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

ACC AC100/TN.4 10000/148/2174 EAM SECRET
FEB.-DEC. 1945

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10000/145/2194 RAIL SERVICES GENERAL —
FEB.-DEC. 1945

0866

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

FGH/ef

TRANSPORTATION & SHIPPING SUB-COMMISSION A.C.,
(RAIL DIVISION)
C/o Transportation (Br) Main,
O.M.F.

Tel.: 843238

Ref.: AC/100/Tn.4

8 December 1945

SUBJECT: Udine avoiding Line.

TO : I.S.S. Bldg.

1. Reference L.8315/35521 of 28 November.

2. It will be necessary to maintain the "Udine avoiding line", as long as the Military Railway Service is interested in the area.

For Director.

Copy to:- Lt.Col. Street Bldg
DMRS Bldg.

MINISTRY OF TRANSPORTS
ISR WORK AND CONSTRUCTION SERVICE

Rome, 28 Nov.1945

Ref.: L.8bis/85521

N°1 Enclosure.

SUBJECT: Lines Trieste-Udine and
Tarvisio-Udine.
Direct junction near Udine.

TO : Tn.Sub-Commission A.C.
Rail Division
(Major Ping)

1. During the war the germans had a direct junction of lines Udine-Tarvisio and Udine-Trieste made near Udine Section (see attached plant; scale 1.25.000).

2. Please let us know if you think it necessary to keep into efficiency temporarly or permanently, such a junction.

CHIEF OF SERVICE
LO CIGNO

To Major Matson CE

What are your views?
Question for M.R.S.?

PB 5/12/45

TR/AL/4/12/45.

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Direct junction near Udine.

TO : Tn.Sub-Commission A.C.
Rail Division
(Major Ping)

1. During the war the germans had a direct junction of lines Udine-Tarvisio and Udine-Trieste made near Udine Section (see attached plant; scale 1.25.000).

2. Please let us know if you think it necessary to keep into efficiency temporarly or permanently, such a junction.

CHIEF OF SERVICE
LO CIGNO

To Major Matson CE

What are your views?
Question for M.R.S.?

8/12/45

TR/AL/4/12/45.

2178

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0869

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MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO DIREZIONE GENERALE
III SERVIZIO LAVORI E COSTRUZIONI

Roma, li 28 Novembre 1945

N. L.8. 1s/85521

Al N. ..... del .....

SOTTOCOMMISSIONE TRASPORTI A.C.
DIVISIONE FERROVIARIA
(Sig. Maggiore PING)

OGGETTO: Linee UDINE-TRIESTE e UDINE-TARVISIO - Raccordo diretto in prossimità di Udine.

Alleg. N.1.

1°) - Durante la guerra i tedeschi fecero costruire il raccordo diretto delle linee Udine - Tarvisio ed Udine - Trieste, in prossimità della stazione di Udine, come risulta dall'unita corografia in scala 1:25.000.-

2°) - Si prega codesta Sottocommissione di far conoscere se ritiene necessario mantenere in efficienza, in via provvisoria o definitiva, il raccordo suddetto.-

2177

IL CAPO DEL SERVIZIO

3798 - Tipo-Lito F. S. - Roma 3/1945

[1] Servizio.

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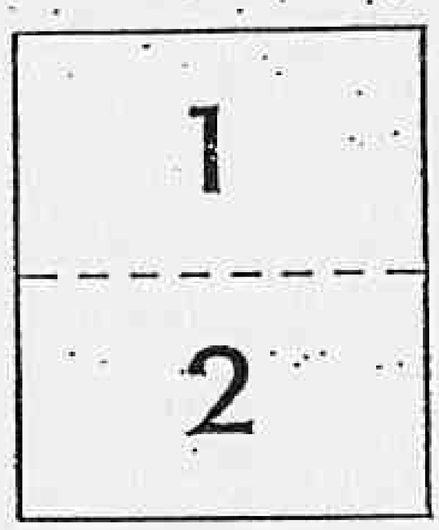
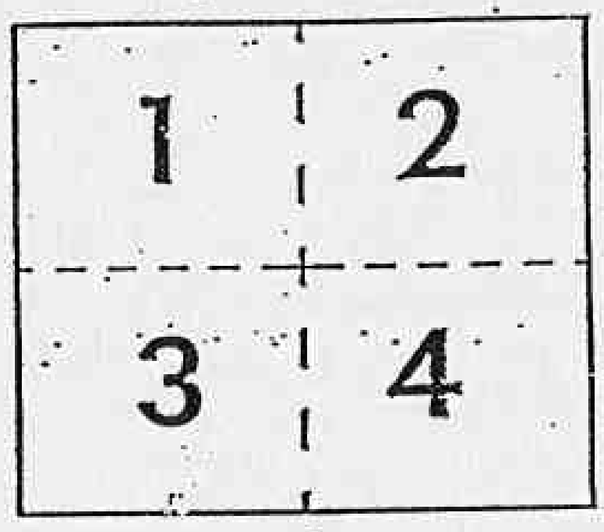
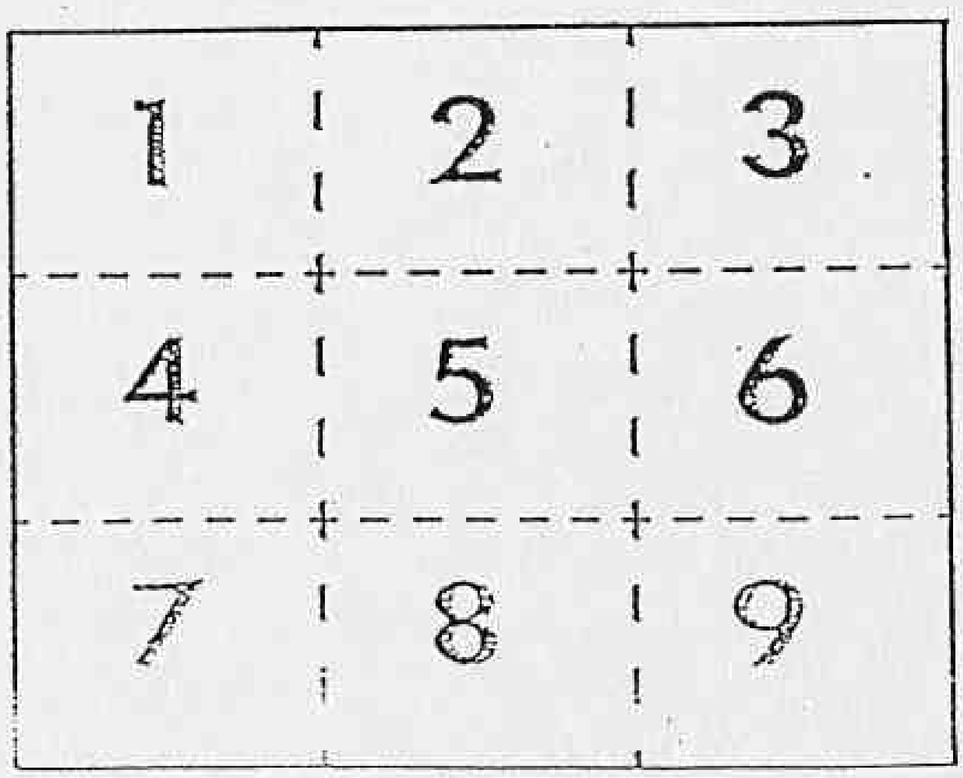
MAPS AND CHARTS TOO LARGE TO FILM ON ONE EXPOSURE ARE FILMED CLOCKWISE BEGINNING IN THE UPPER LEFT CORNER, LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.







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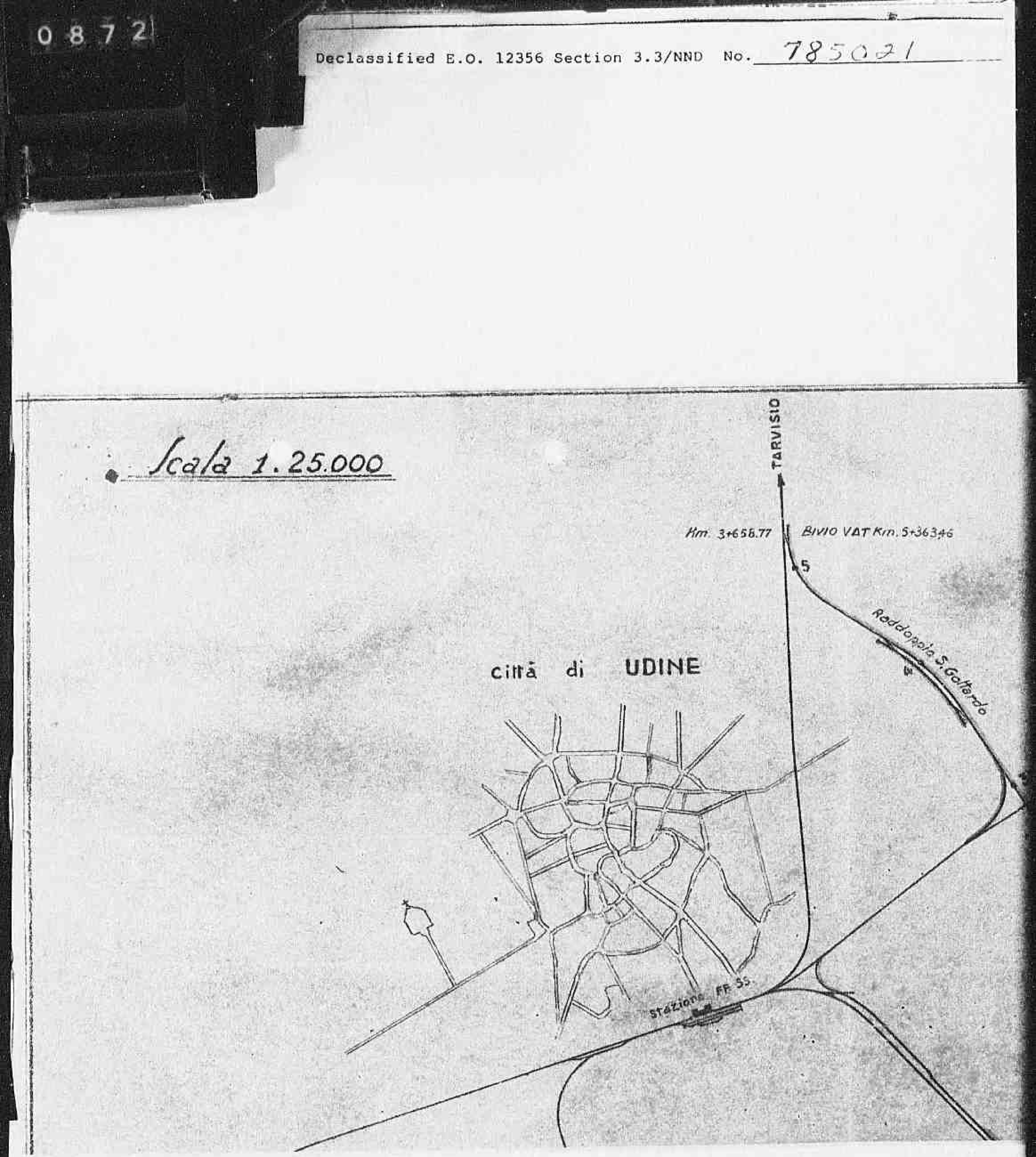
Scala 1.25.000



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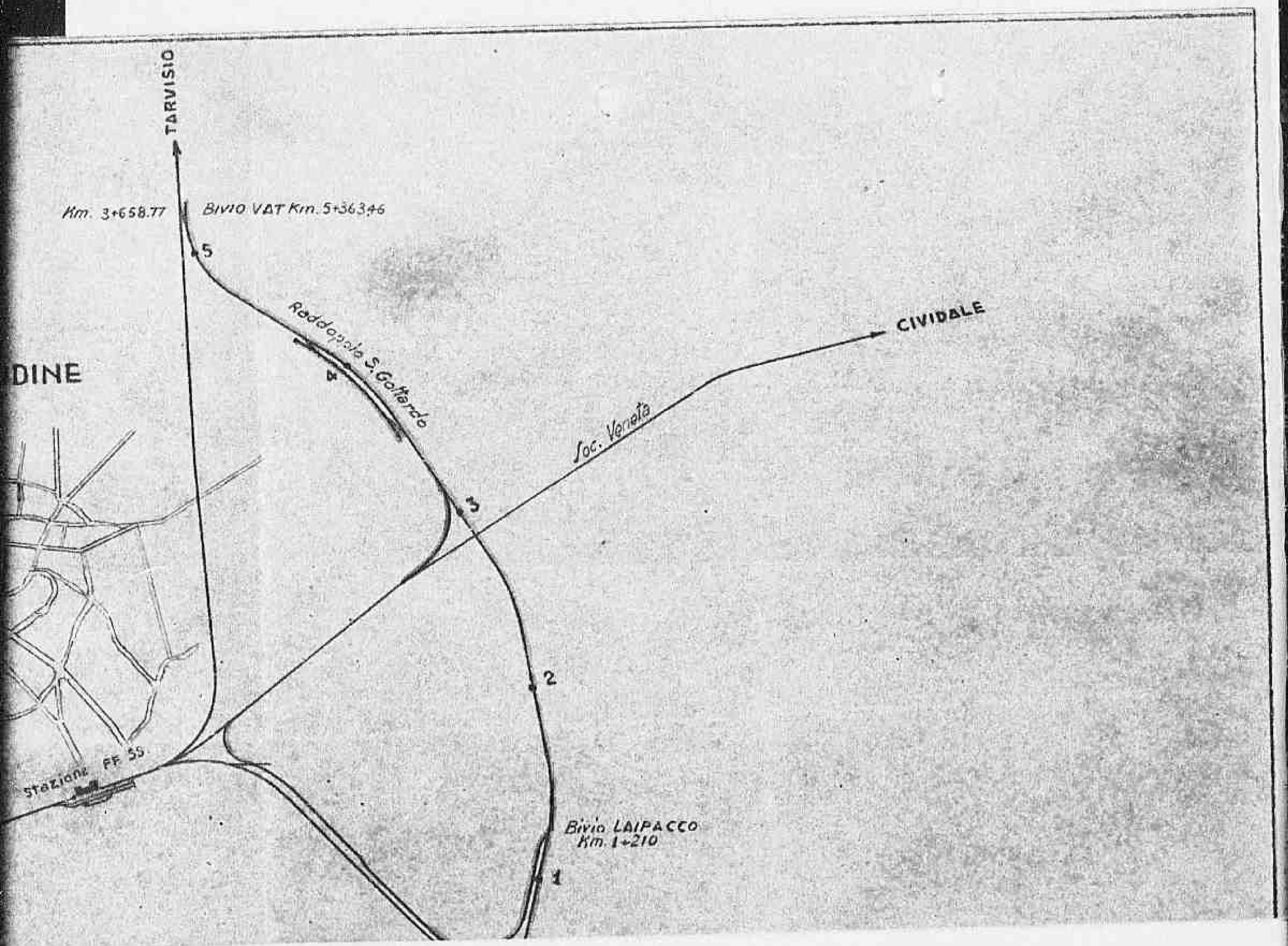

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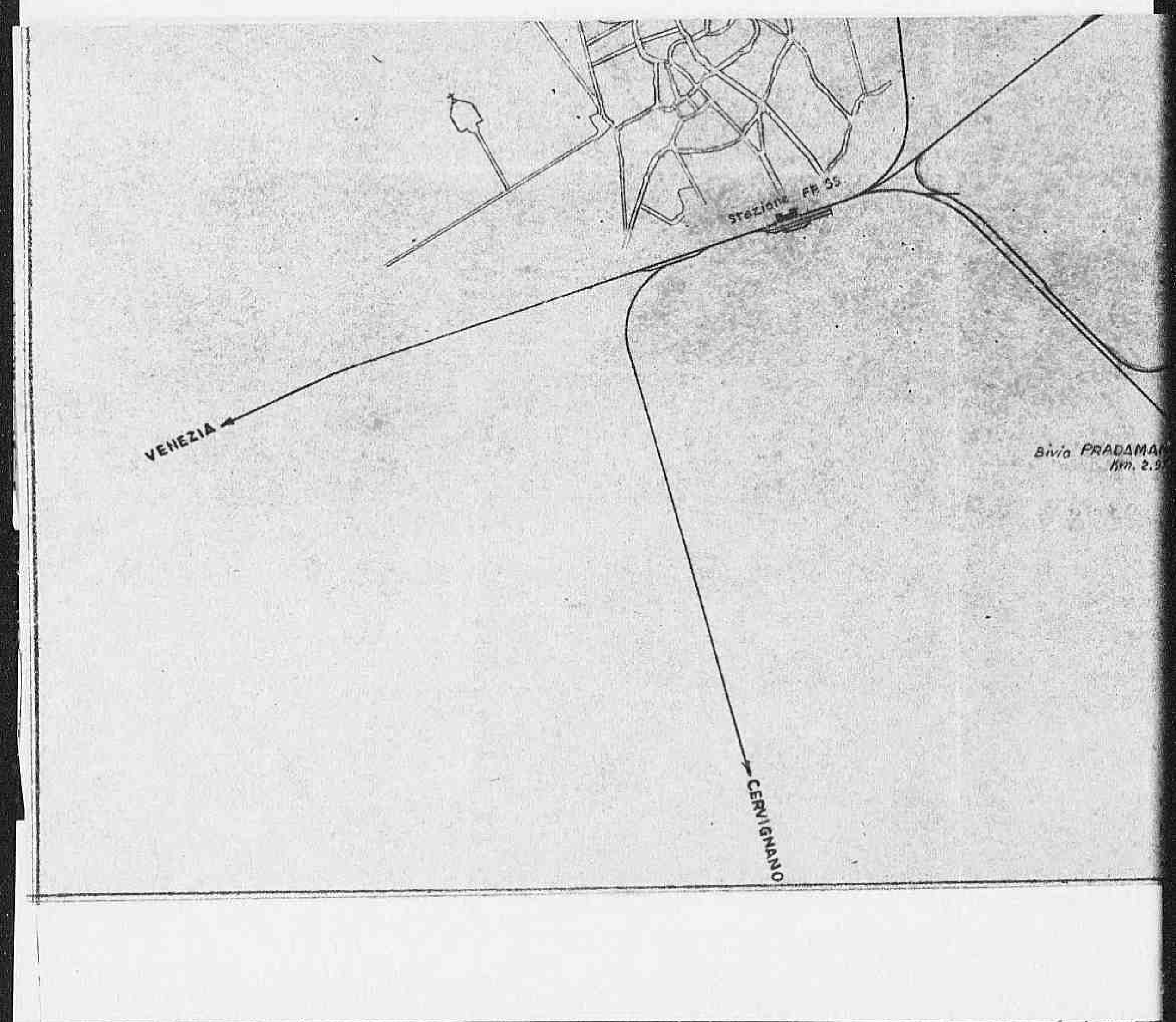

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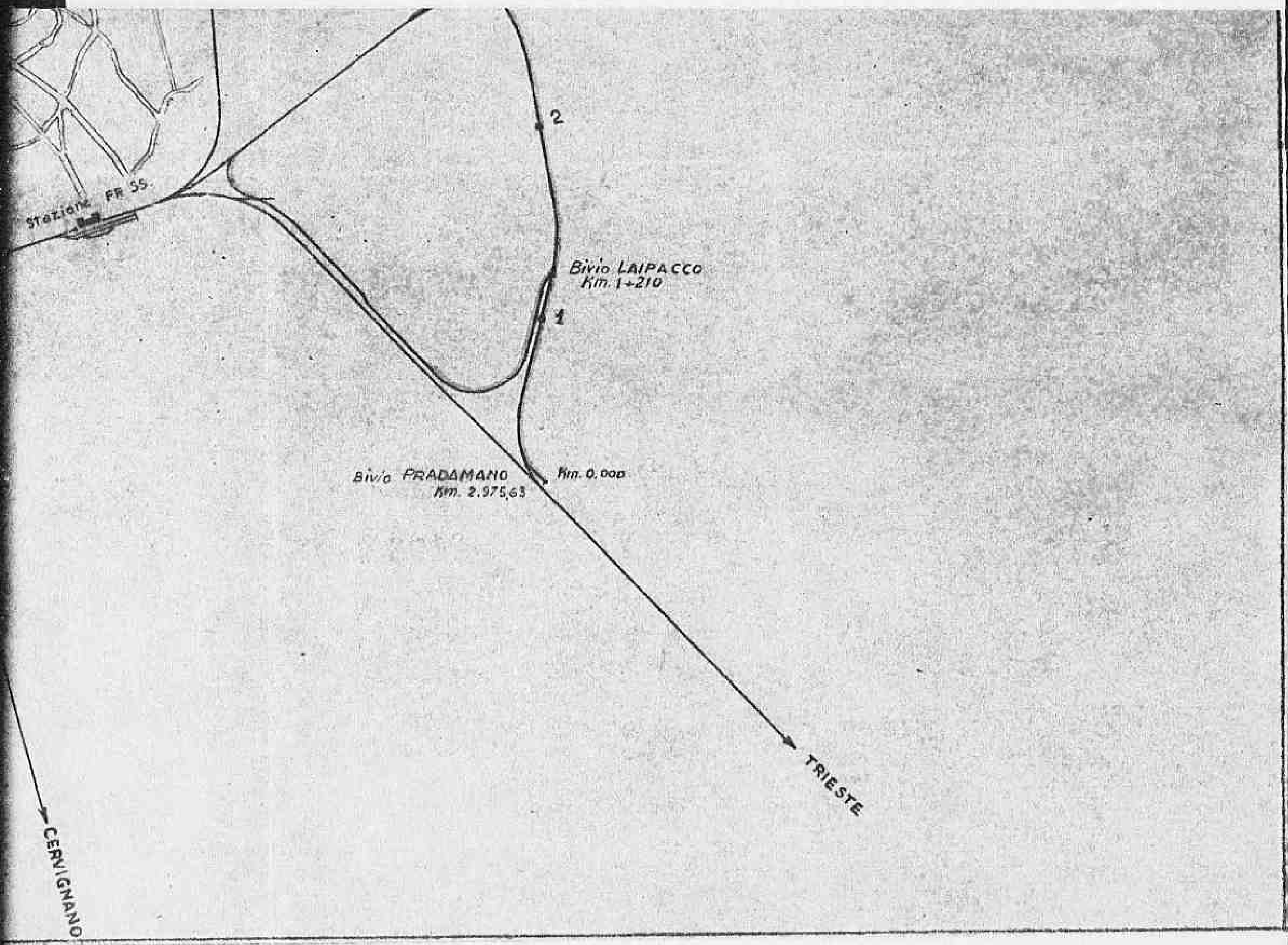

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Military Railway Service,
C.M.T.
Tele : Firebox 8808.
Tn.A.G(O)/14/1.
23 Nov. 1945.

