	11:00	500	500
Station 6	11:15	600	600
Station 7	11:30	700	700
Station 8	11:45	800	800
Station 9	12:00	900	900
Station 10	12:15	1000	1000
Station 11	12:30	1100	1100
Station 12	12:45	1200	1200
Station 13	13:00	1300	1300
Station 14	13:15	1400	1400
Station 15	13:30	1500	1500
Station 16	13:45	1600	1600
Station 17	14:00	1700	1700
Station 18	14:15	1800	1800
Station 19	14:30	1900	1900
Station 20	14:45	2000	2000
Station 21	15:00	2100	2100
Station 22	15:15	2200	2200
Station 23	15:30	2300	2300
Station 24	15:45	2400	2400
Station 25	16:00	2500	2500
Station 26	16:15	2600	2600
Station 27	16:30	2700	2700
Station 28	16:45	2800	2800
Station 29	17:00	2900	2900
Station 30	17:15	3000	3000
Station 31	17:30	3100	3100
Station 32	17:45	3200	3200
Station 33	18:00	3300	3300
Station 34	18:15	3400	3400
Station 35	18:30	3500	3500
Station 36	18:45	3600	3600
Station 37	19:00	3700	3700
Station 38	19:15	3800	3800
Station 39	19:30	3900	3900
Station 40	19:45	4000	4000
Station 41	20:00	4100	4100
Station 42	20:15	4200	4200
Station 43	20:30	4300	4300
Station 44	20:45	4400	4400
Station 45	21:00	4500	4500
Station 46	21:15	4600	4600
Station 47	21:30	4700	4700
Station 48	21:45	4800	4800
Station 49	22:00	4900	4900
Station 50	22:15	5000	5000
Station 51	22:30	5100	5100
Station 52	22:45	5200	5200
Station 53	23:00	5300	5300
Station 54	23:15	5400	5400
Station 55	23:30	5500	5500
Station 56	23:45	5600	5600
Station 57	24:00	5700	5700
Station 58	24:15	5800	5800
Station 59	24:30	5900	5900
Station 60	24:45	6000	6000
Station 61	25:00	6100	6100
Station 62	25:15	6200	6200
Station 63	25:30	6300	6300
Station 64	25:45	6400	6400
Station 65	26:00	6500	6500
Station 66	26:15	6600	6600
Station 67	26:30	6700	6700
Station 68	26:45	6800	6800
Station 69	27:00	6900	6900
Station 70	27:15	7000	7000
Station 71	27:30	7100	7100
Station 72	27:45	7200	7200
Station 73	28:00	7300	7300
Station 74	28:15	7400	7400
Station 75	28:30	7500	7500
Station 76	28:45	7600	7600
Station 77	29:00	7700	7700
Station 78	29:15	7800	7800
Station 79	29:30	7900	7900
Station 80	29:45	8000	8000
Station 81	30:00	8100	8100
Station 82	30:15	8200	8200
Station 83	30:30	8300	8300
Station 84	30:45	8400	8400
Station 85	31:00	8500	8500

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TRENI-FERMATE-BIGLIETTI-FREQUENZA+INCASSI- SULLE FERROVIE CONCESSE ALL'INDUSTRIA PRIVATA
DIPENDENTI DAGLI ISPETTORATI COMPARTIMENTALI DI BARI E NAPOLI

Ispettorato Compartimentale Azienda Linea	N° 8 trains on each line Quantitativo treni per viaggiatori su ciascuna linea N.	Number of Stops Quantitativo fermate che tut- ti i treni viag- giatori effet- tuano per servi- zio pubblico N.	N° 3 tickets sold (average) Numero medio biglietti che normalmente si vendono per ogni stazione di fermata e per ciascun treno N.	N° 3 passengers Media di fre- quentazione per ciascun treno Viagg.
● ISPETTORATO DI BARI Ferrovie del Sud-Est				
-linea Bari-Putignano-Mar- tina Franca	6 treni a vapore intera tratta 4 treni con automotrici intera tratta 2 treni a vapore tratta Bari-Conversano	13	45	vapore automotrici
-linea Martina F.-Taranto	4 treni a vapore	4	110	vapore
-linea Bari-Casamassima-Pu- tignano	6 treni a vapore intera tratta 2 treni automotrici intera tratta	9	40	motrici
-linea Martina-Francavilla- Lecce	10 treni a vapore intera tratta 1 treno con automotrice tratta Manduria-Francav.	15	36	vapore automotrici
-linea Lecce-Gallipoli	4 treni a vapore	13	27	
-linea Lecce-Novoli-Gaglia- no	4 treni a vapore intera tratta 2 treni a vapore tratta Lecce-Nardò	18	25	
-linea Lecce-Zollino-Gaglia- no	4 treni a vapore intera tratta 2 treni a vapore tratta Lecce-Maglie	15	34	
-linea Maglie-Otranto	2 treni a vapore	5	70	
-linea Casarano-Gallipoli	4 " " "	5	111	
FERROVIE CALABRO-LUCANE				
-linea Bari-Toritto	8 " " "	6	295	
-linea Toritto-Matera	6 " " "	7	108	
-linea Altamura-Gravina	6 " " "	1	341	
-linea Potenza-Genzano	2 " " "	3	16	
-linea Avigliana-Calvello	4 " " "	5	46	
-linea Atena-Marsiconuovo	4 " " "	3	10	
-linea Lagonegro-Lauria	4 " " "	3	20	
-linea Lauria-Castrovillari	2 " " "	8	16	