Operation and Control of the Italian State Railways.

1. With reference to letter Tn.A.G(O)/14/1 dated 24 Oct. 1945, paragraph 5.

2. With effect from 1 Dec '45 Movements Area HQ (Br) (except Movements XIII Corps), and Transportation officers(US) will pass all demands for wagons for movement of military traffic direct to the ISR. Copies of such demands will be sent to the local IRS representative where they remain.

3. After 1 Dec'45 IRS representatives will remain at the following ISR Compartimento H.Q's and at these places all matters of a purely railway operating nature will be referred by Movements (Br) and Transportation (US) to the ISR through these IRS representatives:-

	NAPLES	(US)	BOLOGNA	(BR)
	FLORENCE	(US)	VERONA	(BR)
also at	LEGHORN	(US)	MILAN	(BR)
	ANCONA	(BR)	VENICE	(BR)

All British representatives at Compartimenti have submitted proposals to this Headquarters regarding the liaison between ISR and Movements and these schemes will be put into effect on 1 Dec.

The IRS US representatives at NAPLES, LEGHORN and FLORENCE do not at present handle wagon indents so there will be no change at these places.

4. The following matters will continue to be dealt with through Allied Force Headquarters and this Headquarters:- 2175

(a) All special trains (except those originating in XIII Corps Area for destinations in BTA - see para 5 below).

(b) Any changes or composition of

Operation and Control of the Italian State Railways.

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4. The following matters will continue to be dealt with through Allied Force Headquarters and this Headquarters:- 2175

(a) All special trains (except those originating in XIII Corps Area for destinations in BTA - see para 5 below).

(b) Alterations to timings, routes or composition of regular military passenger trains.

.....2/

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5. HQ Movements Rear XIII Corps will in future, make all arrangements in conjunction with HQ 1 Rly.Op.Gp. RE and Movements BTA, for special trains originating in XIII Corps area for destinations in BTA without reference to this Headquarters, except for purpose of information. 1 Rly.Op.Gp. RE will supply timings direct to all concerned with such moves.

6. Because of the special conditions prevailing in VENEZIA GIULIA, HQ Movements Rear XIII Corps will continue to place all demands on 1 Rly.Op.Gp. RE at TRIESTE.

7. Application by the ISR regarding additional civil passenger trains will pass through the same channels as at present, to the Timetable Sub. Committee.

8. At Compartimenti where there are no MRS representatives Movements (Br) and Transportation (US) will deal direct with the ISR on matters affecting day to day movement of military traffic, but will not interfere with the operation of the railway by the ISR or give any orders affecting the operation of the railways.

Lt.Col.,R.E.
for Brigadier ,
Director, Military Railway Service.

Distribution:

DMRS	(2)	MRS VERONA	(2)
DDMRS	(2)	MRS BOLOGNA	(2)
D.D.Tn.	(1)	MRS ANCONA	(2)
DDTn TRIESTE	(2)	MRS BARI	(2)
Tn. VILLACH	(2)	MRS NAPLES	(2)
1 Rly Op Group	(2)	Director General ISR	(1)
154 Rly.Op.Coy.	(2)	Ing. BIONDI	(1)
189 " " "	(2)	A.D.Tn.2(O)	(1)
193 " " "	(2)	D.A.D.Tn.2(O)	(1)

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RL and Movements Brn, for special trains originating in XIII Corps area for destinations in ETA without reference to this Headquarters, except for purpose of information. 1 Rly.Op.Gp. RE will supply timings direct to all concerned with such moves.

6. Because of the special conditions prevailing in VENEZIA GIULIA, HQ Movements Rear XIII Corps will continue to place all demands on 1 Rly.Op.Gp. RL at TRIESTE.

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DDMRS	(2)	MRS BOLOGNA	(2)
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DDTn TRIESTE	(2)	MRS BARI	(2)
Tn. VILLACH	(2)	MRS NAPLES	(2)
1 Rly Op Group	(2)	Director General ISR	(1)
154 Rly.Op.Coy.	(2)	Ing. BIONDI	(1)
189 " " "	(2)	A.D.Tn.2(O)	(1)
192 " " "	(2)	D.A.D.Tn.2(O)	(1)
Supt. Transportation	(2)	Controllers	(1)
MRS MILAN	(2)	D.A.D.Tn.2(M)	(1)
MRS FLORENCE	(2)	Mov & Tn. AFHQ	(2)
MRS LEGHORN	(2)	AC Tn. Sub-Commission	(2)

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T R A N S L A T I O N AS/fl

TO: The Ministry of Transport
Allied Commission

The Salento Region and all of Southern Italy has always been ill treated by the Government during the period which preceded Fascism, by fascism and after its down fall, só that it always found great obstacles in the way of its aspirations to which cause must be attributed its bad living conditions.

The problem of transportation has never been sufficiently taken care of and today has been compleatly abandoned, wereas in other regions in some way it has been resolved. In the Salento Province the I.S.R. compleatly disregarded ,the transportation problem and this not because of lack of equipment for the question could have been resolved simply by having Lecci's railrood Station return to its previous importance.

Civilian and political Authorities have taken interest in this question and have made present the plight of the population of the Salento and its distressed conditions in comparison to the surrounding regions creating restlessnness among the people.

On the 25th of September a train was put into service but the time table was inconvenient especially for employes and stutudents and only served those who had to stop for a certain lenght of time in Lecce. If nothing else couls be done about it we at least hope that the train coming from Bari could be anticipated of one hour so that it way reach Lecce not later than 8 A.M.

Hopeful that the concerned Italian and Allied Authorities will seriously take up the matter conscious of the actual needs of this population we thank you for the Students Committee.

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FILE COPY
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TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
TRANSPORTATION (BR) MAIN, C. M. F.

Tel. 848209
Ref. AC/316/Tn4

13 November 1945

SUBJECT : Attached Minutes of Meeting -
Re: Military and Civil Passenger
Train Requirements in Italy.

TO : Director, Military Railway Service,
Attention: Lt. Col. Gardiner.

1. This Division is in receipt of the minutes of the meeting held in Mov & Tn Conference Room, Friday 2 November, which meeting was held to discuss the military and civil passenger train requirements in Italy.

2. Has authority been granted for the proposals detailed in Paragraph 6, and the proposals outlined in Paragraph 7? In this connection it is understood that the operation of the Rome-Paris Sleeper and Dining Car Service which was discussed at the meeting held in Caserta, will be inaugurated 15 November running between Rome and Milan on the American Swiss Leave Train.

R. P. MOSS
Chief, Rail Division

Allied Force Headquarters
Mov & Tn
Tel: Freedom 223

Mov 3/349/11

9 Nov 45

Minutes of Meeting held in Mov & Tn Conference Room on Friday 2 Nov 45 to discuss Military and Civil Passenger train requirements in ITALY.

PRESENT

Brigadier	A.T. de Rhe Philipe	(Chairman)	Mov & Tn
Colonel	A.M.	Milne	Mov & Tn
Lt. Col.	A.M.	Willis	Mov & Tn
Lt. Col.	R.D.	Gardiner	MRS
Lt. Col.	C.R.	Worthington	AC Tn Sub Commission
Major	A.C.	Ping	"
Major	T.L.	Beagley	Mov & Tn
Captain	C.E.	Washer (Secretary)	Mov & Tn
Mr.	R.P.	Moss	Chief Rail Division AC Tn Sub Commission
Signor		Biondi	Chief Transportation Dept. ISR
Signor		Panella (Interpreter)	ISR

1. Object of Meeting

The Chairman explained that the re-institution of certain international services was discussed at a ECITO Conference held at BRUSSELS on 22 Oct 45. The Chairman stated that, before these services could be introduced it was necessary to ascertain whether essential military and civil requirements in ITALY were being met as regards number of trains and quality of coaching stock. He explained that the meeting had been called to discuss fully, existing military and civil passenger services and the extent to which these met essential internal requirements.

2. Priorities

The Chairman gave the following priorities which would govern the use of coaching stock:

2172

(a) MEDLOC services.
(b) MEDLOC "Feeder" services
(c) Other Military requirements within ITALY.
(d) Essential civil requirements within ITALY.

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Lt. Col.	R.D.	Gardiner	MRS
Lt. Col.	C.R.	Worthington	AC Tn Sub Commission
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2172

(a) MEDLOC services.
(b) MEDLOC "Feeder" services
(c) Other Military requirements within ITALY.
(d) Essential civil requirements within ITALY.
(e) Military and civilian services of a higher standard than services operating hitherto.
(f) International services.

As regards MEDLOC services, AFHQ required the use of Italian stock to provide one train a day on MEDLOC 'A' (to begin with effect from 15 Nov 45) four trains a day (less three sets provided from SWISS stock) for MEDLOC 'B'. With the decreased use of MEDLOC 'B' which was a probability after 1 Jan 46, this AFHQ commitment would be reduced and there would be a corresponding reduction in the feeder services required.

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3. Rolling Stock

The Chairman asked the MRS representative if sufficient rolling stock was available to meet the demands of MEDLOC and MEDLOC Feeder services. Lt. Col.GARDINER stated that MEDLOC commitments could be met by stock already reserved and he gave a summary of ISR coaching stock in use on Allied Military Railway Services. This summary, and a comparison of passenger rolling stock in ITALY in 1939 with that in use at present, is attached at Appendix 'A'.

4. Military Commitments

The meeting then considered the question of military commitments and their bearing on existing military passenger trains. Lt. Col. WILLIS gave the following summary of existing services.

(a) NAPLES - VILLACH - NAPLES bi-weekly leave and reinforcement service. This service was only established on 29 Oct 45 and no detailed loading figures could be quoted.

(b) NAPLES - LEGHORN - NAPLES bi-weekly US leave and reinforcement service. Loadings on this service fluctuate considerably.

(c) NAPLES - TARANTO - NAPLES daily excl Saturdays. Loading figures on these trains do not justify the use of complete military trains and it was suggested that it should be reduced to a tri-weekly service.

(d) BARI - ROME - BARI weekly leave service. Loading figures again do not justify the use of a complete military train.

(e) ROME - MILAN - ROME daily US leave service. This service could not be considered as it was established specifically for the movement of US personnel proceeding on SWISS tours.

Col. MILNE gave average weekly figures of personnel movement over main lines. These figures were not heavy and did not justify movement in complete military trains.

5. Combined Military/Civilian Passenger Services.

The Chairman stated that the present system of keeping military and civilian passenger traffic in separate military and civilian trains could not continue indefinitely and that there was considerable advantage in running joint military/civil trains.

This advantage was, however, wholly in favour of the civilians and it would be necessary to control the civil user of these joint trains. He could not accept the overcrowding which would result if civilians were allowed unrestricted use of these trains. It would be necessary for the Italian authorities to guarantee that a system of bookings would be established which would effectively control the type and number of civilians carried.

Brig BRONN confirmed that the

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In reply Major PING stated and Signor BIONDI confirmed that the screening of civilians was already established and working satisfactorily on the AC Preferential Ticket System. This system could be established for combined military and civilian services. 2171

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Mr. MOSS stated that, in addition to the screening of passengers for these services, guards would be put on each coach. The guards will be found by ISR.

The meeting accepted the principle that "high standard" combined military and civil passenger trains would be established on a principle of having coaches on the one train earmarked for either military or "preferential" civil traffic. Possible routes on which these trains should run was then considered.

6. Routes

The Chairman gave the following as firm military bids:

(a) NAPLES - VENICE (via FORMIA, ROME, RIMINI, BOLOGNA, VERONA, PADUA, VENICE). Mr. MOSS pointed out that civilian passenger trains could not operate East of VENICE. It was agreed that this service should take the place of the existing NAPLES - VILLACH military leave and reinforcement service. The civilian portion of the train will terminate at VENICE and the military portion continue to VILLACH. This service would be required thrice weekly.

(b) NAPLES - MILAN (via FORMIA, ROME, LEGHORN, PISA, FLORENCE, BOLOGNA). This service would be required thrice weekly for military and it was recommended that the existing NAPLES-LEGHORN service be discontinued subject to agreement by TN(A).

(c) ROME - BARI (via CASERTA and FOGGIA). This service would be required twice weekly. Existing BARI - ROME leave service would be discontinued. On the recommendation of Mr MOSS, demands for ANCONA - BARI section were not considered. There was no demand for movement in North ITALY, East or West of MILAN. The Chairman wished however to record that he would like a military coach attached to the TURIN - VENICE civilian train.

7. ECITO Requirements

The Chairman then asked Lt Col WORTHINGTON who had represented AFHQ at the ECITO Conference to give the meeting details of ECITO requirements.

Lt. Col. WORTHINGTON explained that the immediate requirements were for a ROME - BASLE Sleeper Service to connect at BASLE with the ARLBERG Express and a ROME - VIENNA Sleeper Service.

2170

The Chairman proposed that the ROME - BASLE Sleeper Car be attached to the NAPLES - MILAN Military/Civilian Passenger train (see para 6 (b)) being [illegible] to BASLE. Approximate timings as

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2170

The Chairman proposed that the ROME - BASLE Sleeper Car be attached to the NAPLES - MILAN Military/Civilian Passenger train (see para 6 (b)) being detached at MILAN and worked forward to BASLE. Approximate timings as suggested by ECITO were as follows:

0942	↓	BASLE	↑	1709
1454 1540	↓	CHIASSO	↑	1144 1100
1630 1730	↓	MILAN	↑	1010 0900
1700	↓	ROME	↑	0900

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

He also proposed that the ROME - VIENNA Sleeper Car be attached to the military portion of the NAPLES - VENICE - VILLACH Military/Civilian Passenger train (see para 6 (a)) being detached at VILLACH and worked forward to VIENNA.

8. Decision

It was agreed that the proposed combined military/civilian passenger services as detailed in para 6 together with the proposals outlined in para 7 should be instituted.

The Chairman asked the MRS representative to submit timetables in accordance with requirements outlined above at the earliest possible date.

C.E. WASHER, Capt.
Secretary.

DISTRIBUTION:

External		Internal
EMRSI	(4)	DQMG
AC Tn Sub Commission	(4)	Mov 1/6
		Mov 3

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

APPENDIX 'M'

Summary of Italian State Railway Coaching Stock in use on Allied Military Railway Services

(a)	MEDLOC Main	20 sets (incl 5 for Route 'M') Spare Coaches	220 10
(b)	MEDLOC Feeder	18 Sets (10 coaches each)	180
(c)	NAPLES-VILLACH Leave Train	2 Sets (10 coaches each)	20
(d)	'EVE' Feeder Coaches		4
(e)	US Forces Leave Trains	4 Sets (10 coaches each)	40
(f)	AUSTRIAN Stock Route 'C'	6 Sets (10 coaches each)	60
			534
(g)	Wagon Lit Coaches	Flagstaff and Maral Sleepers US Trains Restaurant Cars	3 4
(h)	Wagon Lit Stock in Civilian Use	Sleeper Cars Restaurant	14 4
(j)	Wagon Lit Stock Spare	Sleeper Cars Restaurant Cars	3 2
(k)	Under repairs and ready by Dec.	Sleepers Cars Restaurant Cars	8 2

Summary of Passenger Rolling Stock in ITALY in 1939 and that in use at present

Passenger coaches in ITALY in 1939	7049
Serviceable coaches now in ITALY	1613
Coaches solely used by Military	474
Coaches solely used by Civilian Services	1139
Coaches damaged and awaiting repair	2258
Coaches coming into service after rebuilding at the rate of 20/25 per month.	2168

0889

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

0890

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

100/87

(

(

TO NIC (Mr Hall-Conn.) 051600

ARE LEBANESE REACTION BALL TELEGRAM 0 FOR AMBASSADOR DIXON WEDDOCK

E.E.T. (by hand)

07(.) RECEIVED (.)
REFERENCE IS TO USNIC 05 OF 6 OCTOBER (.) [illegible]
AS 534 WAS CLEARED AS APEX INFORMATION AS 534 (.) IT IS SUGGESTED THAT THESE
DISCUSSIONS BEST CONTINUE AND I/R WILL ASSIST ALL APPROPRIATIONS FOR THE DURATION
WITHOUT MENTIONING SERVICES FOR HEADQUARTERS (.) THIS IS INCLUDED IN ALLIED
RELEASE BOARD (.)

2167

[illegible]

0891

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

100/86

[redacted]

[redacted]

[redacted]

0892

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

INCOMING MESSAGE

TN

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 2330
Date / Time of Origin: NOV 021045

Message Centre No: G/2693
Date Time Rec'd: NOV 022100
Precedence: ROUTINE

FROM: AMG LOMBARDIA REGION RAIL TRANSPORT O FOR HANCOCK SIGNED WOODCOCK
TO : ALCOM ROME TPTN.

RESTRICTED.

1. Is AC 100 TN 4 October 19 cancelled by AC 531 TPN O October

17. Reply urgent.

DIST

ACTION TN SC 2
INFO CHIEF COMMISSIONER
ECON SEC 2
FILE & FLOAT 3

HEADQUARTERS
NOV 1945
A.C.

ACTION

Should be AC 531 Tpn

2166

0893

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

Subject: Car Limit of Civilian Passenger Trains

Military Railway Service
CMF
Tele: Firebox 9302
Tn.A.3 (O)/27/1.
1 November 1945

To: Director General, Italian State Railways, Rome
Capo Servizio Movimento, Italian State Railways, Rome

In accordance with regulations of Italian State Railways, heater vans operating in civilian passenger trains will be considered a unit of the locomotive, and will not be counted in the train consist when computing the car limit of sixteen (16) cars in the area north of Bologna and fourteen (14) cars in the area south of Bologna.

Lt-Col R.E.
for Brigadier,
Director, Military Railway Service

cc: DDMRS
ADDMRS
Supt. Transportation
AD Tn 3 (O)
MRS Milan
MRS Verona
MRS Trieste
MRS Venice
MRS Bologna
MRS Florence
MRS Ancona
MRS Leghorn
Joint Railway Control, Naples
Tn Liaison Officer, Bari
AC Tn Sub-Commission Rail

0894

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

To: h Mess
Rec'd Dec 1st
Meeting of Commissioners

C 33258
OCT 302030A

C/2451
CX T 311030A

PRIORITY

AFHQ

DMRS ALCOM

UNCLASSIFIED.

1. Meeting will be held Mov & Tn Conference Room AFHQ CASERTA at 1500 hrs Friday 2 November. Subject military and civil passenger services in ITALY with particular reference to availability of coaching stock.

2. Representatives ALCOM MRS and ISR will attend. MRS will arrange for representative from ISR.

3. MRS will bring all details of current and proposed military and civil passenger services and latest information on coaching stock situation in ITALY.

LIST

ACTION: Tn SC 2
INFO: Chief Commissioner
Econ Sec 2
File 2
Float

Tn Rec'd Dec 1st

2164

ACP/ic

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

Tel: 843238
Ref: AC/100/Tn 4

30 October 45

SUBJECT : Passenger train services.

TO : Ing. Bianchi,
Chief,
North Western Delegation, ISR

1. The correct method for introduction of new civilian passenger trains is for the Capi concerned to submit requests to ISR Headquarters in Rome. It is thought that this procedure is clearly understood, for recently there have been many such applications.

2. The applications received in Rome are submitted to Allied Commission for consideration in light of national conditions, and submitted every fourteen days by Allied Commission on behalf of ISR to a Time-Table Committee, the chairman of which is nominated by the Director, Military Railway Service. The Time-Table Sub-Committee is a subsidiary organisation of the Allied Railway Board, which is the supreme Allied-Italian Railway authority at the present time.

3. At the last meeting of the Time-Table Committee a request was made by ISR for a new service between Lecco and Bergamo for the operation of a couple of trains, and after due consideration the Chairman of the Committee conceded this request. It has been learned, however, that actually two couples of trains have been introduced, without authority of the Time-Table Committee, and without authority from ISR Headquarters.

4. You will appreciate that such actions cannot be permitted, for control of services must be maintained at a central point, and the best central point is obviously ISR Headquarters. You are requested, therefore, to ensure that one of the couples of trains is withdrawn immediately, and an assurance is sought that no further actions of this kind will be tolerated. Dis-service is being done to the rest of Italy when wilful use of coal stocks is arbitrarily undertaken for a local interest.

5. Your special attention is directed to this matter, for the Chairman of the Time-Table Committee is likely to refuse all requests for additional civilian services in Italy unless he receives an assurance from us that it is regarded by the ISR organisation as an authoritative body whose decisions are final and binding.

Acting Director

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

TO : Ing. Bianchi,
Chief,
North Western Delegation, ISR

1. The correct method for introduction of new civilian passenger trains is for the Capi concerned to submit requests to ISR Headquarters in Rome. It is thought that this procedure is clearly understood, for recently there have been many such applications.

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Acting Director

2163

Copy to: Director, Military Railway Service
Director, Italian State Railways
Tn Sub-Commission Adv. Echelon
Chairman, Time-Table Committee, MRS.

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

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

Signor Ing.BIONDI

Il Signor Maggior PING (Sotto-Commissione Trasporti AC Div.Ferroviaria) mi chiede se consta a codesto servizio che sulla linea LECCO-BERGAMO vi facciano servizio 2 coppie di treni anziche di una come stabilito nella riunione della Sotto-Commissione orari del 27 Settembre 1945.

29-10 1945
affari

—

E' vero - L'ordine di questi tempi
se di ottenere una sola coppia
di treni su una rete di questa linea
fu ordine del Capo Delegazione Alleato

Yes it is true -
Instructions of this were to effectuate one only couple of trains.
By made investigations it is reported that has been issued order to let run on Lecco Bergamo section two couple of trains by the chief of Northern Delegation -

Signed Biondi

2162

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE

~~OGGETTO~~ SUBJECT
Plants of Napoli Centrale ...

Rome 30th October 1945
N.° 2832/1.0/1.2/S.
Al N.° ..... del .....

to Dng. Morando MORANDI
Capo Compartimento I.S.R.
NEAPLES

for inf. to Mr.MOSS
Chief Rail Division
A.C. Transportations Sub-Commission
BUILDING

I send you a copy of the letter A.C./100/Tn.4 dated 27th october by which Mr.Moss, Chief of the Rail Division Transportation Sub-Commission, points out the disorder still existing in the Station of Napoli Centrale and in Neaples' locomotives Workshop because of scraps and destroied cars still staying in the station more than a year after the liberation.

Particularly pointed out is the lack of cleanliness of the station's tracks and premises.

I have interested several times you and the depending Sections for the elimination of what causes the regretts of Mr.Moss and, also understanding the difficulties which do not permitt a quick restoration of the plants, I cannot avoid considering that restoring works are proceding to slowly and cleanliness is being neglected.

I have in mind to settle this situation not to make the Allied Sources and the travelling people believe that in our Country we do

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

Al N.° ..... del .....

to Eng. Morando MORANDI
Capo Compartimento I.S.R.

NEAPLES

for inf. to Mr.MOSS
Chief Rail Division
A.C. Transportations Sub-Commission

BUILDING

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I have in mind to settle this situation not to make the Allied Sources and the travelling people believe that in our Country we do not work enough for the rehabilitation of the railwais and that because of the particular situation of the Neaples'Plants.

2161

I remain awaiting for a detailed report about the measures taken and to be taken,the names of the responsible officers and workmen, the eventually still necessary money, and the situation of the already authorized works.

oi/ ./.

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

The report will be brought here by one of your officers capable to give informations and who can receive disposals also verbally; the said officer has to be here not later than on the 5th of next month.

I beg to confirm

DIRECTOR GENERAL I.S.E.

Ten. Col. G. di Raimondo

Declassified E.O. 12356 Section 3.3/NND No. 78502/

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE

OGGETTO: Impianti di Napoli Centrale

Roma, li 30 Ottobre 1945

N.° 2832/1.0/1.2/S.

Al N.° del

Dott.Ing.Comm. Morando MORANDI
Capo Compartimento F.S.
N A P O L I

e p.c.

Mr. MOSS
Capo Divisione Ferroviaria della
Sottocommissione Trasporti A.C.
S E D E

Trasmetto alla S.V. copia della lettera AC/100/Tn.4 in data 27 corrente, nella quale il Sig. Moss - Capo della Divisione Ferroviaria della Sottocommissione Trasporti A.C. mette in rilievo il disordine che tuttora esiste nella stazione di Napoli Centrale e nel Deposito Locomotive a causa della presenza nei piazzali, a così distanza di tempo dalla liberazione, di rottami, carri disastrati ecc.

In particolare si fa rilevare la mancanza di pulizia dei locali e binari di stazione.

2160

Più di una volta io ho interessato la S.V. e le dipendenti Sezioni a voler eliminare quanto forma oggetto di lagnanza da parte del Sig. Moss e, pur rendendomi conto delle gravi difficoltà che si frappongono ad un celere riodinamento degli impianti stessi, tutta-

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

Al N.° del

Dott.Ing.Comm. Morando MORANDI

Capo Compartimento F.S.

N A P O L I

e p.c.

Sr. MOSS

Capo Divisione Ferroviaria della

Sottocommissione Trasporti A.C.

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Intendo por fine a questo stato di cose anche perchè le Autorità Alleate ed il pubblico viaggiante non si formino, dalla situazione particolare della stazione di Napoli C., la convinzione che nel nostro paese non si lavori abbastanza per il ripristino della rete.

oi/DR

./.

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

Rimango in attesa di conoscere, con una dettagliata relazione, i provvedimenti finora adottati e quelli da prendere, il nominativo dei funzionari ed agenti responsabili, le somme eventualmente ancora occorrenti e lo stato dei lavori già autorizzati.

La relazione sarà qui trasmessa non oltre il 5 novembre p.v. tramite un suo incaricato in condizioni di fornire chiarimenti ed al quale si possano dare disposizioni anche verbali.

Prego confermare.

IL DIRETTORE GENERALE

Ludi Rossi

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

RPM/ic

TRANSPORTATION SUB-COMMISSION, A.C.
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.

Tel: 843191 /
Ref: AC/100/Tn 4

27 October 45

SUBJECT : Naples Terminal

TO : Director General
Italian State Railways

1. I have just returned from a trip to the South of Italy. It is disappointing that now after almost two years of liberation such a little work has been done by the Italian State Railways in the Naples Terminal Area in cleaning up the area of scrap, derailed box cars, locomotives and general cleaning up, especially in the Smistamento and roundhouse area.

2. As a suggestion it is recommended that a larger force and with capable supervision be worked in this area and give the Capo Compartimento two months in which to get it in first class condition.
With energy and capable direction it can be done.

R.P.MOSS,
for Director

Copy to MRS.

2159

0904
Declassified E.O. 12356 Section 3.3/NND No. 785021

0 9 0 5

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

~~SECRET~~ 10/FB ce/1.

~~SECRET~~
AFHQ 396
T/S 577 72nd FBE-Local file

Tel: 84)295
Ref: AG/100/Tn 4

19 October 45

SUBJECT : U.S Civilian passenger train facilities in the North.

TO : Regional Commissioners
Liguria Region
Lombardia Region
Piemonte Region
Venezia Region

Reference is to letter AG/100/Tn 4 of 30 July 45.

1. The question of introduction of local electric services by local agreement with Military Railway Service has been fully discussed at Traffic Sub Committee of Allied Railway Board.

2. In order that U.S Headquarters can be fully informed and regarded as competent authority for introduction of new services, it has been decided that all applications for new services, steam or electric, shall be submitted through U.K channels to Rome.

3. A Time-Table Sub-Committee composed of MTO, AC and U.K will forthwith to investigate all such applications. This meeting has been most successful, and having the national picture readily available, is better able to deal with the questions of rolling stock and line operations.

4. Any Region actively interested in the introduction of services should advise this Headquarters in support of an application submitted by local U.K through channels to Rome.

By Command of Rear Admiral STOKES:

P. M. Denham
Acting Director

2178

Copy to: [illegible]
Tn Sub-Comm AS Sub (Ligual 1295 9 (ot applies)
Hq Branch Rail Div Tn Sub-Comm.

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

ACP/mf

HEADQUARTERS ALLIED COMMISSION,
APO 394
TRANSPORTATION SUB-COMMISSION.

Tel. : 843238
Ref. : AC/100/Tn.4

30 July 45

SUBJECT: I.S.R. Civilian passenger train facilities in the North.

TO : Regional Commissioners,
Liguria Region
Lombardia Region
Piemonte Region
Venezia Region.

1. Director, Military Railway Services, has informed all Military Railway Services personnel in Northern Italy that additional civilian passenger train services will not be introduced in the north without prior consent of his Headquarters in Rome.

2. This step is necessary to ensure careful watch on coal consumption, use of rolling stock, and to ensure centralisation of demands.

3. Any application for additional civilian passenger services should be made by local Capo Compartimento, through channels to I.S.R. Headquarters, Rome, who will submit to the Transportation Sub-Commission for action with Military Railway Services.

4. Purely local services on electrified lines, where no additional stock is required, can be negotiated with local Military Railway Services' representative, but Transportation Sub-Commission at this Headquarters must be kept advised of any alterations to existing services.

By Command of Rear Admiral STONE:

Director.

Copies to:- I.S.R. Rome
Transportation Sub-Commission (6)
Transportation Sub-Commission Advanced Echelon,

2157

Ref. : ACF 106/Tn.4

SUBJECT: I.S.R. Civilian passenger train facilities in the North.

TO : Regional Commissioners,
Liguria Region
Lombardia Region
Piemonte Region
Veneeia Region.

1. Director, Military Railway Services, has informed all Military Railway Services personnel in northern Italy that additional civilian passenger train services will not be introduced in the north without prior consent of his Headquarters in Rome.

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4. Purely local services on electrified lines, where no additional stock is required, can be negotiated with local Military Railway Services' representative, but Transportation Sub-Commission at this Headquarters must be kept advised of any alterations to existing services.

By Command of Rear Admiral [illegible]:

Director.

Copies to:- S.M.R.S. Rome
Transportation Sub-Commission (6)
Transportation Sub-Commission Advanced Echelon,
C/o Lombardia Region.

2157

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

100/76
ACP/Ac

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

Tel. 84328
Ref. AC/100/Tn 4

18 October 45

SUBJECT : Civil Passenger train timekeeping.

TO : Ing. Biondi
Italian State Railways

Please arrange for all Capi to submit a one week's return of civilian passenger train timings for week commencing Monday 5th November, indicating minutes late in final arrivals, and submit details this Sub-Commission as soon as possible after conclusion of the week.

[illegible] Major
for Director

2156

0608
Declassified E.O. 12356 Section 3.3/NND No. 785021

0909

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

100/75

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (HR) MAIN, C. M. F.

Tel. 843238
Ref. AC/100/Tn4

9 October 1945

SUBJECT : Loading of Civilian Passenger Trains.

TO : Italian State Railways,
Attention: Ing. Biondi.

1. You will have received letter Tn.A.3(O) 27/1 of 6 October 1945 from the Director, Military Railway Service, setting out the maximum loading of civilian passenger trains north and south of Bologna.

2. This means that sanction of Military Railway Service and Allied Commission is not necessary for the addition of any coaches to existing civilian passenger trains up to the maximum loading now permitted, and it is understood that you will submit no further requests of this kind but will take the necessary action.

3. It should be understood, however, that the maximum should not be regarded as the normal load, and only in exceptional circumstances should coaches be attached to existing trains. In other words, provision for emergency needs should be made.

[illegible], Major,
for Director

Copy to: Military Railway Service.

2155

0910

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

Subject : Additional Passenger Coaches and Baggage Vans on Civilian Trains.

Military Railway Service,
CMF
Tele ; Firebox 9302
Tn.A.3(O) 27/1
6 October 1945

To Tn. Sub-Commission,
A.C. (Rail Division).

With reference to your letter AC/100/Tn.4 dated 3 October 1945.

Your suggestion is agreed, and copy of the necessary instruction to the ISR is enclosed.

Lt-Col R.E.
for Brigadier,
Director, Military Railway Service.

Subject : Loading of Civilian Passenger Trains.

Military Railway Service,
CMF
Tele : Firebox 9302
Tn.A.3(C) 27/1
6 October 1945

To : Ing. Biondi, HQ ISR ROME.
cc Major London, Supt. Transportation.
Tn. Sub-Commission A.C.(Rail Division)
MRS MILAN
MRS VERONA
MRS VENICE
MRS TRIESTE
MRS VILLACH
MRS BOLOGNA
MRS FLORENCE
J.R.C. ROME
189 Rly Op Coy RE VENICE.
192 Rly Op Coy RE ANCONA
1 Rly Op Group RE TRIESTE
Joint Railway Control, NAPLES.
Tn. Liaison Officer, BARI.

With immediate effect the maximum loading permissible with Civilian Passenger Trains will be as follows :-

(a) South of BOLOGNA.

14 Passenger coaches or 56 Axles.

(b) North of BOLOGNA.

16 Passenger coaches or 64 Axles.

Additional vehicles may be added to trains whose normal consist is less than the above without reference to this HQ, but it should be made clear to all concerned that these figures represent the absolute limit and application to load any train above that limit will not be made.

2153

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

To : Inc. Biondi. HQ ISR ROME.
cc Major London, Supt. Transportation.
Tn. Sub-Commission A.C.(Rail Division)
MRS MILAN
MRS VERONA
MRS VENICE
MRS TRIESTE
MRS VILLACH
MRS BOLOGNA
MRS FLORENCE
J.R.C. ROME
185 Rly Op Coy RE VENICE.
192 Rly Op Coy RE ANCONA
1 Rly Op Group RE TRIESTE
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2153

Lt-Col R.E.
for Brigadier,
Director, Military Railway Service.

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

0913

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

MCR/AMI 100/73

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
& TRANSPORTATION (HQ) MAIN, C. M. F.

Tel. 845203
Ref. AC/100/Tm4

11 October 1945

SUBJECT : Rail Services.

TO : Deputy Director, Military Railway Services.

1. Following the memorandum circulated by the Director of Military Railway Service in July last, a notification was sent to all Regional Commissioners of Allied Commission in the northern district (copy to you) stating that no additional civilian passenger services were to be introduced in Northern Italy without prior consent from Military Railway Service Headquarters in Rome.

2. A paragraph was inserted in our communication after discussion at Traffic Sub-Committee Meeting, to the effect that local services on electrified lines could be negotiated with local Military Railway Service representative, provided advice was sent to this Headquarters of any alterations or amendments made.

3. The setting up to the Time Table Committee and the overloading on certain lines in the north, would appear to make it desirable to cancel this paragraph to ensure that all applications whether steam or electric traction are dealt with through this Headquarters.

4. The matter has been brought to our attention by the Allied Commissioner Officer in Milan, who apparently endeavored to negotiate certain local electrified services in the Milan district with the local Military Railway Service Headquarters. A copy of his signal on the matter is attached hereto, and perhaps you will confirm your opinion that it is most desirable to amend our original memorandum in order that the appropriate control of additional services can be held by the Italian State Railways Headquarters in Rome.

A.C. PINO, Major

for Director

2152

Attachment:

As stated in
Paragraph 4.

0914

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

TN

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 1295
Date/Time of Origin: OCT 091130A

Message Centre No: G/483
Date Time Rec'd: OCT 092000A
Precedence: ROUTINE

FROM : ACTTT MILAN SIGNED HARRIS FOR FISKE

TO : AIRCOM CITE ACTPT

RESTRICTED

RESTRICTED.

Reference your AC-100-TN4 para 4 dated 30 July subjet passenger train facilities in north. MRS MILAN says that MRS HQ must authorize electrified lines and that he has no power to agree to any extention. Can decision be given as to whether or no his views are correct. Strongly urge that your para 4 stands and that MRS HQ instruct, MRS MILAN that he can decide. Need is urgent in the north for extension of electrified services and unnecessary delays are caused by reference to MRS HQ when same is obviously unnecessary.

DIST

ACTION: Tn SC 2
INFO: Chief Commissioner
Econ Sec 2
File 2
Float

2151

RESTRICTED

RESTRICTED

HEADQUARTERS
10 OCT 1945

0915

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

ACP/lml

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (BR) MAIN, C. M. F.

Tel. 843238
Ref. AC/100/Th4

3 October 1945

SUBJECT : Additional Passenger Coaches and Baggage Vans on Civilian Trains.

TO : DDMRS

1. From time to time we get requests from the Italian State Railways for an additional coach or baggage van on one of the main line civilian passenger trains to meet some particularly urgent need.

2. It is felt that some measure of freedom might be given to the Italian State Railways in this respect in that on the long distance trains we could define the normal number of coaches or baggage cars permitted, and at the same time give a total load figure beyond which the Italian State Railways could not attach an additional passenger coach or baggage car.

3. The small items which come up from time to time are matters which the Italian State Railways will be able to manage without worrying this Sub-Commission or Military Railway Service.

4. If you agree that the Italian State Railways can have authority to take such action, perhaps you will indicate the maximum number of vehicles which can be permitted in special circumstances on main line civilian passenger trains.

for Director

2150

Subject : Provision of Civilian Passenger Services.

Military Railway Service.
CMF
Tele : Firebox 2302
Tn.A.3(C) 5 /16
30 September 45

To : DMRS
DDMRS
Director General, ISR
C-4 (Mov & Tn) AFHQ
AC (Tn Sub Com) Reile.✓
TN.2
TN.3(Mach)

Quite apart from any limitation imposed by availability of rolling stock and line capacity on new civilian passenger services, the future supply of coal and oil fuel will not admit of any large scale increase until Military and AC requirements drop considerably.

Current figures of coal and oil fuel consumption show that the consumption exceeds already our expected receipts and, during the winter months, coal consumption will increase because of more extensive pilferage, working of heater cars, increased domestic railway use in loco sheds etc.

It is therefore proposed to produce, at the weekly timetable meetings, statistics showing amounts of expected delivery, actual delivery, consumption and stock of coal and fuel oil, and limit increased passenger services accordingly.

R. Gardiner

2149

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

To : DCNS
DMATS
Director General, ISD
O-4 (Nav & Tn) AFHQ
AG (Tn Sub Com) Caserta. ✓
FM.2
FM.3(Mech)

Quite apart from any limitation imposed by availability of rolling stock and line capacity on new civilian passenger services, the future supply of coal and oil fuel will not admit of any large scale increase until Military and AC requirements drop considerably.

Current figures of coal and oil fuel consumption show that the consumption exceeds already our expected receipts and, during the winter months, coal consumption will increase because of more extensive pilferage, working of heater cars, increased domestic railway use in loco sheds etc.

It is therefore proposed to produce, at the weekly timetable meetings, statistics showing amounts of expected delivery, actual delivery, consumption and stock of coal and fuel oil, and limit increased passenger services accordingly.

2149

Lt-Col R.H.
A.D.Tn.(Ops)

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

100/503
ACB/Mc

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394.
TRANSPORTATION SUB-COMMISSION

Tel. 84.3238
Ref. AC/100/Tn 1.

25 September 45

SUBJECT : Reconstruction of Rail Projects.

Doctor Ugo La Malfa,
Minister of Transports,
Rome

My dear Dr.La Malfa :

This Sub-Commission is in agreement that repairs and reconstruction may be carried out on the following lines at the costs stated :-

			Lire
1.	ROSIGNANO-LIVORNO	(Line 50)	100,000,000
2.	[illegible]-CORNIGLIA	(Line 24A)	50,000,000
3.	AVENZANO-PRUGNA		24,000,000
	PRUGNA-SULMONA	(Line 88	100,000,000
	SULMONA-PRUGNA		150,000,000
4.	Locomotive Sheds CROTONE		1,350,000
5.	TERNI-AQUILA	(Line 277)(Balance)	53,903,000
* 6.	RAVORA-SANTUARIO S.GIUSEPPE	(Line 110)	95,000,000
	PONSANO-CEVA	(Line 108)	297,000,000
	CEVA-S.GIUSEPPE	(Line 110)	25,000,000
		Total.....	1,044,153,000

* AMG territory

The expenditure should be charged against Cap.No.43 "Spese per riparare danni di guerra dipendenti da azioni belliche" in the Ministero dei Trasporti(Ferrovie dello Stato).

With the exception of lines given in paragraph 6, supervision of repair will not be maintained by Allied Commission, but advisory assistance will be given as requested.

Very truly yours,

[illegible] Jr.
Director

2148

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

Subject : Reconstruction of Rail Projects.

Doctor Ugo La Malfa,
Minister of Transports,
Rome

My dear Dr.La Malfa :

This Sub-Commission is in agreement that repairs and reconstruction may be carried out on the following lines at the costs stated :-

			Lire
1.	ROSIGNANO-LIVORNO	(Line 50)	130.000.000
2.	ALBERA-GENOVA	(Line 24)	58.000.000
3.	AVEGLIANO-PESCHIERA		24.000.000
	MILANO-SULMONA	(Line 88	180.000.000
	SULMONA-PESCARA		150.000.000
4.	Locomotive Pools GROSSETO		1.350.000
5.	TERNI-AQUILA	(Line 277)(Balance)	53.600.000
+ 6.	SAVONA-SAN PIETRO S.(GENOVA)	(Line 110)	95.000.000
	FOSSANO-CUNEO	(Line 108)	297.000.000
	CUNEO-S.GIUSEPPE	(Line 110)	25.000.000
		Total.....	1.014.153.000

+ AMG territory

The expenditure should be charged against Cap.No.48 "Spese per riparare danni di guerra dipendenti da azioni belliche" in the Ministero dei Trasporti(Ferrovie dello Stato).

With the exception of lines shown in paragraph 6, supervision of repair will not be maintained by Allied Commission, but advisory assistance will be given as requested.

Very truly yours,

[signature]
Director

2158

Copy to: Finance Sub-Commission
Chief, Rail Division
Rail Division, Civil Engineers,
Regional Commissioner, AMG, Liguria
D.M.R.S.
I&R - General Direction.

Note Mr Mann
Alp
Plym

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

100/168

TRANSPORTATION DEPT ISR.

9 September 1945
N.210/3645/46

SUBJECT:Requests for additional services.

To: Tn.Sub Commissione AC.
Rail Division.

1.- We have taken good note of your letter AC/100/Tn 4 dated 4 September,and beg to confirm that in future we will follow your instructions regarding proposals to be submitted.

2.- Nearing the meeting of the Traffic Sub Committee,and not having sufficient time for a detailed preperatory work, we beg to enclose a list of services which we think they are to be urgently submitted to your Sub Commission.

For some of said services proposals have already been submitted,and for others we will send as soon as possible the timings and other details.

3.- In particular,we beg to call the attention on some of the first proposals on the enclosed list,and on which we beg to call the attention of the Traffic Sub Committee in order to solve, even partially, some situations which have shown to be rather serious.

The stock needed for long distance services would be furnished by I.S.R.

The Chief of Tn. Dept.
Sgd. Biondi

2147

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

0921

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

MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Movimento

Roma li 9 SET 1945 1945 - A.

N. M.210/3645/46

Al N. AC/100/Tn.4 del 4 corrente

OGGETTO

Richieste nuovi servizi.

Alla Sottocommissione Trasporti A.C.
Divisione Ferroviaria

S E D E

ALLEGATI N. 1

1 - Si è preso atto di quanto comunicato con la lettera a riferimento e si assicura che per l'avvenire ci atterremo alle vostre istruzioni circa la forma di presentazione delle proposte.

II - Nell'imminenza della riunione del Sottocomitato del Traffico, mancando il tempo necessario per un minuzioso lavoro di preparazione in base ai criteri da voi stabiliti, si trasmette, a titolo di orientamento, un elenco dei servizi che si ritiene urgente di sottoporre alla benevola attenzione di codesta Commissione. Per alcuni di tali servizi sono state già avanzate da tempo regolari proposte, per altri invece si fa riserva di comunicare al più presto i relativi orari ed ogni altra notizia secondo le recenti istruzioni da voi impartite.

III - In particolare si richiama l'attenzione sulle prime proposte indicate nell'elenco allegato e sulle quali si prega di voler portare la particolare attenzione del Sottocomitato del Traffico al fine di risolvere, sia pure parzialmente, delle situazioni che si sono manifestate assai gravi.

Il materiale occorrente per i servizi a lungo percorso sarebbe fornito tutto a cura delle F.S.

IL CAPO DEL SERVIZIO MOVIMENTO

2146

BOLOGNA = LECCE

Attivazione giornaliera di una nuova coppia di treni diretti viaggiatori (orario approssimativo)

157		158	
23.15	Bologna	4.55	Effettuazione giornaliera dei treni trisettimanali 1894/460 e 467/1791 fra Foggia e Bologna.
5.00 / 5.30	Ancona	22.30 / 21.00	
20.37 / 21.00	Bari	5.50 / 5.30	
0.50	Lecce	23.59	

BOLOGNA = VERONA

Attivazione coppia giornaliera treni diretti con collegamento treni per Venezia

Treno 65 - Verona (p.11.30) Bologna (a.15.05)
" 66 -Bologna (p.11.25) Verona (a.15.00)

ROMA = REGGIO

Attivazione giornaliera di una nuova coppia di treni diretti viaggiatori (orario approssimativo)

85		86
19.00	Roma (via Formia)	7.00
0.35 / 1.20	Napoli	1.05 / 0.15
12.20 / 12.40	Villa S.G.	12.50 / 12.28
13.15	Reggio C.	11.55

NAPOLI = BRINDISI

Effettuazione giornaliera treni 820 e 821 e loro prolungamento fino Lecce
Assegnazione servizio viaggiatori ai treni merci 7131 e 8140 fra Potenza e Taranto.