ETTI-FREQUENZA+INCASSI- SULLE FERROVIE CONCESSE ALL'INDUSTRIA PRIVATA
ENTI DAGLI ISPETTORATI COMPARTIMENTALI DI BARI E NAPOLI

<i>No of trains on each line</i> Quantitativo treni per viaggiatori su ciascuna linea N.	<i>Number of stops</i> Quantitativo fermate che tut- ti i treni viag- giatori effet- tuano per servi- zio pubblico N.	<i>No of tickets sold (average)</i> Numero medio biglietti che normalmente si vendono per ogni stazione di fermata e per ciascun treno N.	<i>No of passengers</i> Media di fre- quentazione per ciascun treno Viagg.	<i>Income (average)</i> Media dell'in- casso realiz- zato per cia- scun treno Lire
6 treni a vapore intera tratta				
4 treni con automotrici intera tratta	13	45	vapore 766 automotrici 250	3.200
2 treni a vapore tratta Bari-Conversano				
4 treni a vapore	4	110	vapore 730	1.602
6 treni a vapore intera tratta	9	40	vapore 520	1.865
2 treni automotrici intera tratta			motrici 100	
10 treni a vapore intera tratta	15	36	vapore 585	3.440
1 treno con automotrice tratta Manduria-Francav.			automotrice 250	
4 treni a vapore	13	27	520	1.920
4 treni a vapore intera tratta	18	25	430	2.240
2 treni a vapore tratta Lecce-Nardò				
4 treni a vapore intera tratta	15	34	420	1.840
2 treni a vapore tratta Lecce-Maglie				
2 treni a vapore	5	70	120	600
4 " " "	5	111	180	680
8 " " "	6	295	1773	2.413
6 " " "	7	108	755	3.017
6 " " "	1	341	341	1.240
2 " " "	3	16	80	800
4 " " "	5	46	228	1.500
4 " " "	3	10	30	330
4 " " "	3	20	58	436
2 " " "	8	16	126	2.236

Lecce	tratta	15	36	
	1 treno con automotrice			automotrice
-linea Lecce-Gallipoli	tratta Manduria-Francav.			
-linea Lecce-Novoli-Gagliano	4 treni a vapore	13	27	
	4 treni a vapore intera tratta	18	25	
	2 treni a vapore tratta Lecce-Nardò			
-linea Lecce-Zollino-Gagliano	4 treni a vapore intera tratta	15	34	
	2 treni a vapore tratta Lecce-Maglie			
-linea Maglie-Otranto	2 treni a vapore	5	70	
-linea Casarano-Gallipoli	4 " " "	5	III	
<u>FERROVIE CALABRO-LUCANE</u>				
-linea Bari-Toritto	8 " " "	6	295	
-linea Toritto-Matera	6 " " "	7	108	
-linea Altamura-Gravina	6 " " "	1	341	
-linea Potenza-Genzano	2 " " "	3	16	
-linea Avigliana-Calvello	4 " " "	5	46	
-linea Atena-Marsiconuovo	4 " " "	3	10	
-linea Lagonegro-Lauria	4 " " "	3	20	
-linea Lauria-Castrovillari	2 " " "	8	16	
-linea Castrovillari-Spezzano	4 " " "	5	25	
<u>SOCIETA' FERROTRAMVIARIA</u>				
-linea Bitonto-S. Spirito	14 treni elettrici	4	83	
<u>ISPETTORATO DI NAPOLI</u>				
<u>Soc. Strade Ferrate Meridionali (Circumvesuviana)</u>				
-linea Napoli-Pompei-Sarno	31 " "	25	34	
-linea Napoli-Ottaviano-Sarno	26 " "	25	46	
-linea Napoli-Nola-Baiano	30 " "	20	64	
-linea Napoli-Castellammare	21 " "	17	57	
<u>FERROVIA E FUNICOLARE VESUVIANA</u>				
-linea Pugliano-Vetta Vesuviana	4 " "	3	35	
<u>FERROVIA CUMANA</u>				
-tronco Napoli-Torregaveta	26 treni elettrici	16	42	
-tronco Napoli-Bagnoli	24 " "	6	72	
-tronco Fuorigrotta-Torregav.	2 " "	15	35	
-tronco Fuorigrotta-Napoli	4 " "	3	1169	