NAPOLI = FOGGIA = BARI

Attivazione di una coppia giornaliera di treni accelerati (si fa riserva di comunicare orari)

TARANTO REGGIO CALABRIA

Attivazione di una coppia giornaliera di treni diretti (si fa riserva di comunicare orari)

POTENZA = TARANTO

2145

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

23.15	Bologna	4.55	
5.00 5.30	Ancona	22.30 21.00	Effettuazione giornaliera dei treni trisettimanali1894/460 e 467/1791 fra Foggia e Bologna.
20.37 21.00	Bari	5.50 5.30	
0.50	Lecce	23.59	

BOLOGNA = VERONA

Attivazione coppia giornaliera treni diretti con collegamento treni per Venezia

Treno 65 - Verona (p.11.30) Bologna (a.15.05)
" 66 -Bologna (p.11.25) Verona (a.15.00)

ROMA = REGGIO

Attivazione giornaliera di una nuova coppia di treni diretti viaggiatori (orario approssimativo)

85		86
19.00	Roma (via Formia)	7.00
0.35 1.20	Napoli	1.05 0.15
12.20 12.40	Villa S.G.	12.50 12.28
13.15	Reggio C.	11.55

NAPOLI = BRINDISI

Effettuazione giornaliera treni 820 e 821 e loro prolungamento fino Lecce
Assegnazione servizio viaggiatori ai treni merci 7131 e 8140 fra Potenza e Taranto.

NAPOLI = FOGGIA = BARI

Attivazione di una coppia giornaliera di treni accelerati (si fa riserva di comunicare orari)

TARANTO REGGIO CALABRIA

Attivazione di una coppia giornaliera di treni diretti (si fa riserva di comunicare orari)

POTENZA = TARANTO

2145

Attivazione di una coppia giornaliera di treni accelerati col seguente orario approssimativo/

Taranto (p. 4.05) Potenza (a. 8.00)
Potenza (p.18.44) Taranto (a.22.22)

0923

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

ROMA = LIVORNO = FIRENZE

Attivazione di una coppia giornaliera di treni accelerati (si fa riserva di comunicare orari)

ROMA = ANCONA

Effettuazione giornaliera attuali treni diretti trisettimanali 75 e 76 ed attivazione coppia giornaliera di treni accelerati. (si fa riserva di comunicare orari).

CASERTA = FOGGIA

Servizio viaggiatori ai seguenti treni merci:

8205	Caserta	(4.00)	Foggia	(11.01)
8229	"	(16.00)	"	(22.53)
8212	Foggia	(5.35)	Caserta	(12.45)
8236	"	(17.21)	"	(0.45)

TRENTO = VERONA

Attivazione giornaliera di una coppia di treni accelerati

TV 2104	Verona	(5.00)	Trento	(8.15)
TV 2117	Trento	(18.15)	Verona	(21.25)

VERONA = ROVIGO

Richiesta di una coppia di treni viaggiatori a vapore

2270	Rovigo	(4.15)	Verona	(7.35)
2277	Verona	(18.13)	Rovigo	(21.30)

e due coppie di treni viaggiatori con littorine

AT 217	Verona	(5.00)	Rovigo	(7.40)
AT 223	"	(12.55)	"	(15.13)
AT 224	Rovigo	(12.55)	Verona	(15.25)
AT 218	"	(18.10)	"	(20.44)

PISA = EMPOLI = FIRENZE

Rendere originario da Pisa il treno 1831 Empoli-Firenze istituendo il treno TV 1831 - Pisa (3.10) Empoli (4.58)

Rendere originario da Firenze il treno 1830 Empoli-Pisa istituendo il treno 1828 - Firenze (3.30) Empoli (4.55)

Prolungare fino Pisa il treno 1836 Firenze - Empoli istituendo il nuovo treno TV 1836 - Empoli (19.08) Pisa (21.00).

Attivare nuovo treno TV 1837 Pisa (16.00) Firenze (21.28)
Soppressione 1837 Pisa - Empoli
" TV 1835 e TV 1832 fra Pontedera ed Empoli

BARLETTA = SPINAZZONA

Assegnazione servizio viaggiatori ai treni merci 7173 e 9060 [illegible]

0924

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

CASERTA = FOGGIA

Servizio viaggiatori ai seguenti treni merci:

8205 Caserta (4.00) Foggia (11.01)
8229 " (16.00) " (22.53)
8212 Foggia (5.35) Caserta (12.45)
8236 " (17.21) " (0.45)

TRENTO = VERONA

Attivazione giornaliera di una coppia di treni accelerati

TV 2104 Verona (5.00) Trento (8.15)
TV 2117 Trento (18.15) Verona (21.25)

VERONA = ROVIGO

Richiesta di una coppia di treni viaggiatori a vapore

2270 Rovigo (4.15) Verona (7.35)
2277 Verona (18.13) Rovigo (21.30)

e due coppie di treni viaggiatori con littorine

AT 217 Verona (5.00) Rovigo (7.40)
AT 223 " (12.55) " (15.13)
AT 224 Rovigo (12.55) Verona (15.25)
AT 218 " (18.10) " (20.44)

PISA = EMPOLI = FIRENZE

Rendere originario da Pisa il treno 1831 Empoli-Firenze istituendo il treno TV 1831 - Pisa (3.10) Empoli (4.58)

Rendere originario da Firenze il treno 1830 Empoli-Pisa istituendo il treno 1828 - Firenze (3.30) Empoli (4.55)

Prolungare fino Pisa il treno 1836 Firenze - Empoli istituendo il nuovo treno TV 1836 - Empoli (19.08) Pisa (21.00).

Attivare nuovo treno TV 1837 Pisa (16.00) Firenze (21.28)
Soppressione 1837 Pisa - Empoli
" TV 1835 e TV 1832 fra Pontedera ed Empoli

BARLETTA = SPINAZZOLA

Assegnazione servizio viaggiatori ai treni merci 7173 e 9060 fra Barletta e Spinazzola; rendere giornalieri gli attuali trisettimanali 9052 e 9063 fra Barletta e Spinazzola.

ORTE - GALLERIA S.BERNARDINO

Ammissione di civili sulle corse che si effettuano per servizio personale.

./.

0 6 2 5

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

CHIUSI-AREZZO

Assegnazione servizio viaggiatori atreni 3056 e 3057 fra Chiusi ed Arezzo

ALESSANDRIA = MORETTA

Prolungamento fra Brà e Mussotto dei seguenti treni limitati a Brà

3131 Mussotto (4.05) Brà (4.51)
TV 1150/1150 Brà (20.43-21.00) Mussotto (21.27)

Effettuazione dei seguenti treni

1042 Brà	(6.14)	Mussotto	(6.39)
1141 Mussotto	(7.01)	Brà	(7.30)
1148 Brà	(18.01)	Mussotto	(18.29)
1149 Mussotto	(20.07)	Brà	(20.38)

ALESSANDRIA = ALBA

Ripristino treni

1141 Alessandria	(4.20)	Alba	(6.40)
1148 Alba	(18.40)	Alessandria	(21.25)

e rendere giornalieri i treni viaggiatori

8008 - 8051

merci 8014/8016/8018
8041/8043/8045

ASTI = CASTAGNOLE

Effettuazione treni

3140 Castagnole	(7.25)	S.Marzanotto	(7.59)
8723 S.Marzanotto	(8.19)	Castagnole	(9.01)
5946 Castagnole	(17.20)	S.Marzanotto	(17.56)
3143 S.Marzanotto	(18.21)	Castagnole	(19.00)

TORINO = CASALE

rendere giornalieri i seguenti treni bisettimanali

1202 Casale M. - Torino P.N.
3173 Torino P.N. - Chivasso
3193 Chivasso - Casale

MILANO = MORTARA

Riattivazione treni giornalieri

3240 Mortara	(4.51)	Milano	(6.21)
1265 Milano P.G	(18.35)	Mortara	(20.10)

TORINO = MILANO

Rendere giornalieri i treni

TV 3200 Santhià - Torino (martedì e venerdì)
5.45 7.40
1215 Torino - Santhià (sopprimendo il 263)
17.00 19.02

0 6 2 9

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TV 1150/1150 Brà (20.43-21.00) Mussotto (21.27)

Effettuazione dei seguenti treni

1042	Brà	(6.14)	Mussotto	(6.39)
1141	Mussotto	(7.01)	Brà	(7.30)
1148	Brà	(18.01)	Mussotto	(18.29)
1149	Mussotto	(20.07)	Brà	(20.38)

ALESSANDRIA = ALBA

Ripristino treni

1141	Alessandria	(4.20)	Alba	(6.40)
1148	Alba	(18.40)	Alessandria	(21.25)

e rendere giornalieri i treni viaggiatori

8008 - 8051

merci 8014/8016/8018

8041/8043/8045

ASTI = CASTAGNOLE

Effettuazione treni

3140	Castagnole	(7.25)	S.Marzanotto	(7.59)
8723	S.Marzanotto	(8.19)	Castagnole	(9.01)
5946	Castagnole	(17.20)	S.Marzanotto	(17.56)
3143	S.Marzanotto	(18.21)	Castagnole	(19.00)

TORINO = CASALE

rendere giornalieri i seguenti treni bisettimanali

1202 Casale M. - Torino P.N.

3173 Torino P.N. - Chivasso

3193 Chivasso - Casale

MILANO = MORTARA

Riattivazione treni giornalieri

3240	Mortara	(4.51)	Milano	(6.21)
1265	Milano P.G	(18.35)	Mortara	(20.10)

TORINO = MILANO

Rendere giornalieri i treni

TV 3200 Santhià - Torino (martedì e venerdì)
5.45 7.40

1215 Torino - Santhià (sopprimendo il 263)
17.00 19.02

Vercelli - Pavia	1281-1284	Renderli giornalieri escluso la domenica
Varallo - Novara	1301-1302	
Pavia-Alessandria	1270-1273	
Domodossola-Novara	9587/1317-1314/9630	
Santhià - Arona	9901-9936	
Novara - Mortara	1255-1252	
Brà-Mussotto	TV 1144-1147	
Vercelli-Alessandria	1241-9170-9316	
Cuneo-Bastia	TV 3112/TV 2017	

2113

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MORTARA - ASTI

effettuazione treni viaggiatori

1231	Casale M.	(6.34)	Asti	(8.08)
1232	Asti	(18.11)	Casale	(19.44)
TV1237	Mortara	(21.00)	Casale	(22.00)
TV1228	Casale	(4.25)	Mortara	(5.23)

e per servizio merci il martedì e venerdì

8677	Mortara	(13.30)	Asti	(17.34)
8644	Asti	(6.43)	Mortara	(11.04)

sopprimendo gli attuali bisettimanali
8661 e 8672 fra Casale e Moncalvo.

GRAGNANO - TORRE A.CENTRALE

richiesta di una nuova coppia di treni viaggiatori

3491	Torre C.	(21.30)	Gragnano	(22.15)
3940	Gragnano	(20.20)	Torre C.	(21.00)

CHIVASSO - AOSTA

effettuazione giornaliera esclusa la domenica treni per trasporto operai
1181) fra Aosta e Castiglion Dora
1186)

VOGHERA - PIACENZA

effettuazione giornaliera degli attuali trisettimanali

8349	Voghera	(9.16)	Piacenza	(10.56)
3372	Piacenza	(14.00)	Voghera	(15.50)

DOMODOSSOLA = SESTO CALENDE

rendere giornalieri i treni trisettimanali

1421	Domodossola	(3.30)	Sesto Calende	(5.49)
9779	Arona	(19.05)	Sesto Calende	(19.23)
1422	Sesto Cal.	(6.15)	Arona	(6.30)
1426	Sesto Cal.	(19.32)	Arona	(19.46)
1428	Arona	(20.53)	Domodossola	(22.25)

~~Trattative per il servizio viaggiatori fra Milano e Chiasso e fra Pino e Luino con la Delegazione F.S. Italia Nord-Ovest.~~

CORTONA = FOLIGNO

Prolungamento fra Bastia ed Ellera treni 4301 - 4302 limitati fra Bastia e Foligno

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

1231 Casale M. (6.34) Asti (8.08)
1232 Asti (18.11) Casale (19.44)
TV1237 Mortara (21.00) Casale (22.00)
TV1228 Casale (4.25) Mortara (5.23)

e per servizio merci il martedì e venerdì

8677 Mortara (13.30) Asti (17.34)
8644 Asti (6.43) Mortara (11.04)

sopprimendo gli attuali bisettimanali
861~~6~~ e 8672 fra Casale e Moncalvo.

GRAGNANO - TORRE A.CENTRALE

richiesta di una nuova coppia di treni viaggiatori
3491 Torre C. (21.30) Gragnano (22.15)
3940 Gragnano (20.20) Torre C. (21.00)

CHIVASSO - AOSTA

effettuazione giornaliera esclusa la domenica treni per trasporto operai
1181 } fra Aosta e Castiglion Dora
1186 }

VOGHERA - PIACENZA

effettuazione giornaliera degli attuali trisettimanali
8349 Voghera (9.16) Piacenza (10.56)
3372 Piacenza(14.00) Voghera (15.50)

DOMODOSSOLA = SESTO CALENDE

rendere giornalieri i treni trisettimanali

1421 Domodossola (3.30) Sesto Calende (5.49)
9779 Arona (19.05) Sesto Calende (19.23)
1422 Sesto Cal. (6.15) Arona (6.30)
1426 Sesto Cal. (19.32) Arona (19.46)
1428 Arona (20.53) Domodossola (22.25)

~~Trattative per il servizio viaggiatori fra Milano e Chiasso e fra Pino e Luino con la Delegazione F.S. Italia Nord-Ovest.~~

CORTONA = FOLIGNO

Prolungamento fra Bastia ed Ellera treni 4301 - 4302 limitati fra Bastia e Foligno

4301 Ellera (4.55) Foligno (7.10)
4303 " (20.40) " (23.00)

effettuazione di una nuova coppia di treni fra Ellera e Foligno

4300 Foligno (1.50) Ellera (3.55)
4302 " (17.15) " (19.40)

./.

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

FOGGIA = ROCCHETTA

Utilizzazione per civili treni operai tra Foggia e Rocchetta.

FABRIANO = FOLIGNO

Servizio viaggiatori ai treni operai.

Comunicazioni fra Taranto e Francavilla F.

Comunicazioni locali fra Potenza e Taranto

Estensione servizio viaggiatori alle linee del Nord.

Servizio viaggiatori treni operai fra Pesaro ed Ancona

Varianti linea Terni - Orte

~~Treni linea Salerno - Potenza e viceversa~~

~~Miglioramento servizio locale tra Napoli e Caserta~~.

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

0931

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

ACP/lml

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
& TRANSPORTATION (SR) MAIN, G. H. Q.

Tel. 243248
Ref. AC/100/Z24

21 September 1945

SUBJECT : Requests for Additional Passenger Coaches on Existing Trains.

TO : Director General, Italian State Railways.

1. We have recently been receiving a number of requests for coaches to be added to existing civilian passenger trains, and it is necessary to emphasize that the operating difficulties at the present time do not, in the main, permit of favorable decisions.

2. The FSS has on its main line services an established priority for the personnel who are travelling, but this priority cannot be extended in any case to the intending groups of passengers because the various sponsors of special movements leave their applications until within a day or so of the intended meeting or congress.

3. It must be quite obvious to any government department or any organization desirous of arranging for a meeting of representatives from various parts of the country that considerable advanced planning is necessary. The housing and feeding problems have to be examined, and the railway system is no more perfect at the present time than any of the other items which must be considered when a meeting is to be held.

4. It is therefore suggested, that you give circulation to a notice that where Ministries or other interested organizations intend to arrange for a meeting of representatives, and desire to make use of rail transport, you will not be in a position to offer any additional facilities for their movement, unless at least 14 days prior notice is given.

5. This should not occasion any hardship to organizations who indulge in intelligent planning and it will certainly help us to assist you in meeting the demands which are made.

6. If you agree with such a course, we should like a copy of the notice which you send out to all concerned, in order that we may quote it as and when necessary.

for Director

Copy to: Public Relations S/C
Labour S/C
D.P.M.R.S

100/66

IL MINISTRO DEI TRASPORTI

Rome, August 5, 1945
N.M.210/3304/41-13.

SUBJECT: Passenger trains programme.

TO: In Sub-Commission A.C.
(Rail Division)
Rome

1) Ref. is to your AC/100/Tn 4 letter dated July 23, 1945 by which is prescribed that on the 1st of each month are to be submitted the proposals covering additional services. I send therefore a programme of passenger trains that are essential on the various lines of the I.S.R. system to meet the most urgent civilian needs.

2) Line Turin-Milan-Venice. Operation of 2 couples of daily trains, besides the present couple of threeweekly trains between Turin and Milan.

Line Milan-Mortara-Alessandria-Genoa.-Operation of 2 couples of daily trains, discontinuing the present two couples of biweekly trains between Milan and Alessandria.

Line Bolzano-Verona - Operation of two couples of daily trains.

Line Venice-Udine-Tarvisio- Operation of two couples of daily trains between Venice and Udine to be extended up to Tarvisio as soon as the line will be rehabilitated.

Line Verona-Bologna-Ancona-Foggia. - Operation of 1 couple of daily trains connecting at Verona the trains from and to Venice Milan and Bolzano.

Line Verona-Bologna-Florence-Leghorn-Rome - Operation of 1 couple of daily trains connecting at Verona, the trains from and to Venice, Milan and Bolzano.

././.

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

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././.

2139

cu ng 5/8

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

Line Savona-Imperia - Operation of 1 couple of steam trains until 2 couple of electric trains will be operated.

Lines (Novara-Mortara) (Novara-Omegna) (Asti-Mortara) (Novara-Varallo) (Alessandria-Alba) — Conversion of the present couple of beweekly trains into a couple of daily trains (Sunday excluded).

Lines (Sesto C.-Domodossola) (Arona-Novara) — Conversion of the present couple of three-weekly trains into a couple of daily trains (Sunday excluded).

Line Luino-Novara - Two daily couples with change at Sesto Calende.

Lines (Milan-Bergamo) (Milan-Cremona) — Operation of 1 additional couple via Treviglio.

Line Vicenza-Schio - Operation of two couples of trains

Line Pavia-Codogno - Operation of 1 couple as soon as the line will be reoperated.

Line Verona-Legnano-Rovigo - Conversion of 1 couple of diesel cars into steam trains.

Lines (Trento-Primolano) (Venezia-Treviso-Feltre) (Venezia-Cismon) (Padova-Montebelluna) (Treviso-Cittadella) (Treviso-Portogruaro-Casarsa) (Conegliano-Vittorio) — Operation of 1 couple of trains.

Line Padova-Monselice - Operation of 1 couple of trains to be extended up to Montagnana as soon as possible.

Line Bologna-Rimini - Operation of 1 couple of local trains.

Line Rimini-Ancona - Operation of 1 couple of local trains, as a substitution of the couple of workers' trains at present limited to the section Ancona-Pesaro.

0934

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

Lines (Sesto C.-Domodossola) Conversion of the present couple of three-
(Arona-Novara) weekly trains into a couple of daily trains (Sunday excluded).

Line Luino-Novara - Two daily couples with change at Sesto Calende.

Lines (Milan-Bergamo) Operation of 1 additional couple via
(Milan-Cremona) Treviglio.

Line Vicenza-Schio - Operation of two couples of trains

Line Pavia-Codogno - Operation of 1 couple as soon as the line will be reoperated.

Line Verona-Legnano-Rovigo - Conversion of 1 couple of diesel cars into steam trains.

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(Venezia-Cismon)
(Padova-Montebelluna)
(Treviso-Cittadella)
(Treviso-Portogruaro-Casarsa)
(Conegliano-Vittorio)

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2138

./././.

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

Line Bologna-Modena - Operation of 1 couple of trains to be extended up to Reggio Emilia as soon as possible.

Line Bologna-S.Pietro in Casale - Operation of 1 couple of trains

Line Bologna-Ostiglia - Operation of 1 couple of trains for workers and civilian passengers.

Line Bologna-Prato - Conversion of two couples of trains for workers into trains also for civilians.

Line Modena-Suzzara - Operation of 1 couple of trains as soon as the line will be rehabilitated.

Lines (Pistoia-Lucca / Pisa-Empoli) Operation of a couple of local trains

Line Ancona-Pescara Operation of 1 couple of local trains

Lines (Ancona-Fabriano / Fabriano-Foligno / Foligno-Terni) Conversation of trains for workers into trains for civilians.

Line Foligno-Bastia - Conversion civilian trains of the present trains operated for sending and return of loco.

Lines (Rome-Orte / Orte-Chiusi / Chiusi-Arezzo) Operation of 1 couple of local trains.

Line Civitavecchia-Grosseto - Operation of 1 couple of local trains-

Line Rome-Civitavecchia - Operation of an additional couple of local trains

Line Rome-Fiumicino - Operation of an additional couple of local trains/.

2187

Line Rome-Nettunia - Operation of two couples of trains via Torricola-Campoleone, discontinuing the present couple via Cecchina for the section Campoleone-Nettunia.

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

Line Bologna-S.[illegible] - [illegible]

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Line Civitavecchia-Grosseto - Operation of 1 couple of local trains-

Line Rome-Civitavecchia - Operation of an additional couple of local trains

Line Rome-Fiumicino - Operation of an additional couple of local trains/.

2127

Line Rome-Nettunia - Operation of two couples of trains via Torricola-Campoleone, discontinuing the present couple via Cecchina for the section Campoleone-Nettunia.

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0 0 3 7

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

Line Rome-Reggio Cal. - Operation of a sleeping car service between Rome and Reggio Cal. Operation of one additional couple of trains daily with new connections for Puglie.

Line Naples-Cassino - Extention up to Vairano of the present local trains Naples-Caserta via Cancello.

Line Foggia-Benevento - Extention up to Benevento of one couple of the present trains limited to Ariano.

Line Brindisi-Lecce - Extention between Brindisi and Lecce of the threeweekly trains Naples-Brindisi.

Line Potenza-Taranto - Operation of 1 couple of local trains.

Line Foggia-Rocchetta - Operation of one couple of threeweekly trains using the locos of sending and return of the trains of the line Potenza-Rocchetta.

Line Avellino-Rocchetta - Operation of two couples of trains between Avellino and Montemarano to be extended up to Rocchetta as soon as possible.

Line Cerignola-Città-Cerignola Campagna. - Operation of 1 couple of daily trains in connection with trains Bari-Pescara and one threeweekly couple in connection with trains Naples-Brindisi.

Line Ofantino-Margherita di S.- Operation of two couples of daily trains.

Line Reggio-Roccella-Jonica. - Extension up to Roccella of the present couple of trains limited to Brancaleone.

Line Roccella-Jonica-Catanzaro - Operation of a couple of local trains in connection with trains of Catanzaro S.

2136

Lines (Messina-Palermo) (Messina-Catania) (Siracusa-Canicatti) (Palermo-Catania) (Palermo-Trapani) (Roccapalumba-Agrigento) Conversion into daily of the present periodical steam trains.

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

Line Naples-Cassino - Extention up to Vairano of the present local trains Naples-Caserta via Cancello.

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Line Roccella-Jonica-Catanzaro - Operation of a couple of local trains in connection with trains of Catanzaro S.

2136

Lines (Messina-Palermo), (Messina-Catania), (Siracusa-Canicatti), (Palermo-Catania), (Palermo-Trapani), (Roccapalumba-Agrigento) — Conversion into daily of the present periodical steam trains.

Lines (Cagliari-Chilivani), (Chilivani-Sassari) — Conversation into daily of the present periodical steam trains.

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0939

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

3) The rolling stock for the proposed services is partially available on northern lines, and partially is to be recovered from those under repair at the worksnops where the work has been speeded up, at its utmost. Some Services or extentions to not need new material to be used.

4) The daily average consumption of coal is foreseen for the very Services to be about 270 tons, whereof 200 tons, for the services in Northern Italy. Such a consumption would be reduced as soonn as some electric lines will be rehabilitated.

5) We will communicate the detailed schedules for the requested services.

6) The operation of new trains and the improvement of the present communications are essential for the civilian populations, than, having been lacking for a long time of transports and being in a very bad economic and alimantary situation, is undisciplined and sometimes in a state of unrest that could bring to serious consequences, very hardly to be met by the Government. The means available to secure the public safety are namely unsufficient, and the only mean to soothe the excited minds is to provide for the operation of a minimum of transports to meet the most urgent necessities.

Therefore, I beg your Sub-Commission to take in consideration the importance of the proposals and to grant them even through some reduction of other movements that are not of first priority, and to authorize in the meanwhile the coupling of some cars to the ordinary freight trains for the passenger service on the lines not yet operated by local trains. What above is requested also to discipline the riding of civilians on said trains, that are now assailed by the public without any possibility of intervention by the I.S.R. Administration in order to prevent the trespassers to do so.

THE MINISTER
Sgd. Ugo La MALFA

2135

0940

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

0941

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

100/65

ACP/lml

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (BR) MAIN, C. M. F.

Tel. 3433838
Ref. AC/100/Tn4

4 September 1945

SUBJECT : Applications for Additional Services.

TO : Chief Movements Section, LSR.

1. In spite of the arrangements made with the Minister of Transport and the Director General of the Italian State Railways, we are still receiving many applications for additional services.

2. It has been definitely agreed that the LSR will prepare a list of required new services in order of priority, with the appropriate timings, and with an indication that the equipment required will be furnished by the LSR.

3. Until this agreement is complied with, no further applications for additional passenger services will be dealt with.

for Director

Copy to: DEMS(I)

0942

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

100/64

attach to letter 26 Sept 45

ACP/lml

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (HR) MAIF, C. M. F.

Tel. 843233
Ref. AC/100/Tm4

27 August 1945

SUBJECT : Civilian Passenger Services.

TO : Ing. di Raimondo
Director General, Italian State Railways.

1. Now that connections have been made between most of the larger cities, we are awaiting your priority program of further services showing:

a. Services in order of priority of need

b. Proposed Time Tables

c. From where the equipment will be obtained.

2. It is agreed, subject to the approval of Traffic Sub-Committee, additional services will be introduced in the priority order you state provided equipment is available. You will indicate if and when additional equipment becomes available after inquiry in the North, and AMS will also indicate when equipment becomes available from redundant military sources.

for Director

2133

100/63

HEADQUARTERS ALLIED COMMISSION,
APO 394
TRANSPORTATION SUB-COMMITTEE,

Tel.: 643230 30 July 45/

Ref.: AC/190/Tn.4

SUBJECT: I.S.R. Civilian passenger train facilities in the North.

TO : Regional Commissioner.
Liguria Region
Lombardia Region
Piemonte Region
Venezia Region.

1. Director, Military Railway Service, has informed all Military Railway Service personnel in Northern Italy that additional civilian passenger train services will not be introduced in the North without prior consent of his Headquarters in Rome.

2. This stop is necessary to ensure careful watch on coal consumption, use of rolling stock, and to ensure centralisation of demands.

3. Any application for additional civilian passenger services should be made by local Capo Compartimento, through channels to I.S.R. Headquarters, Rome, who will submit to the Transportation Sub-Commission for action with Military Railway Service.

4. Purely local services on electrified lines, where no additional stock is required, can be negotiated with local Military Railway Service representative, but Transportation Sub-Commission at this Headquarters must be kept advised of any alternations to existing services.

By Command of Rear Admiral STONE:

Director. 2132

Copy to:- D.M.R.S. Rome
Transportation Sub-Commission (6)
Transportation Sub-Commission Advanced Echelon,
C/o Lombardia Region.

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

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By Command of Rear Admiral STONE:

Director. 2132

Copy to:- D.M.R.S. Rome
Transportation Sub-Commission (6)
Transportation Sub-Commission Advanced Echelon,
C/o Lombardia Region.

0944

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

100/62

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

To Chief TN/SUB Comm.
Rail HQ.

SUBJECT :Rail Service Grunello-Bergamo-Lecco.
REF : AC/TN/44 CE.

22nd.August 1945

1. Copy of attached letter WAW/MG of 7th.August 45 from Transportation Officer A.M.G. Bergamo received 22nd.August,applying for the above service.

2. This is not my sphere but to save time I have sent this direct to you - as the standing Regulations are that coal operated Lines cannot be operated without HQ approval.

3. This will save M.T. Line not damnaged.

4. The Commission Straordinaria I.S.R. N.W. Italy State that can easily run this service.

5. Coal consumption approximate 3 Tons per day.

6. C.O. M.R.S. Milano agrees.

7. Please signal approval.

P.S. Buckley
Major R.E.

M.R.S.
E.L.O. HQ 59 Area
Phone 13844 Corso Magenta 24
" 2703 Central Station
Capo Lavori Office.
MILAN.

Copy to C.D. M.R.S. Milano
Col. Harris CE. Milano
A.M.G. TN Officer- Bergamo.
Commissario Straordinario I.S.R. Milano.
HQ Rome.
File.

2131

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

Rail HQ.

SUBJECT :Rail Service Grunello-Bergamo-Lecco.
REF : AC/TN/44 CE.

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M.R.S.
E.L.O. HQ 59 Area
Phone 13844 Corso Magenta 24
" 2703 Central Station
Capo Lavori Office.
MILAN.

Copy to C.D. M.R.S. Milano
Col. Harris CE. Milano
A.M.G. TN Officer- Bergamo.
Commissario Straordinario I.S.R. Milano.
HQ Rome.
File.

2121

Rail Service in the North
- we sent a letter
to ask Regional
Commissioner
in North-
Please

0946

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

100/67
ACP/ic

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

Tel. 843191/2583
Ref. AC/100/Tn 4

26 August 45

SUBJECT : Additional civilian passenger train Services.

TO : Public Relations Sub-Comm.
HQ AC

1. Articles appearing in the "Stars and Stripes" recently would suggest that Military Railway Service is entirely responsible for the introduction of new civilian passenger train services.

2. This is not true, for the introduction of such services is sponsored by this Division of the Transportation Sub-Commission, and major items are scheduled for discussion at the Traffic Sub-Committee of the Allied Railway Board. The Rome-Milan service, for instance, was first proposed by us at the Meeting on 5th June last, but various military demands prevented its operation until recently.

3. A special point is made of sending you our Train Service circulars, which reflect the growing satisfactory results of our work, but there appears to be no attempt to advise the Press that AC announced the introduction of new services.

4. The wine train from Bari to Milan is a particular achievement - see our Circular 22 of 20 August 45.

R.P.MOSS,
Chief,
Rail Division.

2130

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

0948

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

100/60

ACP/lml

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (AR) MAIN, C. M. F.

Tel. 843238
Ref. AC/100/Tn4

27 August 1945

SUBJECT : Civilian Passenger Services.

TO : Ing. di Raimondo
Director General, Italian State Railways.

1. Now that connections have been made between most of the larger cities, we are awaiting your priority program of further services showing:

a. Services in order of priority of need

b. Proposed Time Tables

c. From where the equipment will be obtained.

2. It is agreed, subject to the approval of Traffic Sub-Committee, additional services will be introduced in the priority order you state provided equipment is available. You will indicate if and when additional equipment becomes available after inquiry in the North, and MRS will also indicate when equipment becomes available from redundant military sources.

for Director

2129

100/59

MINISTRY OF TRANSPORTS
I.S.R.

2 August 1945
n.210/3486/41-B

To: Tn. Sub Commission A.C.
Rail Division,
Bldg.

cc: Direction MRS.

SUBJECT: Train Rome-Alessandria,
for Milan, Turin & Genoa.

1.- With reference to decisions approved by sixth meeting of Traffic Sub Commission, we beg to enclose timings of new comunication Bologna - Alessandria in extension of present thriweekly service Rome-Leghour-Florence-Bologna, which will be worked daily, and with connection at Voghera for Genoa and at Alessandria for Turin and Milan utilizying trains which are already working or altered accordingly to enclosed timings.

2.- The new trains, which will be subject to the rules of booking, will be consist of 80 seats 3rd. class coaches only, as follow: 4 coaches, 1 sleeper and 1 baggage van for Milan; 3 coaches and 1 postal van for Turin; 3 coaches for Genoa, and the coach which is already on direct service Rome-Pistoia via Lucca. It is therefore kindly asked to authorize an exceptional consist of 14 vehicles of trains 5 and 6 between Leghonr and Rome.

3.- The new service could be ianngurated from Rome, and from Milan, Turin and Genoa, on 25 August.
The trains 751 and 752 between Leghorn and Pistoia should be operated daily effective 27 August.

4.- It is kindly asked for an urgent approval.

THE GENERAL DIRECTOR
Sgd. Di Raimondo

2128

4 Coaches
1 Sleeper
1 Bage
mail } Turin
3 C
3 C Genoa
C Pistoia

30 coaches
Comm 10 Div

Public - The postal [illegible] and seven [illegible]

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

Rail Division,
Bldg.

cc: Direction MRS.

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THE GENERAL DIRECTOR
Sgd. Di Raimondo

2128

30 coaches
Corrente Dom Milano

Pullman Tr postal Romano
dini servizio due speed

4 Coaches
1 Sleeper
1 Box
1 mail } Turin
3 c
3 c genoa
1 c pullman
14

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

0951

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MINISTERO DEI TRASPORTI
MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

Roma, 20 AGO 1945 194 - Anno

N. M.210/3486/41-B.

Sottocommisione Trasporti dell'A.C.
Divisione Ferroviaria

S E D E

OGGETTO

Treno Roma-Alessandria per Milano, Torino e Genova.

Alleg.1

I - In relazione alle decisioni adottate nella 6ª riunione del Sottocomitato del Traffico, si allega l'orario della nuova comunicazione Bologna-Alessandria in proseguimento dell'attuale comunicazione trisettimanale Roma-Livorno-Firenze-Bologna, che sarà resa giornaliera, e con collegamento a Voghera da e per Genova e ad Alessandria da e per Torino e Milano utilizzando treni già esistenti o modificati opportunamente, secondo gli estremi indicati nell'allegato orario.

II - I nuovi treni, soggetti alle norme del contingentamento, saranno composti esclusivamente con carrozze di IIIª classe da 80 posti e più precisamente con 4 carrozze ordinarie ed una carrozza letti ed un bagagliaio per Milano, 3 carrozze ordinarie ed 1 carrozza postale per Torino; 3 carrozze ordinarie per Genova oltre alla carrozza in servizio diretto Roma-Pistoia via Lucca per la quale si prega di voler autorizzare la composizione eccezionale di 14 veicoli dei treni 5 e 6 fra Livorno e Roma.

III - La nuova comunicazione potrebbe iniziarsi sia da Roma che da Milano, Torino e Genova dal 25 corrente.

I treni 751 e 752 fra Livorno e Pistoia dovrebbero rendersi giornalieri dal 29 27 corrente.

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IV - Si prega urgente benestare.-

IL DIRETTORE GENERALE

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11.69	a.	Pidenas •	p.	14.46	
12.96	p.		s.	14.41	
13.82	a.	Parma •	p.	14.12	
12.44	p.		a.	14.00	
13.20	a.	Reggio Em.	p.	13.83	
13.30	p.		s.	13.13	
14.08	a.	Modena.	p.	12.38	
14.13	p.		s.	12.28	
15.10	a.	Bologna	p.	11.35	
15.00	p.		s.	11.00	
19.22	a.	Prato	p.	7.39	
19.34	p.		s.	7.07	
19.83	a.	Pistoia	p.	7.06	
20.15	p.		a.	6.45	
21.12	a.	Empoli	p.	6.44	
21.14	p.		s.	6.39	
22.00	a.	Pontedera	p.	4.55	
22.00	p.		s.	4.58	
22.45	a.	Pisa	p.	4.20	
22.58	p.		a.	4.15	
23.31	a.	Livorno	p.	3.32	

				(1)	
23.34	p.	Livorno	s.	3.16	
				(2)	
5.00	a.	Roma	p.	18.00	

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(1) Astmale oraria a formate del treno 5.

(2) Astmale oraria a formate del treno 6.

ORARIO DEL TRENO MILANO / TORINO / GENOVA - ROMA

4.55	p.	Torino	a. 22.45
6.10	a.	Asti	p. 21.06
6.16	p.		a. 20.51
6.55	a.	Alessandria	p. 20.00
0.00	p.	Milano (via Mortara)	a. 23.30
6.40	a.	Alessandria	p. 20.15
7.10	p.	Alessandria	a. 19.45
9.12	a.	Voghera	p. 17.40
5.25	p.	Genova	a. 21.10
8.55	a.	Voghera	p. 18.01
9.25	p.	Voghera	a. 17.25
10.55	a.	Piacenza	p. 15.50
11.10	p.		a. 15.35
11.58	a.	Fidenza	p. 14.46
12.03	p.		a. 14.41
12.32	a.	Parma	p. 14.12
12.44	p.		a. 14.00
13.20	a.	Reggio Em.	p. 13.23
13.30	p.		a. 13.13
14.03	a.	Modena	p. 12.38
14.13	p.		a. 12.28
15.10	a.	Bologna	p. 11.35
16.00	p.		a. 11.00
19.22	a.	Prato	p. 7.39
19.24	p.		a. 7.37
19.55	a.	Firenze	p. 7.05
20.15	p.		a. 6.45
21.12	a.	Empoli	p. 5.41
21.14	p.		a. 5.39
22.00	a.	Pontedera	p. 4.55
22.02	p.		a. 4.53

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8.55	a.	Voghera	p.	18.01	
9.25	p.	Voghera	a.	17.25	
10.55	a.	Piacenza	p.	15.50	
11.10	p.		a.	15.35	
11.58	a.	Fidenza	p.	14.46	
12.03	p.		a.	14.41	
12.32	a.	Parma	p.	14.12	
12.44	p.		a.	14.00	
13.20	a.	Reggio Em.	p.	13.23	
13.30	p.		a.	13.13	
14.03	a.	Modena	p.	12.38	
14.13	p.		a.	12.28	
15.10	a.	Bologna	p.	11.35	
16.00	p.		a.	11.00	
19.22	a.	Prato	p.	7.39	
19.24	p.		a.	7.37	
19.55	a.	Firenze	p.	7.05	
20.15	p.		a.	6.45	
21.12	a.	Empoli	p.	5.41	
21.14	p.		a.	5.39	
22.00	a.	Pontedera	p.	4.55	
22.02	p.		a.	4.53	
22.45	a.	Pisa	p.	4.20	
22.53	p.		a.	4.15	
23.31	a.	Livorno	p.	3.36	

Da rendersi giornaliero	19.25	p.	Pistoia	a.	7.50	Da rendersi giornaliero
	22.55	a.	Livorno	p.	4.07	

(1) 23.51	p.	Livorno	a.	(2) 3.16	
9.00	a.	Roma	p.	18.00	

(1) Attuale orario e fermate del treno 5.

(2) Attuale orario e fermate del treno 6.

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.00	P. Milano	a.	0
8.40	a. Alessandria	p. 20.15	
4.55	p. Torino	a. 22.45	
5.16	p. Asti	a. 20.51	
6.55	a. Alessandria	p. 20.00	
7.10	p. Alessandria	a. 19.45	
9.12	a. Voghera	p. 17.40	
5.25	p. Genova	a. 21.10	
8.55	a. Voghera	p. 18.01	
9.25	p. Voghera	a. 17.25	
10.55	a. Piacenza	p. 15.50	
11.10	p.	a. 15.35	
12.32	a. Parma	p. 14.12	
12.44	p.	a. 14.00	
13.20	a. Reggio E.	p. 13.23	
13.30	p.	a. 13.13	
14.03	a. Modena	p. 12.38	
14.13	p.	a. 12.28	
15.10	a. Bologna	p. 11.35	
16.00	p.	a. 11.00	
19.35	a. Firenze	p. 7.05	
20.15	p.	a. 6.45	
23.31	a. Livorno	p. 3.36	
19.25	p. Pistoia	a. 7.50	
21.27	p. Lucca	a. 5.45	
22.55	a. Livorno	p. 4.07	
23.51	p. Livorno	a. 3.16	
4.24	a. Grosseto	p. 22.37	
4.34	p.	a. 22.27	
9.00	a. Roma	p. 18.00	

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100/58

Rome, August 3, 1949

N. 240/3304/41-43.

IL MINISTRO DEI TRASPORTI

SUBJECT: Passenger trains programme. TO: To Sub-Commission A.C. (Rail Division)

Rome

1) Ref. is to your AS/100/Tn 4 letter dated July 23, 1949 by which is prescribed that on the 1st of each month are to be submitted the proposals covering additional services. I send therefore a programme of passenger trains that are essential on the various lines of the I.C.I. system to meet the most urgent civilian needs.

2) Line Turin-Milan-Venice. Operation of 2 couples of daily trains, besides the present couple of three-weekly trains between Turin and Milan.

Line Milan-Mortara-Alessandria-Genoa.-Operation of 2 couples of daily trains, discontinuing the present two couples of bi-weekly trains between Milan and Alessandria.

Line Bolzano-Verona - Operation of two couples of daily trains.

Line Venice-Udine-Tarvisio- Operation of two couples of daily trains between Venice and Udine to be extended up to Tarvisio as soon as the line will be rehabilitated.

Line Verona-Bologna-Ancona-Foggia. - Operation of 1 couple of daily trains connecting at Verona the trains from and to Venice Milan and Bolzano.

Line Verona-Bologna-Florence-Leghorn-Rome - Operation of 1 couple of daily trains connecting at Verona, the trains from and to Venice, Milan and Bolzano.

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2124

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1) Ref. is to your AG/100/Tn 4 letter dated July 23, 1945 by which is prescribed that on the 1st of each month are to be submitted the proposals covering additional services. I send therefore a programme of passenger trains that are essential on the various lines of the F.S.H. system to meet the most urgent civilian needs.

2) Line Turin-Milan-Venice. Operation of 2 couples of daily trains, besides the present couple of three-weekly trains between Turin and Milan.

Line Milan-Mortara-Alessandria-Genoa.-Operation of 2 couples of daily trains, discontinuing the present two couples of bi-weekly trains between Milan and Alessandria.

Line Bolzano-Verona - Operation of two couples of daily trains.

Line Venice-Udine-Tarvisio- Operation of two couples of daily trains between Venice and Udine to be extended up to Tarvisio as soon as the line will be rehabilitated.

Line Verona-Bologna-Ancona-Foggia. - Operation of 1 couple of daily trains connecting at Verona the trains from and to Venice Milan and Bolzano.

Line Verona-Bologna-Florence-Leghorn-Rome - Operation of 1 couple of daily trains connecting at Verona, the trains from and to Venice, Milan and Bolzano.

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Line [illegible] - Operation of 1 couple of steam trains until 2 couple of electric trains will be operated.

Lines ([illegible]) Conversion of the present couple of weekly trains into a couple of daily trains (Sunday excluded).

Lines ([illegible]) Conversion of the present couple of three-weekly trains into a couple of daily trains (Sunday excluded).

Line [illegible] - Two daily couples with change at [illegible].

Lines ([illegible]) Operation of 1 additional couple via [illegible].

Line [illegible] - Operation of two couples of trains

Line [illegible] - Operation of 1 couple as soon as the line will be reopened.

Line [illegible] - Conversion of 1 couple of diesel cars into steam trains.

Lines ([illegible]) Operation of 1 couple of trains.

Line [illegible] - Operation of 1 couple of trains to be extended up to Sondrio as soon as possible.

Line [illegible] - Operation of 1 couple of local trains.

Line [illegible] - Operation of 1 couple of local trains, as a substitution of the couple of workers' trains at present limited to the section [illegible].

2123

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Line Bologna-Modena - Operation of 1 couple of trains to be extended up to Reggio Emilia as soon as possible.

Line Bologna-S.Pietro in Casale - Operation of 1 couple of trains

Line Bologna-Ostiglia - Operation of 1 couple of trains for workers and civilian passengers.

Line Bologna-Imola - Conversion of two couples of trains for workers into trains also for civilians.

Line Modena-Sassuolo - Operation of 1 couple of trains as soon as the line will be rehabilitated.

Lines (Pistoia-Lucca / Pisa-Empoli) Operation of a couple of local trains

Line Ancona-Pescara Operation of 1 couple of local trains

Lines (Ancona-Fabriano / Fabriano-Foligno / Foligno-Terni) Conversation of trains for workers into trains for civilians.

Line Foligno-Rimini - Conversion civilian trains of the present trains operated for sending and return of loco

Lines (Roma-Orte / Orte-Chiusi / Chiusi-Arezzo) Operation of 1 couple of local trains.

Line Civitavecchia-Grosseto - Operation of 1 couple of local trains-

Line Roma-Civitavecchia - Operation of an additional couple of local trains

Line Roma-Fiumicino - Operation of an additional couple of local trains/.

2122

Line Roma-Nettuno - Operation of two couples of trains via Morricola-Campoleone, discontinuing the present couple via Cecchina for the

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Line Bologna-S.Pietro in Casale - Operation of 1 couple of trains

Line Bologna-Ostiglia - Operation of 1 couple of trains for workers and civilian passengers.

Line Bologna-Imola - Conversion of two couples of trains for workers into trains also for civilians.

Line Modena-Suzzara - Operation of 1 couple of trains as soon as the line will be rehabilitated.