	tratta	15	36	automotrice	250	3.440
	1 treno con automotrice					
	tratta Manduria-Francav.					
	4 treni a vapore	13	27		520	1.920
a=	4 treni a vapore intera				430	2.240
	tratta	18	25			
	2 treni a vapore tratta					
	Lecce-Nardò					
ia=	4 treni a vapore intera				420	1.840
	tratta	15	34			
	2 treni a vapore tratta					
	Lecce-Maglie					
	2 treni a vapore	5	70		120	600
	4 " " "	5	III		180	680
	8 " " "	6	295		1773	2.413
	6 " " "	7	108		755	3.017
	6 " " "	I	341		341	1.240
	2 " " "	3	16		80	800
	4 " " "	5	46		228	1.500
	4 " " "	3	10		30	330
	4 " " "	3	20		58	436
	2 " " "	8	16		126	2.236
ari	4 " " "	5	25		123	481
zzano						
	14 treni elettrici	4	83		225	354
adiona						
mo	31 " "	25	34			
-Sarno	26 " "	25	46		1102	3.946
no	30 " "	20	64			
mare	21 " "	17	57			
ESU=						
esu=	4 " "	3	35		37	700
	12 funicolare					
eta	26 treni elettrici	16	42			
	24 " "	6	72		362	1.109
regav.	2 " "	15	35			
oli	4 " "	3	1169			



TRENI-PER ATE-BIGLIETTI-PER UNENZA-ILCASSI SULLE FERROVIE CONCESSO ALL'INDUSTRIA PRIVATA DI
DALL'ISPETTORATO COMPLETAMENTO DI CAGLIARI

Azienda Linea	Quantitativo treni viag- giatori su ciascuna li- nea <i>No. trains on each line</i>	Quantitativo fermate che tutti i treni viag- giatori effettuano per servizio pubblico N. <i>no. of stops</i>	Numero medio bi- glietti che nor- malmente si ven- dono per ogni stazione di fer- mata e per ciascun treno N. sold <i>Tickets sold</i>	Media quanta per ci- treno Vi <i>Per</i>
ISPETTORATO DI CAGLIARI				
<u>Ferrovie Meridionali Sarde</u>				
-Linea Palmas-Iglesias	6 treni a vapore	13	26	40
-linea Siliqua-Calasetta	4 " " "	13	37	40
<u>Strade Ferrate Sarde</u>				
-Linea Sassari-Sorso	4 " " "	4	16	13
-linea Sassari-Tempio-Palau	1 { giorni pari Sassa- ri-Palau giorni dispari Pa- lau-Sassari	5	15	20
-linea Sassari-Alghero	2 treni a vapore	7	17	16
-linea Tempio-Monti	2 " " "	8	7	6
<u>Ferrovie Complementari Sarde</u>				
-Linea Cagliari-Mandas	3 " " "	13	20	2
-linea Mandas-Seui	2 " " "	7	9	1
-linea Seui-Arbatax	1 " " "	10	8	1
-linea Gairo-Jerzu	1 " " "	2	17	1
-linea Mandas-Sorgono	1 " " "	12	18	1
-linea Nuragus-Lasplassas	1 " " "	4	10	1
-linea Isili-Villacidro	1 " " "	6	22	1
-linea Villamar-Ales	1 " " "	7	4	
-linea Macomer-Bosa	1 " " "	10	8	vapo auto
-linea Macomer-Nuoro	3 automotrici 3 treni a vapore	12	11	vapo auto
-linea Tiras-Chilivani	3 automotrici 3 treni a vapore	14	10	