Lines (Pistoia-Lucca / Pisa-Empoli) Operation of a couple of local trains

Line Ancona-Foresna Operation of 1 couple of local trains

Lines (Ancona-Fabriano / Fabriano-Foligno / Foligno-Terni) Conversion of trains for workers into trains for civilians.

Line Foligno-Rieti - Conversion civilian trains of the present trains operated for sending and return of loco

Lines (Roma-Orte / Orte-Chiusi / Chiusi-Arezzo) Operation of 1 couple of local trains.

Line Civitavecchia-Grosseto - Operation of 1 couple of local trains-

Line Roma-Civitavecchia - Operation of an additional couple of local trains

Line Roma-Fiumicino - Operation of an additional couple of local trains/.

2122

Line Roma-Nettuno - Operation of two couples of trains via Torricola-Campoleone, discontinuing the present couple via Cecchina for the section Campoleone-Nettuno.

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Line Rome-Reggio Cal. - Operation of a sleeping car service between Rome and Reggio Cal. Operation of one additional couple of trains daily with new connections for Puglia.

Line Naples-Cassino - Extention up to Vairano of the present local trains Naples-Caserta via Cancello.

Line Foggia-Benevento - Extention up to Benevento of one couple of the present trains limited to Ariano.

Line Brindisi-Lecce - Extention between Brindisi and Lecce of the threeweekly trains Naples-Brindisi.

Line Potenza-Taranto - Operation of 1 couple of local trains.

Line Foggia-Rocchetta - Operation of one couple of threeweekly trains using the locos of sending and return of the trains of the line Potenza-Rocchetta.

Line Avellino-Rocchetta - Operation of two couples of trains between Avellino and Montemarano to be extended up to Rocchetta as soon as possible.

Line Cerignola-Città-Cerignola Campagna. - Operation of 1 couple of daily trains in connection with trains Bari-Pescara and one threeweekly couple in connection with trains Naples-Brindisi.

Line Ofanto-Marmorita di S.- Operation of two couples of daily trains.

Line Reggio-Roccella-Jonica. - Extension up to Roccella of the present couple of trains limited to Branculeone.

Line Roccella-Jonica-Catanzaro - Operation of a couple of local trains in connection with trains of Catanzaro S.

2121

Lines (Messina-Palermo, Messina-Catania, Siracusa-Canicatti, Palermo-Catania, Palermo-Trapani, Roccapalumba-Agrigento) - Conversion into daily of the present periodical steam trains.

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Line Naples-Cassino - Extension up to Vairano of the present local trains Naples-Caserta via Cancello.

Line Foggia-Benevento - Extension up to Benevento of one couple of the present trains limited to Ariano.

Line Brindisi-Lecce - Extention between Brindisi and Lecce of the threeweekly trains Naples-Brindisi.

Line Potenza-Taranto - Operation of 1 couple of local trains.

Line Foggia-Rocchetta - Operation of one couple of threeweekly trains using the locos of sending and return of the trains of the line Potenza-Rocchetta.

Line Avellino-Rocchetta - Operation of two couples of trains between Avellino and Montemarano to be extended up to Rocchetta as soon as possible.

Line Cerignola-Città-Cerignola Campagna. - Operation of 1 couple of daily trains in connection with trains Bari-Foggia and one threeweekly couple in connection with trains Naples-Brindisi.

Line Ofratino-Margherita di S.- Operation of two couples of daily trains.

Line Reggio-Roccella-Jonica. - Extension up to Roccella of the present couple of trains limited to Brancaleone.

Line Roccella-Jonica-Catanzaro - Operation of a couple of local trains in connection with trains of Catanzaro S.

2121

Lines (Messina-Palermo, Messina-Catania, Siracusa-Canicatti, Palermo-Catania, Palermo-Trapani, Roccapalumba-Agrigento) - Conversation into daily of the present periodical steam trains.

Lines (Cagliari-Chilivani, Chilivani-Sassari) - Conversation into daily of the present periodical steam trains.

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3) The rolling stock for the proposed services is partially available on northern lines, and partially is to be recovered from those under repair at the workshops where the work has been speeded up, at its utmost. Some Services or extractions to not need new material to be used.

4) The daily average consumption of coal is foreseen for the very Services to be about 270 tons, whereof 200 tons, for the services in Southern Italy. Such a consumption would be reduced as soone as some electric lines will be rehabilitated.

5) We will communicate the detailed schedules for the requested services.

6) The operation of new trains and the improvement of the present communications are essential for the civilian populations, then, having been lacking for a long time of transports and being in a very bad economic and alimentary situation, is unjustified and sometimes in a state of unrest that could bring to serious consequences, very hardly to be met by the Government. The means available to ensure the public safety are usually unsufficient, and the only mean to soothe the excited minds is to provide for the operation of a minimum of transports to meet the most urgent necessities.

Therefore, I beg your Sub-Commission to take in consideration the importance of the proposals and to grant them even through some reduction of other movements that are not of first priority, and to authorize in the meanwhile the coupling of some cars to the ordinary freight trains for the passenger service on the lines not yet operated by local trains. What above is requested also to discipline the riding of civilians on said trains, that are now assailed by the public without any possibility of intervention by the A.M.G. Administration in order to prevent the troublesome to do so.

THE PRESIDENT
Gen. Hon Sir Alan

2123

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100/57
AM/ac

[illegible]
(A.M. Section)
c/o Transportation (Rr) Sub
A.A.F.

Tel. [illegible]
Ref. AG/100/Sn.1

11 August 45

Subject : Request for supplementary passenger services.

To : Brig. Gl Raimondo
General Direction
I.A.L.

Dear Brig Raimondo

I have duly received your letter N. M.210/1301/45 of 10 August 45.

The request that applications for new passenger services should be made by the beginning of the month is intended to assist the CCT by allowing enquiries to be made in time for submission to the Traffic Sub-Committee of the Allied Railway Board.

There a new line to open, such as the extension of Line 28 into Ravenna it is not the intention that a whole month should elapse before the existing service to Cervia be extended into Ravenna, because no additional stock is needed, and the locomotive power would be the same. In cases of this kind, we are quite prepared to take up with AFHQ for the extension at the earliest possible moment, and I feel sure they would not wish for a month's delay if the service can be immediately granted. If, however, you wished to introduce a Littorina service on this line, it would be necessary for you to indicate where the Littorina is available, and that you would be prepared to order its transfer to Rmo, and such an item would in the ordinary be subsequently for discussion at the Traffic Sub-Committee, in conjunction with any other similar requests you may have submitted.

So far as workers trains are concerned, if the workers are employed on the reconstruction and repair of the lines, and it is desirable and necessary that a passenger service be started to get them to and from the work they are performing, we will also be prepared to take immediate action in order to ensure the continuity of the work in hand.

2119

A.C.A.G.Hilton.

Copy to: [illegible]

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MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTOR OFFICE

Rome 13th August 1945
n°A.210/3363/46
to: n°AC/100/Tn.4 dated
23 July 45.

SUBJECT: Request for supplementaries passengers services.

Dear Major Ping:

Ref. your letter n°AC/100/Tn.4 dated 23 July 45.

I will conform myself to your disposition about the forwards of request for supplementaries passengers services.

If possible I should like to know if it is consented to me to make immediate proposals on case of interrupted railway lines restoration, owing, that the interested inhabited centers are awaiting trains exercise as soon as works are ended.

Analogously may verify the necessity to institute, with urgency character, workers trains for reconstruction works, or in consequence of the refitting of determinate industries.

I would like to know for my information your opinion about the matter.

Cordial regards.

Your sincerely
G.Di RAIMONDO

To: Major Ping
In Sub-Commission A.C.
Bldg.

0964

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MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
L'ISPETTORE GENERALE

Roma, lì 13 AGO 1945
nº M.210/3363/46
al nº A.C./100.Tn.4 del 23/7/45

OGGETTO: Richieste di servizi viaggiatori supplementari.=

Caro Maggiore Ping,

mi riferisco alla Vostra lettera n.AC/100.Tn.4 del 23 luglio c.a.-

Mi atterrò alle Vostre disposizioni circa l'inoltro di richieste per servizi viaggiatori supplementari.

Desidererei possibilmente sapere se mi è consentito di fare proposte immediate nel caso di ripristino di linee ferroviarie interrotte, dato che le popolazioni dei centri abitati interessati si attendono l'attivazione di treni quando i lavori vengono ultimati.

Analogamente può verificarsi la necessità di istituire con carattere di urgenza treni operai per i lavori di ricostruzione od in conseguenza della riattivazione di determinate industrie.

Gradirei conoscere, per mia norma, il Vostro pensiero al riguardo.

Cordiali saluti

Vostro sinceramente

Ugo Rainuzzo

Al Magg. Ping
Sottocommissione Trasporti A.C.
S e d e

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100/55
ACP/ic

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

Tel. 84323
Ref. AC/100/Tn 4.

14 August 45

SUBJECT : Passenger Service.

TO : Regional Commissioner
Venezia Region for
Transportation Division.

1. Reference your letter RXII/TR/5.7 of 4 August.

2. Application for additional civilian rail services will be submitted by local Capo Compartimento to ISR HQ Rome, with full indication of equipment to be used and coal consumptio.

3. It is understood ISR HQ have so advised all Capi.

By Command of Rear Admiral STONE :

for Director

copy to: Movements (Rail) Tn S/O.

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HEADQUARTERS
VENEZIE REGION
Allied Military Government
Transportation Division
APO 394

4 August

TO : Alcom, Transportation Sub-Commission

SUBJECT : Passenger Service

FILE : RXII/TII/5.7

The I.S.R. have applied to this Head Quarters for authority to submit an application to introduce the following passenger services in addition to the Venice-Mestre on to Treviso:

Venice – Fossalta di Piave,	2	Trains	each	way	3	Days a week,
Venice – Bassano,	1	"	"	"	3	" "
Venice – Ponte di Brenta,	2	"	"	"	3	" "
Venice – Conegliano,	1	"	"	"	Daily	
Conegliano – Udine,	1	"	"	"	"	
Padova – Montebelluna,	1	"	"	"	3	Days a week
Venice – Verona,	1	"	"	"	"	" "

Jno. J.S. WOODGER
Colonel
REGIONAL TRANSP. OFFICER

2115

100/53
MZ/Mo

TRANSPORTATIVE SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Mobile
C.M.F.

Tel. 843238
Ref. AC/100/In 4.

14 August 43

SUBJECT : Passenger services.

TO : Minister of Transports
Rome

1. Referring to your letter No 210/330/41-13 of 3 August 43, careful discussion has taken place with Military Railway Service as to the best methods of providing additional passenger services for civilian needs.

2. As a result of those discussions, at which representatives of ISR were present, immediate arrangements will be put in hand for the introduction of services on the following lines:-

ROME-FLORENCE-BOLOGNA trains to run daily, and to be extended to ALESSANDRIA, where connection can be arranged with GENOA, TURIN, and MILAN.

ROME-BOLOGNA-BOLOGNA tri-weekly service to connect at BOLOGNA with service to ALESSANDRIA.

A sleeping-car will run in each service between the terminal points.

3. These services will be brought into operation almost immediately, but the problem of passenger equipment arises and it is understood suitable equipment will be available in Milan from 15th August to supplement existing stock and make it possible to operate the services. Perhaps you will give instructions for its immediate release, and advise us date when the service will be able to operate.

4. The following general procedure will therefore govern future demands for additional civilian passenger train facilities:-

a) A table will be set up of new passenger trains desired, setting them out in priority of need.

b) The table will include estimated timings desired.

c) ISR will examine carefully all equipment available, and indicate where equipment will be obtained for the operation of the trains desired.

d) As equipment becomes available from military sources, Military Railway Service will so advise this Commission, in order that other trains on the priority list can be introduced.

2114

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

Ref. 70/100/21 4

SUBJECT : Passenger services.

TO : Minister of Transports
R o m e

1. Referring to your letter MI 210/2304/4/1-1) of 3 August 4, general discussion has taken place with Military Railway Service as to the best methods of providing additional passenger services for civilian needs.

2. As a result of those discussions, at which representatives of ISR were present, immediate arrangements will be put in hand for the introduction of services on the following lines:-

ROME-L'AQUILA-ETC-BOLOGNA train to run daily, and to be extended to ALESSANDRIA, where connection can be arranged with GENOA, TURIN, and MILAN.

ROME-ANCONA-BOLOGNA tri-weekly service to connect at BOLOGNA with service to ALESSANDRIA.

A sleeping-car will run in each service between the terminal points.

3. These services will be brought into operation almost immediately, but the problem of passenger equipment arises and it is understood suitable equipment will be available in Milan from 15th August to supplement existing stock and make it possible to operate the services. Perhaps you will give instructions for its immediate release, and advise me date when the services will be able to operate.

4. The following general procedure will therefore govern future demands for additional civilian passenger train facilities:-

a) A table will be set up of new passenger trains desired, setting them out in priority of need.

b) The table will include estimated timings desired.

c) ISR will examine carefully all equipment available, and indicate where equipment will be obtained for the operation of the trains desired.

d) As equipment becomes available from military sources, Military Railway Service will so advise this Commission, in order that the other trains on the priority list can be introduced.

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5. In this respect it is felt that definite steps must be taken to ensure that Northern Italy is not treated as a separate entity with power to retain equipment and to put into operation services which are more urgently needed elsewhere. Initiative must rest with the Minister of Transport, for quite obviously a nation-wide network of trains cannot be divided into certain areas which are able to obtain more favourable treatment simply because the equipment happened to be collected in one or more of these areas. It is reported that civilian passenger vehicles were sent from Venice to Milan for repairs at the rate of two trains a day for some time, so that the availability of equipment is obvious.

R. P. Moss
for Director

Copy to: MRS - Bldg.

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

PRIORITA'

I.

Linea Torino-Milano-Venezia - Istituzione di due coppie di treni giornalieri, mantenendo l'attuale coppia di treni diretti trisettimanali fra Torino e Milano.

Linea Verona-Bologna-Firenze-Livorno-Roma - Istituzione di una coppia di treni giornalieri con coincidenze a Verona da e per Venezia, Milano e Bolzano.

Linea Roma-Reggio Cal.- Istituzione di un servizio di carrozza letti Roma-Reggio Calabria. Istituzione di un'altra coppia giornaliera di treni con nuovi allacciamenti per le Puglie.

Linea Potenza-Taranto - Istituzione di una coppia di treni locali.

Linea Messina-Palermo. } Daily service very urgent but due to shortage of coal cannot afford better service for now

Linea Messina-Catania. .. .. }

N.B. Si da la priorità assoluta al predetto gruppo di linee allo scopo di avere una continuità di linee sulla dorsale che va da Torino alla Sicilia con [redacted] coppie di treni.

II.

Linea Bolzano-Verona - Istituzione di due coppie di treni giornalieri.

Linea Venezia-Udine-Tarvizio - Istituzione di due coppie di treni giornalieri fra Venezia ed Udine [redacted] da prolungare su Tarvisio appena riattivata la linea.

Linea Savona-Imperia - Istituzione di una coppia a vapore fino a che non si potranno effettuare due coppie a trazione elettrica.

Linea Bologna-Modena - Istituzione di una coppia di treni da estendere fino a Reggio Emilia appena possibile.

Linea Ancona-Pescara - Istituzione di una coppia di treni locali.

Ancona-Fabriano
Fabriano-Foligno
Foligno-Terni
} Trasformazione dei treni operai in treni per civili

Linea Brindisi-Lecce - Prolungamento fra Brindisi e Lecce dei treni trisettimanali Napoli-Brindisi.

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

(Linee
(ROMA-Orte)
(Orte-Chiusi) Istituzione di 1 coppia di treni locali
(Chiusi-Arezzo)
(

III.(Linea Roma-Civitavecchia - Istituzione di un'altra coppia di treni locali.

(Linea Napoli-Cassino - Prolungamento fino Vairano degli attuali treni locali Napoli-Caserta via Cancello.

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

IL MINISTRO DEI TRASPORTI

Rome, August 5, 1945
N. M.210/3804/41-13

To Transportation Sub Commission A.C.
(Rail Division)
R o m e

Subject: Passenger trains programme

1) Ref. is to your AC/100/Tn 4 letter dated July 23,1945, by which is prescribed that on the 1st of each month are to be submitted the proposals covering additional services. I send therefore a programme of passenger trains that are essential on the various lines of the I.S.R. system to meet the most urgent civilian needs.

2) Line Turin-Milan-Venice - Operation of 2 couples of daily trains, besides the present couple of threeweekly through trains between Turin and Milan.

Line Milan-Lodara-Alessandria-Genoa - Operation of 2 couples of daily trains, discontinuing the present two couples of biweekly trains between Milan and Alessandria.

Line Bolzano-Verona - Operation of two couples of daily trains.

Line Venice-Udine-Tarvisio - Operation of two couples of daily trains between Venice and Udine to be extended up to Tarvisio as soon as the line will be rehabilitated.

Line Verona-Bologna-Ancona-Foggia - Operation of 1 couple of daily trains connecting at Verona the trains from and to Venice Milan and Bolzano.

Line Verona-Bologna-Florence-Leghorn-Rome - Operation of 1 couple of daily trains connecting at Verona, the trains from and to Venice, Milan and Bolzano.

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

IL MINISTRO DEI TRASPORTI

P. M.810/650/41-15

To Transportation Sub Commission A.C.
(Rail Division)

Subject: Passenger trains programme

R o m e

1) Ref. is to your AC/100/Th 4 letter dated July 23,1945, by which is prescribed that on the 1st of each month are to be submitted the proposals covering additional services. I send therefore a programme of passenger trains that are essential on the various lines of the I.S.R. system to meet the most urgent civilian needs.

2) Line Turin-Milan-Venice - Operation of 2 couples of daily trains, besides the present couple of threeweekly through trains between Turin and Milan.

Line Milan-Mortara-Alessandria-Genoa - Operation of 2 couples of daily trains, discontinuing the present two couples of biweekly trains between Milan and Alessandria.

Line Bolzano-Verona - Operation of two couples of daily trains.

Line Venice-Udine-Tarvisio - Operation of two couples of daily trains between Venice and Udine to be extended up to Tarvisio as soon as the line will be rehabilitated.

Line Verona-Bologna-Ancona-Foggia - Operation of 1 couple of daily trains connecting at Verona the trains from and to Venice Milan and Bolzano.

Line Verona-Bologna-Florence-Leghorn-Rome - Operation of 1 couple of daily trains connecting at Verona, the trains from and to Venice, Milan and Bolzano.

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

IL MINISTRO DEI TRASPORTI

Line Savona-Imperia - Operation of 1 couple of steam trains until 2 couple of electric trains will be operated.

Lines { Novara-Mortara, Novara-Omegna, Asti-Mortara, Novara-Varallo, Alessandria-Alba } Conversion of the present couple of beweekly trains into a couple of daily trains (Sunday excluded).

Lines { Sesto C. Domodossola, Arona-Novara } Conversion of the present couple of three= weekly trains into a couple of daily trains (Sunday excluded).

Line Luino-Novara - Two daily couples with change at Sesto Calende.

Lines { Milan-Bergamo, Milan-Cremona } Operation of 1 additional couple via Treviglio

Line Pavia-Codogno - Operation of 1 couple as soon as the line will be reoperated -

Line Vicenza-Schio - Operation of two couples of trains

Line Verona-Legnago-Rovigo - Conversion of 1 couple of diesel cars into steam trains.

Lines { Trento-Primolano, Venezia-Treviso-Feltre, Venezia-Cismon, Padova-Montebelluna, Treviso-Cittadella, Treviso-Portogruaro-Casarsa, Conegliano-Vittorio } Operation of 1 couple of trains

Line Padova-Monselice - Operation of 1 couple of trains to be extended up to Montagnana as soon as possible.

Line Bologna-Rimini - Operation of 1 couple of local trains

Line Rimini-Ancona - - Operation of 1 couple of local trains, as a

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

Line Savona-Imperia - Operation of 1 couple of steam trains until 2 couple of electric trains will be operated.

Lines { Novara-Mortara, Novara-Casale, Asti-Mortara, Novara-Varallo, Alessandria-Alba } Conversion of the present couple of bewsekly trains into a couple of daily trains (Sunday excluded).

Lines { Sesto C. Domodossola, Arona-Novara } Conversion of the present couple of three-weekly trains into a couple of daily trains (Sunday excluded).

Line Luino-Novara - Two daily couples with change at Sesto Calende.

Lines { Milan-Bergamo, Milan-Cremona } Operation of 1 additional couple via Treviglio

Line Pavia-Codogno - Operation of 1 couple as soon as the Line will be reoperated -

Line Vicenza-Schio - Operation of two couples of trains

Line Verona-Legnago-Rovigo - Conversion of 1 couple of diesel cars into steam trains.

Lines { Trento-Primolano, Venezia-Treviso-Feltre, Venezia-Cismon, Padova-Montebelluna, Treviso-Cittadella, Treviso-Portogruaro-Casarsa, Conegliano-Vittorio } Operation of 1 couple of trains

Line Padova-Monselice - Operation of 1 couple of trains to be extended up to Montagnana as soon as possible.

Line Bologna-Rimini - Operation of 1 couple of local trains

Line Rimini-Ancona - - Operation of 1 couple of local trains, as a substitution of the couple of workers' trains at present limited to the section Ancona-Pesaro.

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

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

IL MINISTRO DEI TRASPORTI

Line Bologna Modena - Operation of 1 couple of trains to be extended up to Reggio Emilia as soon as possible.

Line Bologna-S.Pietro in Casale - Operation of 1 couple of trains

Line Bologna-Ostiglia - Operation of 1 couple of trains for workers and civilian passengers

Line Bologna-Prato - Conversion of two couples of trains for workers into trains also for civilians.

Line Modena-Suzzara - Operation of 1 couple of trains as soon as the line will be rehabilitated.

Lines (Pistoia-Lucca / Pisa Empoli) - Operation of a couple of local trains

Line Ancona-Pescara - Operation of 1 couple of local trains

Lines (Ancona-Fabriano / Fabriano-Foligno / Foligno-Terni) - Conversion of trains for workers into trains for civilians.

Line Foligno-Bastia - Conversion into civilian trains of the present trains operated for sending and return of loco.

Lines (Rome-Orte / Orte-Chiusi / Chiusi-Arezzo) - Operation of 1 couple of local trains

Line Civitavecchia-Grosseto - Operation of 1 couple of local trains-

Line Rome-Civitavecchia - Operation of an additional couple of local trains

Line Rome-Fiumicino -Operation of an additional couple of local trains.

Line Rome-Nettunia - Operation of two couples of trains via Torricola-Campoleone, discontinuing the present couple via Cecchina for the section Campoleone-Nettunia.

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

IL MINISTRO DEI TRASPORTI

Line Rome-Reggio Cal. - Operation of a sleeping car service between Rome and Reggio Cal. Operation of one additional couple of daily trains with new connections for Puglie.