LISTEI-SENZA-INCASSI SULLE FERROVIE CONCESSI ALL'INDUSTRIA PRIVATA DI CEMENTI
DALL'ISPIRATORATO COMITALE DI CAGLIARI

quantitativo treni viaggiatori su ciascuna linea <i>No. trains on each line</i>	quantitativo fermate che tutti i treni viaggiatori effettuano per servizio pubblico <i>N. no. of stops</i>	numero medio biglietti che normalmente si vendono per ogni stazione di fermata e per ciascun treno <i>Tickets N. sold</i>	media di frequentazione per ciascun treno <i>Passengers</i>	media dell'incasso realizzato per ciascun treno <i>Income</i>
6 treni a vapore	13	26	400	1.800
4 " " "	13	37	400	1.800
4 " " "	4	16	132	455
I { giorni pari Sassari-Palau	25	15	203	9.663
I { giorni dispari Palau-Sassari	7	17	164	1.790
2 treni a vapore	8	7	65	736
2 " " "				
3 " " "	13	20	250	6.670
2 " " "	7	9	118	2.265
1 " " "	10	8	161	3.760
1 " " "	2	17	35	1.400
1 " " "	12	18	131	5.900
1 " " "	4	10	70	2.000
1 " " "	6	22	112	3.900
1 " " "	7	4	46	6.500
I { " " "	10	8	vapore 110	1.050
(3 automotrici			autonot. 40	
(3 treni a vapore	12	11	vapore 165	2.415
(3 automotrici			autonot. 55	
3 treni a vapore	14	10	141	1.370



MEMORANDUM
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
210 124

TRANSPORTATION COMMITTEE MEETING, MONDAY 25 September 1944,
submitted by Transportation Sub-Commission, ACC.

NOTES:

That the situation with regard to the reorganization and control of the Italian Railways has so developed as to render the functions of the Transportation Committee unnecessary.

The Committee was set up in accordance with A.S.M. (Adv. Adm. Echelon) Administrative Instruction No. 14. At the time the Railways, both the I.R.R. and such private lines as had been rehabilitated, were being operated under control of D.S.M.R.C. solely to carry out military requirements, plus such minimum of civil traffic as was necessary to the life of the Community and essential war industry.

To meet these civilian needs a "basic schedule" of civil trainings was agreed to, i.e. freight, passenger and mixed, to operate over sections of the lines which were not used exclusively for military traffic.

Apart from general principles, it was decided that the actual movement of civilian traffic (ACC and ordinary civilian) could be arranged by a small sub-committee consisting of representatives of the Operating, Movement and ACC Transportation services concerned. This movement was controlled by the "bidding" system.

In actual practice the "basic schedule" services did not materialize as much owing to difficulties in regard to motive power and shortage of rolling stock, but such essential ACC or civil traffic as required to be moved was, tonnage permitting, conveyed by military trains.

It should be noted that up to this date, all services represented both on the full Committee and on the sub-committee, were located in the Naples area.

C. M. x

With the removal of A.A.I. to Caserta, the heading over certain areas to the Italian Railways for operation, and the

The Committee was set up in accordance with AFM (Adm. Section) Administrative Instruction No. 14. At the time the Railways, both the I.R.R. and such private lines as had been rehabilitated, were being operated under control of D.C.R.R. solely to carry out military requirements, plus such minimum of civil traffic as was necessary to the life of the Community and essential war industry.

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Apart from general principles, it was decided that the actual movement of civilian traffic (ACC and ordinary civilian) could be arranged by a small sub-committee consisting of representatives of the Operating, Movements and ACC Transportation services concerned. This movement was controlled by the "routing" system.

In actual practice the "basic schedule" services did not materialize as much owing to difficulties in regard to motive power and shortage of rolling stock, but such essential ACC or civil traffic as required to be moved was, tonnage permitting, conveyed by military trains.

It should be noted that up to this date, all services represented both on the Rail Committee and on the Sub-Committee, were located in the Naples area.

With the removal of A.A.I. to Caserta, the handling over of certain areas to the Italian Railways for operation, and the general improvement in conditions, it was possible to allot a definite tonnage allocation over most of the "basic" routes to the D.C.R.R. Commission for civilian traffic. As a result it was possible to suspend the functions of the Sub-Committee. The Sub-Committee representative, however, attended the weekly Military P.O.M. meeting to support bids for civilian traffic for conveyance over exclusive military lines.

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