Line Naples-Cassino — Extention up to Vairano of the present local trains Naples-Caserta via Cancello.

Line Foggia-Benevento — Extention up to Benevento of one couple of the present trains limited to Ariano.

Line Brindisi-Lecce — Extention between Brindisi and Lecce of the threeweekly trains Naples-Brindisi.

Line Potenza-Taranto — Operation of 1 couple of local trains.

Line Foggia-Rocchetta — Operation of one couple of threeweekly trains using the locos of sending and return of the trains of the line Potenza -Rocchetta.

Line Avellino-Rocchetta — Operation of two couples of trains between Avellino and Montemarano to be extended up to Rocchetta as soon as possible.

Line Cerignola Città- Cerignola Campagna - Operation of 1 couple of daily trains in connection with trains Bari-Pescara and one treeweekly couple in connection with trains Naples -Brindisi.

Line Ofantino-Margherita di S.- Operation of two couples od daily trains.

Line Reggio-Roccella Jonica - Extention up to Roccella of the present couple of trains limited to Brancaleone.

Line Roccella Jonica-Catanzaro - Operation of a couple of local trains in connection with trains of Catanzaro S.

Lines { Messina-Palermo; Messina-Catania; Siracusa-Canicattì; Palermo-Catania; Palermo-Trapani; Roccapalumba-Agrigento } — Conversion into daily of the present periodical steam trains.

Lines { Cagliari-Chilivani; Chilivani-Sassari } — Conversion into daily of the present periodical steam trains.

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

IL MINISTRO DEI TRASPORTI

3) The rolling stock needed for the proposed services is partially available on northern lines, and partially is to be recovered from those under repair at the workshops where the work has been speeded up, at its utmost. Some Services or extentions to not need new material to be used.

4) The daily average consumption of coal is foreseen for the very Services to be about 270 tons, whereof 200 tons, for the services in Northern Italy. Such a consumption would be reduced as soon as some electric lines will be rehabilitated.

5) We will communicate the detailed schedules for the requested services.

6) The operation of new trains and the improvement of the present communications are essential for the civilian populations, than, having been lacking for a long time of transports and being in a very bad economic and alimantary situation, is undisciplined and sometimes in a state of unrest that could bring to serious consequences, very hardly to be met by the Government. The means available to secure the public safety are namely unsufficient, and the only mean to soothe the excited minds is to provide for the operation of a minimum of transports to meet the most urgent necessities.

Therefore, I beg your Sub Commission to take in consideration the importance of the proposals and to grant them even through some reduction of other movements that are not of first priority, and to authorize in the meanwhile the coupling of some cars to the ordinary freight trains for the passenger service on the lines not yet operated by local trains. What above is requested also to discipline the riding of civilians on said trains, that are now assailed by the public without

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

IL MINISTRO DEI TRASPORTI

any possibility of intervention by the I.S.R. Administration in order to prevent the trespassers to do so.

The Minister
Sgd. Ugo LA MALFA

0981

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

IL MINISTRO DELLE COMUNICAZIONI
IL MINISTRO DEI TRASPORTI

Roma, 5-8-45
N° M.210/3304/41-B

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria
R O M A

OGGETTO:
Programma istituzione
treni viaggiatori.

I - Con riferimento alla vostra lettera A.C/100/Tn.4 del 23 sc.m. che prescrive l'inoltro al 1° di ogni mese delle proposte relative ai servizi addizionali, trasmetto un programma di treni viaggiatori che si ritengono indispensabili sulle varie linee della Rete, per venire incontro ai più ur= genti bisogni civili .

II - Linea Torino-Milano-Venezia = Istituzione di 2 coppie di treni giornalieri, mantenendo l'attuale coppia di treni diretti trisettimanali fra Torino e Milano.

Linea Milano-Mortara-Alessandria-Genova = Istituzione di 2 coppie di treni giornalieri, assorbendo le due attuali coppie di treni bisettimana= li fra Milano ed Alessandria.

Linea Bolzano-Verona = Istituzione di 2 coppie di treni giornalieri.

Linea Venezia-Udine-Tarvisio = Istituzione di 2 coppie di treni giornalieri fra Venezia e Udine da prolungare su Tarvisio appena riattivata la linea.

Linea Verona-Bologna-Ancona-Foggia = Istituzione di 1 coppia di tre= ni giornalieri con coincidenza a Verona da e per Venezia - Milano e Bolzano.

Linea Verona-Bologna-Firenze-Livorno-Roma = Istituzione di 1 coppia di treni giornalieri con coincidenze a Verona da e per Venezia, Milano e Bolzano.

Linea Savona-Imperia = Istituzione di 1 coppia a vapore fino a che non si potranno effettuare 2 coppie a trazione elettrica.

Linee { Novara-Mortara, Novara-Omegna, Asti-Mortara, Novara-Varallo, Alessandria-Alba } Trasformazione dell'attuale coppia bisettimanale in una coppia feriale.

{ Sesto C.-Domodossola, Arona-Novara } Trasformazione dell'attuale coppia trisettimanale in feriali.

Linea Luino-Novara = 2 coppie giornaliere con trasbordo a Sesto Ca= lende.

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

Linee { Milano-Bergamo / Milano-Cremona } Istituzione di un'altra coppia via Treviglio

Linea Pavia-Codogno = Istituzione di 1 coppia appena ripristinata la linea.

Linea Vicenza-Schio = Istituzione di 2 coppie di treni.

Linea Verona-Legnago-Rovigo = Trasformazione di 1 coppia di littorine in treni a vapore.

Linee { Trento-Primolano / Venezia-Treviso-Feltre / Venezia-Cismon / Padova-Montebelluna / Treviso-Cittadella / Treviso-Portogruaro-Casarsa / Conegliano-Vittorio } Istituzione di 1 coppia di treni

Linea Padova-Monselice = Istituzione di 1 coppia di treni da estendere appena possibile fino a Montagnana.

Linea Bologna-Rimini = Istituzione di 1 coppia di treni locali.

Linea Rimini-Ancona = Istituzione di 1 coppia di treni locali, in sostituzione della coppia di treni operai attualmente limitata al tratto Ancona-Pesaro.

Linea Bologna-Modena = Istituzione di 1 coppia di treni da estendere fino a Reggio Emilia appena possibile.

Linea Bologna-S.Pietro in Casale = Istituzione di 1 coppia di treni.

Linea Bologna-Ostiglia = Istituzione di 1 coppia di treni per operai e viaggiatori civili.

Linea Bologna-Prato = Trasformazione di 2 coppie di treni operai in treni anche per civili.

Linea Modena-Suzzara = Istituzione di 1 coppia appena sarà ripristinata la linea.

Linee { Pistoia-Lucca / Pisa-Empoli } = Istituzione di una coppia di treni locali.

Linea Ancona-Pescara = Istituzione di una coppia di treni locali.

Linee { Ancona-Fabriano / Fabriano-Foligno / Foligno-Terni } Trasformazione dei treni operai in treni per civili.

Linea Foligno-Bastia = Trasformazione in treni per civili degli attuali treni che si effettuano per invio e ritorno locomotiva.

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

IL MINISTRO DELLE COMUNICAZIONI
IL MINISTRO DEI TRASPORTI

Linee { Roma-Orte / Orte-Chiusi / Chiusi-Arezzo } Istituzione di 1 coppia di treni locali.

Linea Civitavecchia-Grosseto = Istituzione di 1 coppia di treni locali.

Linea Roma-Civitavecchia = Istituzione di un'altra coppia di treni locali.

Linea Roma-Fiumicino = Istituzione di un'altra coppia di treni locali.

Linea Roma-Nettunia = Istituzione di due coppie di treni via Torricola-Campoleone, sopprimendo l'attuale per la via Cecchina per il tratto Campoleone-Nettunia.

Linea Roma-Reggio Cal.= Istituzione di un servizio di carrozza letti fra Roma e Reggio Calabria.- Istituzione di un'altra coppia giornaliera di treni con nuovi allacciamenti per le Puglie.

Linea Napoli-Cassino = Prolungamento fino Vairano degli attuali treni locali Napoli-Caserta via Cancello.

Linea Foggia-Benevento = Prolungamento fino Benevento di una coppia degli attuali treni limitati ad Ariano.

Linea Brindisi-Lecce = Prolungamento fra Brindisi e Lecce dei treni trisettimanali Napoli-Brindisi.

Linea Potenza-Taranto = Istituzione di 1 coppia di treni locali.

Linea Foggia-Rocchetta = Istituzione di una coppia di treni trisettimanali,utilizzando le locomotive di invio e di ritorno dei treni della linea Potenza-Rocchetta.

Linea Avellino-Rocchetta = Istituzione di due coppie di treni fra Avellino e Montemarano da prolungare su Rocchetta appena possibile.

Linea Cerignola Città-Cerignola Campagna = Istituzione di una coppia di treni giornalieri in coincidenza con i treni Bari-Pescara ed una coppia trisettimanale in coincidenza con i treni Napoli-Brindisi.

Linea Ofantino-Margherita di S. = Istituzione di due coppie di treni giornalieri.

Linea Reggio-Roccella Ionica = Prolungamento fino Roccella dell'attuale coppia di treni limitata a Brancaleone.

Linea Roccella Ionica-Catanzaro = Istituzione coppia treni locali in coincidenza treni di Catanzaro S.

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

Linee	Messina-Palermo Messina-Catania Siracusa-Canicattì Palermo-Catania Palermo-Trapani Roccapalumba-Agrigento	Trasformazione in giornalieri degli attuali treni periodici a vapore.
Linee	Cagliari-Chilivani Chilivani-Sassari	Trasformazione in giornalieri degli attuali treni periodici a vapore.

III - Il materiale occorrente per i servizi che si propongono in parte è disponibile sulle linee del Nord ed in parte è ricavabile da quello in corso di riparazione presso le officine che intensificano al massimo il loro lavoro. - Alcuni servizi o prolungamenti non richiedono impegno di nuovo materiale.

IV - Il consumo medio giornaliero di carbone per i servizi stessi si aggira sulle 270 tonn. di cui 200 per servizi nell'Italia del Nord, consumo che potrà ridursi appena sarà possibile ripristinare su qualche linea la trazione elettrica.

V - Si farà seguito per comunicare l'orario di dettaglio delle comunicazioni richieste.

VI - La istituzione dei nuovi treni ed il miglioramento delle relazioni esistenti risponde a necessità inderogabili per la popolazione civile, la quale priva ormai da tempo di mezzi di comunicazione ed in una situazione economica ed alimentare assai grave, commette atti di indisciplina e talvolta di ribellione, che potrebbero dar luogo a conseguenze incresciose, di fronte alle quali l'autorità del governo non saprebbe come provvedere.- I mezzi a disposizione per la tutela dell'ordine sono infatti insufficienti, e per calmare gli animi agitati non vi è altro mezzo che quello di provvedere alla istituzione di un minimo di trasporti per fronteggiare le più impellenti necessità.

Prego quindi codesta Sottocommissione di valutare l'importanza delle proposte e di volerle accogliere anche con sacrificio di altri trasporti che potrebbero non avere carattere di urgenza, ed intanto autorizzare l'aggiunta di qualche carro ai treni merci ordinari per il servizio viaggiatori sulle linee che non sono ancora servite da treni locali, allo scopo anche di disciplinare l'ammissione dei civili nei treni stessi, che attualmente vengono presi d'assalto senza possibilità da parte dell'Amministrazione Ferroviaria di intervenire per eliminare l'abuso.-

IL MINISTRO

Ugo La Malfa

Rome, August 5, 1945

IL MINISTRO DEI TRASPORTI — N.M.210/3304/41-13.

SUBJECT: Passenger trains programme. — TO: Th Sub-Commission A.C. (Rail Division) Rome

1) Ref. is to your AV/100/Tn 4 letter dated July 23, 1945 by which is prescribed that on the 1st of each month are to be submitted the proposals covering additional services. I send therefore a programme of passenger trains that are essential on the various lines of the I.S.R. system to meet the most urgent civilian needs.

2) Line Turin-Milan-Venice. Operation of 2 couples of daily trains, besides the present couple of threeweekly trains between Turin and Milan.

Line Milan-Mortara-Alessandria-Genoa.-Operation of 2 couples of daily trains, discontinuing the present two couples of biweekly trains between Milan and Alessandria.

Line Bolzano-Verona - Operation of two couples of daily trains.

Line Venice-Udine-Tarvisio- Operation of two couples of daily trains between Venice and Udine to be extended up to Tarvisio as soon as the line will be rehabilitated.

Line Verona-Bologna-Ancona-Foggia. - Operation of 1 couple of daily trains connecting at Verona the trains from and to Venice Milan and Bolzano.

Line Verona-Bologna-Florence-Leghorn-Rome - Operation of 1 couple of daily trains connecting at Verona, the trains from and to Venice, Milan and Bolzano.

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

1) Ref. is to your AC/100/Tn 4 letter dated July 23, 1945 by which is prescribed that on the 1st of each month are to be submitted the proposals covering additional services. I send therefore a programme of passenger trains that are essential on the various lines of the I.S.R. system to meet the most urgent civilian needs.

2) Line Turin-Milan-Venice. Operation of 2 couples of daily trains, besides the present couple of threeweekly trains between Turin and Milan.

Line Milan-Mortara-Alessandria-Genoa.-Operation of 2 couples of daily trains, discontinuing the present two couples of biweekly trains between Milan and Alessandria.

Line Bolzano-Verona - Operation of two couples of daily trains.

Line Venice-Udine-Tarvisio- Operation of two couples of daily trains between Venice and Udine to be extended up to Tarvisio as soon as the line will be rehabilitated.

Line Verona-Bologna-Ancona-Foggia. - Operation of 1 couple of daily trains connecting at Verona the trains from and to Venice Milan and Bolzano.

Line Verona-Bologna-Florence-Leghorn-Rome - Operation of 1 couple of daily trains connecting at Verona, the trains from and to Venice, Milan and Bolzano.

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

Line Savona-Imperia - Operation of 1 couple of steam trains until 2 couple of electric trains will be operated.

Lines (Novara-Mortara; Novara-Omegna; Asti-Mortara; Novara-Varallo; Alessandria-Alba) - Conversion of the present couple of bweekly trains into a couple of daily trains (Sunday excluded).

Lines (Sesto C.-Domodossola; Arona-Novara) - Conversion of the present couple of three-weekly trains into a couple of daily trains (Sunday excluded).

Line Luino-Novara - Two daily couples with change at Sesto Calende.

Lines (Milan-Bergamo; Milan-Cremona) - Operation of 1 additional couple via Treviglio.

Line Vicenza-Schio - Operation of two couples of trains

Line Pavia-Codogno - Operation of 1 couple as soon as the line will be reoperated.

Line Verona-Legnano-Rovigo - Conversion of 1 couple of diesel cars into steam trains.

Lines (Trento-Primolano; Venezia-Treviso-Feltre; Venezia-Cinson; Padova-Montebelluna; Treviso-Cittadella; Treviso-Portogruaro-Casarsa; Conegliano-Vittorio) - Operation of 1 couple of trains.

Line Padova-Monselice - Operation of 1 couple of trains to be extended up to Montagnana as soon as possible.

Line Bologna-Rimini - Operation of 1 couple of local trains.

Line Rimini-Ancona - Operation of 1 couple of local trains, as a substitution of the couple of workers' trains at present limited to the section Ancona-Pesaro.

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(Alessandria-Alba)

Lines (Sesto C.-Domodossola) / (Arona-Novara) — Conversion of the present couple of three-weekly trains into a couple of daily trains (Sunday excluded).

Line Luino-Novara - Two daily couples with change at Sesto Calende.

Lines (Milan-Bergamo) / (Milan-Cremona) — Operation of 1 additional couple via Treviglio.

Line Vicenza-Schio - Operation of two couples of trains

Line Pavia-Codogno - Operation of 1 couple as soon as the line will be reopened.

Line Verona-Legnano-Rovigo - Conversion of 1 couple of diesel cars into steam trains.

Lines (Trento-Primolano) / (Venezia-Treviso-Feltre) / (Venezia-Cinson) / (Padova-Montebelluna) / (Treviso-Cittadella) / (Treviso-Portogruaro-Casarsa) / (Conegliano-Vittorio) — Operation of 1 couple of trains.

Line Padova-Monselice - Operation of 1 couple of trains to be extended up to Montagnana as soon as possible.

Line Bologna-Rimini - Operation of 1 couple of local trains.

Line Rimini-Ancona - Operation of 1 couple of local trains, as a substitution of the couple of workers' trains at present limited to the section Ancona-Pesaro.

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Line Bologna-Modena - Operation of 1 couple of trains to be extended up to Reggio Emilia as soon as possible.

Line Bologna-S.Pietro in Casale - Operation of 1 couple of train

Line Bologna-Ostiglia - Operation of 1 couple of trains for workers and civilian passengers.

Line Bologna-Prato - Conversion of two couples of trains for workers into trains also for civilians.

Line Modena-Suzzara - Operation of 1 couple of trains as soon as the line will be rehabilitated.

Lines (Pistoia-Lucca / Pisa-Empoli) Operation of a couple of local trains

Line Ancona-Pescara Operation of 1 couple of local trains

Lines (Ancona-Fabriano / Fabriano-Foligno / Foligno-Terni) Conversion of trains for workers into trains for civilians.

Line Foligno-Rieti - Conversion civilian trains of the present trains operated for sending and return of lone

Lines (Roma-Orte / Orte-Chiusi / Chiusi-Arezzo) Operation of 1 couple of local trains.

Line Civitavecchia-Grosseto - Operation of 1 couple of local trains-

Line Roma-Civitavecchia - Operation of an additional couple of local trains

Line Roma-Fiumicino - Operation of an additional couple of local trains/.

Line Roma-Nettunia - Operation of two couples of trains via Torricola-Campoleone, discontinuing the present couple via Cecchina for the section Campoleone-Nettunia.

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Lines (Ancona-Fabriano) (Fabriano-Foligno) (Foligno-Terni) Conversation of trains for workers into trains for civilians.

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Line Rome-Reggio Cal. - Operation of a sleeping car service between Rome and Reggio Cal. Operation of one additional couple of trains daily with new connections for Puglie.

Line Naples-Cassino - Extension up to Vairano of the present local trains Naples-Caserta via Cancello.

Line Foggia-Benevento - Extension up to Benevento of one couple of the present trains limited to Ariano.

Line Brindisi-Lecce - Extention between Brindisi and Lecce of the threeweekly trains Naples-Brindisi.

Line Potenza-Taranto - Operation of 1 couple of local trains.

Line Foggia-Rocchetta - Operation of one couple of threeweekly trains using the locos of sending and return of the trains of the line Potenza-Rocchetta.

Line Avellino-Rocchetta - Operation of two couples of trains between Avellino and Montemarano to be extended up to Rocchetta as soon as possible.

Line Cerignola-Città-Cerignola Campagna. - Operation of 1 couple of daily trains in connection with trains Bari-Pescara and one threeweekly couple in connection with trains Naples-Brindisi.

Line Ofantino-Margherita di S.- Operation of two couples of daily trains.

Line Reggio-Roccella-Jonica. - Extension up to Roccella of the present couple of trains limited to Brancaleone.

Line Roccella-Jonica-Catanzaro - Operation of a couple of local trains in connection with trains of Catanzaro S.

Lines (Messina-Palermo), (Messina-Catania), (Siracusa-Canicatti), (Palermo-Catania), (Palermo-Trapani), (Roccapalumba-Agrigento) - Conversion into daily of the present periodical steam trains.

2199

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

trains Naples-Caserta via Cancello.

Line Foggia-Benevento - Extension up to Benevento of one couple of the present trains limited to Ariano.

Line Brindisi-Lecce - Extention between Brindisi and Lecce of the threeweekly trains Naples-Brindisi.

Line Potenza-Taranto - Operation of 1 couple of local trains.

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Line Roccella-Jonica-Catanzaro - Operation of a couple of local trains in connection with trains of Catanzaro S.

Lines (Messina-Palermo) (Messina-Catania) (Siracusa-Canicatti) (Palermo-Catania) (Palermo-Trapani) (Roccapalumba-Agrigento) — Conversion into daily of the present periodical steam trains.

2199

Lines (Cagliari-Chilivani) (Chilivani-Sassari) — Conversation into daily of the present periodical steam trains.

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

3) The rolling stock for the proposed services is partially available on northern lines, and partially is to be recovered from those under repair at the workshops where the work has been speeded up, at its utmost. Some Services or extentions to not need new material to be used.

4) The daily average consumption of coal is foreseen for the very Services to be about 270 tons, whereof 200 tons, for the services in Northern Italy. Such a consumption would be reduced as soone as some electric lines will be rehabilitated.

5) We will communicate the detailed schedules for the requested services.

6) The operation of new trains and the improvement of the present communications are essential for the civilian populations, then, having been lacking for a long time of transports and being in a very bad economic and alimentary situation, is undisciplined and sometimes in a state of unrest that could bring to serious consequences, very hardly to be met by the Government. The means available to secure the public safety are namely unsufficient, and the only mean to soothe the excited minds is to provide for the operation of a minimum of transports to meet the most urgent necessities.

Therefore, I beg your Sub-Commission to take in consideration the importance of the proposals and to grant them even through some reduction of other movements that are not of first priority, and to authorise in the meanwhile the coupling of some cars to the ordinary freight trains for the passenger service on the lines not yet operated by local trains. What above is requested also to discipline the riding of civilians on said trains, that are now assailed by the public without any possibility of intervention by the I.S.R. Administration in order to prevent the trespassers to do so.

THE MINISTER
Sgd. Ugo La MALFA

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

0994

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

100/50
ACP/1o

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

Tel. 84.3238
Ref. AC/100/Tn 4

31 July 45.

SUBJECT : ISR Civilian Services in the North.

TO : Ing. di Raimondo
Director General ISR.

1. Attached hereto are copies of a letter sent by Director this Sub-Commission to AMG Regional Commissioners in the North. Please ensure all Capi are advised of the methods to be adopted.

2. Recently the Minister of Transports asked for consideration to be given for services to be put in between Milan and Verona, Verona-Venice and Verona-Bolzano.

3. Please submit detailed timings with statement as to necessity of services, indicating availability of locomotive power and rolling stock and estimated coal consumption.

for Director

100/43

AMG/fad

HEAD QUARTERS ALLIED COMMISSION.
A.P.O. 394
[illegible] SUB-COMMISSION.

Ref.: A43-39 30 July 43.

Ref.: AC/100/Tn.4

Subject: R.M.L. Civilian Passenger train facilities in the North.

TO : Regional Commissioners.
Liguria Region
Lombardia Region
Piemonte Region
Venezia Region.

1. Director, Military Railway Services, has informed all Military Railway Services' personnel in northern Italy that additional civilian passenger train services will not be introduced in the North without prior consent of his Headquarters in Rome.

2. This step is necessary to ensure careful watch on coal CONSUMPTION consumption, use of rolling stock, and to ensure centralisation of demands.

3. Any application for additional civilian passenger services should be made by local Ente Comparticonto, through channels to I.M.L. Headquarters, Rome, who will submit to the Transportation Sub-Commission for action with Military Railway Services.

4. Purely local services on electrified lines, where no additional stock is required, can be negotiated with local Military Railway Services' representative, but Transportation Sub-Commission at this Headquarters must be kept advised of any alterations to existing services.

By command of Rear Admiral [illegible]:

James F. Taylor
Director.

2693

Copy to:- R.M.L.S., Rome
Transportation Sub-Commission (6)
Transportation Sub-Commission Advanced Echelon.

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

0698

Ref No: AG/400/Gen.S

Subject: I.T.O. Civilian Passenger Train Facilities in the North.

To: Regional Commissioners,
Liguria Region
Lombardia Region
Piemonte Region
Veneto Region.

1. Director, Military Railway Services, has informed all Military Railway Services personnel in northern Italy that additional civilian passenger train services will not be introduced in the North without prior consent of his Headquarters in Rome.

2. This step is necessary to obtain careful watch on and CONSUMPTION use of rolling stock, and to ensure centralization of demands.

3. Any application for additional civilian passenger services should be made by local Regp Commissioners, through channels to I.T.O. Headquarters, Rome, who will submit to the Transportation Sub-Commission for action with Military Railway Services.

4. Purely local services on electrified lines, where no additional stock is required, can be negotiated with local Military Railway Services' representatives, but Transportation Sub-Commission at this Headquarters must be kept advised of any alterations to existing services.

By command of Vice Admiral [illegible]

James F. Taylor
Director.

Copy to: A.M.G.O.T., Rome
Transportation Sub-Commission (6)
Transportation Sub-Commission Advanced Echelon.
c/o Lombardia Region.

2698

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

100/18

ACP/ic

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

Tel. 84323
Ref. AC/100/Tn 4

12 July 45

SUBJECT : Civil passenger Service in North.

TO : Deputy Director,
Military Railway Service.

1. In a recent meeting with the Minister of Transport, requests were submitted by him for certain additional passenger train services in the centre and eastern districts of Northern Italy, firstly to maintain some kind of balance, and secondly to enable trade and movement between the various areas of the territory, thus permitting self-help in rehabilitation.

2. It was noticed on visits that the cross-country roads are particularly heavy with people endeavouring to travel by any form of conveyance which will stop for them. This is all potential revenue to the ISR, and if anything can be done to promote at least a skeleton service, it will perhaps relieve a good deal of the unauthorised movement and the pilferage which can occur en route.

3. The first request was for an extension of the existing passenger service Milan-Brescia into Verona. Our Officers in the North left with 701 RGS request for a service from Milan to Brescia, and and this has apparently been conceded. The logical extension to Verona is now sought.

4. Consideration is also asked for passenger services Verona-Venice as soon as practicable, following the cross country route from Milan, and for a link up from Verona to Bolzano.

5. These lines, are in the main, steam operated, and that may influence the immediate introduction of the services, apart from any question of provision of suitable rolling stock.

6. However, request is made for the items to be included on the Agenda of Traffic Sub-Committee Meeting, in order that the first step in the introduction of the services can be achieved.

Director

2097

Copy to: Movements (Rail) Tn S/C.

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

Ref. AC/100/Tn 4

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2097

Copy to: Movements (Rail) Tn S/C.

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

100/47

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 220

MHT/hl

182/10/TN 1

3 July 1945

1. A meeting was held 9:00 A.M., 3 July 1945. The following were present: Doctor Ugo La Malfa, Minister of Transport; Engineer Marine, Deputy Director, Italian State Railways; Major Ping, Rail Division, Transportation Sub-Commission, and M.H. Taylor, Director, Transportation Sub-Commission.

2. Extention of Milan-Verona passenger service to Brescia was raised by the Minister of Transport:
FOR ACTION: Rail Division

3. Establishment of passenger service Verona-Venezia.
FOR ACTION: Rail Division

4. A minimum construction program of highest priority is to be submitted by Minister of Transport to Transportation Sub-Commission. FOR ACTION: I.S.R.

5. The question was raised of passenger service Verona-Bolzano. FOR ACTION: Rail Division

6. Passenger and mail service Rome-Bologna and Ancona-Bologna was discussed.
FOR ACTION: Rail Division

7. Passenger service Lecce-Ancona was discussed. It was pointed out that mail service Toranto-Forli is under consideration as a first step. FOR ACTION: Rail Division

8. 1800 railway wagons full of merchandise stolen by the Germans had been unloaded and merchandise placed in Milan warehouses. The Minister of Transport desires to know whether I.S.R. can withdrew supplies vitally needed for railroads from these warehouses, particularly such items as typewriters, wire, shoes, and cloth.
FOR ACTION: Rail Division with War Materials Disposal & Italian PW Sub-Commission.

9. There are 2000 railway wagons under load on the Brenner line and branch lines. Some cars are loaded with rail and other railway supplies, including three portable sub-stations needed for

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

Tel: 220

182/10/EN 1

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FOR ACTION: Rail Division with War Materials Disposal & Italian PW Sub-Commission.

9. There are 2000 railway wagons under load on the Brenner line and branch lines. Some cars are loaded with rail and other railway supplies, including three portable sub-stations needed for electrification of the Verona-Bologna railway line. These supplies should be guarded and moved to warehouse facilities in Milan and Vicenza. I.S.R. desires to make an inspection of the cargo in these railway wagons. It is suggested that this matter be taken up with Colonel Gilfoyle of the M.R.S. at Vicenza and Brigadier Dunlop, Regional Commissioner, Venezia Region. If necessary, Rail Division will procure permission for a representative from Rome to proceed to Vicenza. FOR ACTION: I.S.R. and War Materials Disposal & Italian PW Sub-Commission.

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10. The vital need for coal for the railways in Northern Italy was discussed, particularly the necessity for 12,000 tons of coal to be used for the fabrication of 100,000 tons of scrap iron into steel sections needed by I.S.R. The fabrication of this steel is to be done by the following companies;

ANSALDO
BPADA
FALK

It was pointed out that this was a matter for the steel companies to raise thru Industry Sub-Commission in the procurement of coal for manufacturing purposes.

FOR INFO: Industry Sub-Commission
Commerce Sub-Commission.

11. The question of procuring lumber from Southern Italy was discussed. 3800 tons per week are needed. This would require the non-blocking of lumber production in Southern Italy by military authorities.

FOR INVESTIGATION AND REPORT:
Rail Division.

12. An Italian firm, Feltrinelli, located at Klagenfurt, Carinzia, Austria, controls large forests and can provide the required lumber to I.S.R. Can arrangements be made for the import of lumber from Austria into Northern Italy?

INFORMATION REQUESTED FROM:
Supply Division, Economic Section

13. The status of authorizing the reconstruction of rail line Antrodoco-Aquila was raised.

FOR ACTION: Rail Division.

14. The problem of regularly scheduled freight trains was discussed. A letter will be written by I.S.R. to Transportation Sub-Commission giving full details.

FOR ACTION: I.S.R.

MERRITT H. TAYLOR,
Director.

DISTRIBUTION:

Minister of Transport
I.S.R., Att'n: Engineer Marine
Rail Division, Tn. S/C
Movements Division, Tn. S/C
Supply Division, Economic Section
Economic Section
Industry Sub-Commission

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

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FOR ACTION: I.S.R.

MERRITT H. TAYLOR,
Director.

DISTRIBUTION:

Minister of Transport
I.S.R., Att'n: Engineer Marino
Rail Division, Tn. S/C
Movements Division, Tn. S/C
Supply Division, Economic Section
Economic Section
Industry Sub-Commission
Commerce Sub-Commission
Deputy Director, Tn. S/C.

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

IL MINISTRO DEI TRASPORTI

Roma 5 Luglio 1945

322/68

To: Headquaters Allied Commission

Transportation Sub-Commission

ROME

1° After the liberation of Northen Italy, it has been made possible to develop a programm of communications for passenger services in the Northen-Western regions, in order to connect conveniently the important commercial and industrial centre of Milano with the other provinces of Lombardia, Piemonte and Liguria. But, very little has been arranged until now for a connection with eastern region.

2° The line Milano-Verona is operating at the present time with two couple of trains for passenger service and only on the distance Milano-Brescia. It is, therefore deemed necessary that the two couple of trains be, at the soonest, extended to Verona and, as soon as the line between Vicenza and Mestre is restored, one of the above said trains be prolonged on to Venezia. Another couple of trains should be instituted for the local service Verona Venezia.

3° For the connection of the Trentino and Alto Adige with Milano and Venezia, it is necessary that the passenger train of the Brennero at the present time restricted to Bolzano be prolonged until Verona with, at least, one couple of trains.

4° Meanwhile, we call your attention to the fact that we are still awaiting the authorization to prolong the passenger service Roma-Firenze and Roma-Ancona on to Bologna. Which line is very important for the connection of Rome with the north. Besides, such prolongation, not only prepares the enlacement of the central and meridional regions with Lombardia and Veneto, as soon as the service Verona-Bologna is open, but will serve also for the junctionof the northen regions with the south-eastern, by means of the Adriatic line.

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5º Refering to the Adriatic line, recently operating on the distance Ancona-Osimo, it will be necessary that the passenger trains Bari-Pescara prolonged to Ancona and, moreover, another couple of trains for local service be instituted between Pescara-Ancona.

6º Will you please give your kind attention to all the above requests, considering that the railway time table of the new service will be studied very carefully in order not to require, as possible, more use of material for the prolongaments and to reduce at the minimum other material.

THE MINISTER

F.to LA MALFA

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

ROMA 5 LUG. 1945

SOTTOCOMMISSIONE TRASPORTI DELL'A.C.

R O M A

IL MINISTRO DEI TRASPORTI

F.X.1.6623

I.- Dopo la liberazione dell'Alta Italia è stato possibile svilupparе un programma di comunicazioni per viaggiatori civili nelle regioni nord occidentali in modo da collegare convenientemente l'importante centro commerciale ed industriale di Milano con altre provincie della Lombardia col Piemonte e colla Liguria, ma quasi nulla si è finora disposto per gli allacciamenti verso le regioni orientali.

II.- La linea Milano-Verona, già in esercizio, è servita attualmente da due coppie di treni viaggiatori e soltanto nel tratto Milano-Brescia.

Si ravvisa pertanto la necessità che queste due coppie di treni siano al più presto prolungate su Verona ed, appena sarà ripristinata la linea fra Vicenza e Mestre, una di esse è necessario che sia prolungata fino Venezia. Altra coppia di treni sarà da istituire poi per il servizio locale fra Verona e Venezia.

III.- Per il collegamento con Milano e Venezia del Trentino e dell'Alto Adige è pure necessario che il servizio viaggiatori del Brennero, attualmente limitato a Bolzano, sia prolungato fino Verona con almeno una coppia di treni.

IV.- Intanto si fa presente che si è sempre in attesa dell'autorizzazione del prolungamento su Bologna degli attuali servizi viaggiatori Roma-Firenze e Roma-Ancona, prolungamento che si ritiene della massima importanza per il collegamento della Capitale col Nord.

Tale prolungamento non soltanto prepara l'allacciamento delle regioni centrali e meridionali colla Lombardia ed il Veneto, non appena sarà aperto all'esercizio la Verona-Bologna, ma deve servire anche per il collegamento delle regioni del nord con quelle sud orientali a mezzo della linea Adriatica.

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V.- Nei riguardi di quest'ultima linea, già recentemente aperta all'esercizio anche nel tratto Ancona-Osimo, si prospetta la necessità che sia al più presto prolungata fino Ancona l'attuale coppia di treni viaggiatori Bari-Pescara e sia inoltre istituita fra Pescara ed Ancona altra coppia di treni per i servizi locali.

VI.- Prego volere prendere in benevola considerazione tutte le richieste di cui sopra, tenuto presente che gli orari dei nuovi servizi saranno studiati in modo da non richiedere, per quanto possibile, maggiore impiego di materiale per i prolungamenti e da ridurre al minimo l'impegno di altro materiale per il resto.-

IL MINISTRO

Ugo La Malfa

pi.-

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

100/45
ACT/af

TRANSPORTATION SUB-COMMISSION A.C.,
(RAIL DIVISION)
C/o Transportation (Br) Main,
C.M.F.

Tel.: 843238
Ref.: AC/100/Tn.4

27 July 45

SUBJECT: Civilian passenger train facilities to the north.

TO : Ing.Di Raimondo.
1572

1. Will you please arrange for a careful analysis of all existing civilian passenger train services, with the view of gathering together sufficient passenger stock to allow of the extension of the service from Rome to Bologna via Florence and via Ancona into Milan.

2. It may be found that the fact that the Petrace bridge is now open will make available some spare stock which could be used to help out.

3. The proposed schedule of the trains should be submitted as soon as it can be proved that the passenger stock is available. No additional passenger stock to that already in use by I.S.R. can at present be permitted.

Director.

Copy to:- Movements Tn Sub-Comm.

2093

100/44

ACP/s.

TRANSPORTATION SUB-COMMISSION A.C.,
(RAIL DIVISION)
C/o Transportation (Br) Main,
C.M.F.

Tel.: 843238 23 July 45.

Ref.: AC/100/Tn.4

SUBJECT: Requests for additional passenger services.

TO : Director General,
I.S.H.

1. In order to regularise the method of dealing with applications for additional passenger train services please arrange for all such applications to be submitted on the 1st of the month.

2. These will then be carefully analysed, and if necessary submitted on the Agenda of the Traffic Sub-Committee for final decision.

3. In general, such services as are agreed upon will then be introduced on the 1st of the following month.

A. Rung May
Director.

Copy to:- Deputy Director, M.R.S.
Movements (Rail Tn Sub-Comm)

2092

TOP SECRET

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

100/43

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

ACP/cg.

Tel: 843238
Ref: AC/100/Tn4.

19 July, 1945.

SUBJECT: Civilian passenger service - Ancona and Florence to Bologna.

TO : Deputy Director,
Military Railway Service.

1. Allied Railway Board, having given authority in principle for operation of additional civilian passenger services where no additional rolling stock is required, we ask the arrangements for the extension of the Rome - Florence & Rome - Ancona services to Bologna be now confirmed as from Monday 30 July 45.

L. A. Young May
Director.

2591

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

1 of 1

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

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-commission

JWB/bjs

Tel. Ext 318

17th July 1945

468/31/Tn.3

SUBJECT. Tonnages for civilian freight

TO. Rail Division.

1. Ref your AC/100/Tn4 dated 6th July 1945. Every effort is being made to avoid any elaborate bidding system in the north, and it is hoped that there will be a certain amount of free movement.

2. Regional Transportation Officers will submit a weekly demand on Transportation Sub-commission (Advanced Echelon) for rail movement required. The coordinated demands for N.W. Italy will be discussed by Transportation Sub-commission at the weekly traffic meeting held between Q movements, I.S.R., and Allied Commission. Q movements will be aware of all military demands and it is thought that the capacities available will be sufficient for all traffic. Any capacity not utilised will be available to I.S.R. for general trade in the north west territory.

3. A definite and official policy for the north west territory cannot be established until we are aware of A.F.H.Q. intentions, and the tonnage capacity which will be allocated to civilian movement.

J.W. Baker

J.W. BAKER, Lieut. Colonel
for Chief, Movements Division.

2090

100/21

HEADQUARTERS ALLIED COMMISSION, ACP/cs.
APO 394
TRANSPORTATION SUB-COMMISSION.

Tel; 84523
Reference; AC/100/Tn 4.

9 July, 1945.

Minister of Transports,
Ministry of Transports Building.

Dear Mr. Minister,

I have duly received your letter of 5 July 1945, concerning the provision of civilian freight trains between Rome and Florence, Ancona, Rome, Naples, etc.

As I see it, the operation of the railways is now entirely in I&R hands in the southern area, under the supervision of MRS to a limited degree. I am fully in favour of the careful development of civilian freight trains running to set programmes, for it is the simplest and easiest way of ensuring wagon distribution and the effective clearance of goods.

I&R is fully aware of the civilian tonnage which has been allotted to specified lines, and if they go ahead with the preparation of train schedules to meet the distribution of empty wagons and the movement of freight within those tonnages, Rail Division of this Sub-Commission will consult with MRS on the desirability of introducing the schedules at an early date.

The question of the operation of freight trains in Northern Italy at the present time is a different proposition, because of the presence of large numbers of Allied troops and plans which will have to be made for their withdrawal.

It is, however, our desire to have established as soon as possible, full details of the tonnage which can be allotted for civilian purposes on strategic military lines. In the meantime, your requests for civilian freight services between Turin - Milan, Milan - Verona, Bolzano - Verona, Domodossola - Arona - Novara, and Later Verona - Mestre and Verona - Bologna will be considered. It is noted you are asking for one couple of freight trains daily on those lines, and careful enquiry into the prospects of operating such trains will be made in conjunction with MRS.

Yours very truly,

Merritt H. Taylor

MERRITT H. TAYLOR,
Director.

2889

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

Minister of Transports,
Ministry of Transports Building.

Dear Mr. Minister,

I have duly received your letter of 5 July 1945, concerning the provision of civilian freight trains between Rome and Florence, Ancona, Rome, Naples, etc.

As I see it, the operation of the railways is now entirely in [illegible] hands in the southern area, under the supervision of [illegible] to a limited degree. I am fully in favour of the careful development of civilian freight trains running to set programmes, for it is the simplest and easiest way of ensuring wagon distribution and the effective clearance of goods.

[illegible] is fully aware of the civilian tonnage which has been allotted to specified lines, and if they go ahead with the preparation of train schedules to meet the distribution of empty wagons and the movement of freight within those tonnages, Rail Division of this Sub-Commission will consult with [illegible] on the desirability of introducing the schedules at an early date.

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Yours very truly,

MERRITT H. TAYLOR,
Director.

2289

Copy to:- Director, M.R.S.
Movements Div. Tn. H.Q.

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

1013

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

IL MINISTRO DEI TRASPORTI

Rome 5 Luglio 1945

OAD/67 328/9

To: Allied Commission, Transportation Sub-Commission

R O M E

1° As to the tonnage assigned by that Sub-Commission for the traffic of civilian commodities on the lines south of the Gotic line (Firenze-Pisa, Pisa-Roma, Roma-Orte-Ancona, Ancona-Bologna, Roma-Napoli via Cassino), will you please give your approval to operate a daily couple of trains for goods , for civilian traffic, which will have also the functions of leaving and taking cars in the intermedium stations and shunting.

2° Also on the lines of northen Italy, (Torino-Milano, Milano-Verona, Bolzano-Verona, Domodossola-Arona-Novara) operated by steam traction, we feel that it is needed the institution of one caple of goods trains for civilian traffic, and, as soon as it will be possible, also on the distance of Veron-Mestre and Verona-Bologna, which in due time will operate.

3° In this manner, we will obtain a net-work of trains with which to satisfy the exigency of the civilian traffic.

4° and, also, with the above said operations, it will be easy to avoid futher delay of the trains operated by the Allied Military Forces, due to the service in the various localities, where the prescribed stops are insufficient.

5° In case of insufficient tonnage of civilian traffic, the disponibility of goods trains above mentioned, will be used for the transport of military material of the Allied Forces.

T H E M I N I S T E R

F.to LA MALFA

2088

1014

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

IL MINISTRO DEI TRASPORTI

F.X.1. 6622

ROMA, 15 LUG. 1945

SOTTOCOMMISSIONE TRASPORTI DELL'A.C.

R O M A

I.- In relazione al tonnellaggio assegnato da codesta Sottocommissione per il traffico merci civile su alcune linee a sud della linea Gotica, (Firenze-Pisa, Pisa-Roma, Roma-Orte-Ancona, Ancona-Bologna, Roma-Napoli via Cassino), si prega voler autorizzare l'effettuazione giornaliera di una coppia di treni merci per il traffico civile aventi anche le funzioni di lasciare e prendere carri nelle stazioni intermedie, ed eseguirvi manovre.

II.- Anche sulle linee del nord d'Italia, (Torino-Milano, Milano-Verona, Bolzano-Verona, Domodossola-Arona-Novara) esercitate a trazione a vapore, è sentito il bisogno dell'istituzione di una coppia di treni merci per il traffico civile, che appena possibile dovrebbe esser prevista anche sui tronchi Verona-Mestre e Verona-Bologna di prossima riattivazione.

III.- In tal modo si potrà ottenere una rete organica di treni merci con i quali poter soddisfare le esigenze del traffico civile.

IV.- Con tale istituzione si potrà altresì evitare ai treni effettuati per conto delle Forze Armate Alleate i rilevanti ritardi dovuti per l'esecuzione delle operazioni di servizio nelle diverse località, ove la sosta d'orario è insufficiente.

V.- Naturalmente, nel caso di deficienza di tonnellaggio di traffico civile, la disponibilità di trazione dei treni merci in parola potrà essere utilizzata per l'inoltro di gruppi di materiale militare per conto delle Forze Armate Alleate. 2 87

IL MINISTRO

Ugo La Malfa

pl.-

ACP/af

100/39

TRANSPORTATION SUB-COMMISSION A.C.,
(RAIL DIVISION)
C/o Transportation (Br) Main,
C.M.F.

Tel.: 843238 8 July 1945

Ref.: AC/100/Tn.4

SUBJECT: Tonnages for Civilian freight.

TO : Chief,
Movements Division.

1. The request received from the Minister in respect of introduction of specified freight trains to cover the allotted civilian tonnage finds favour with us, and we intend to proceed with the MRS in endeavouring to get these established as soon as ISR supply some schedules to form a basis for discussion.

2. The North, however, is a different proposition, and before we get embroiled in the matter, it is felt that some agreed plan of action is desirable.

3. We want to avoid a bidding system if we can, but that doesn't indicate that we can agree unfettered movement of any given commodity at the present time. Apart from rolling stock and coal difficulties, we are going to have quite heavy traffic lines feeding lines on which bidding is required, and a number of equally heavy lines linking important points where the line capacity will never be reached.

4. The Minister's first demands for civilian freight trains are between Turin-Milan, Milan-Verona, Bolzano-Verona, Domodossola-Arona-Novara, and later Verona-Mestre and Verona-Bologna . This free movement is excellent for trade if the facilities for movement are there, and there is likely to be quite heavy use of a couple of freight trains a day on such lines.

5. Before we proceed any further, however, your policy on the matter is required.

for Chief,
Rail Division.

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

Tel ROME 843171/5 (Firebox)
ext 9343

ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (DMRSI)

Tn.A.3(0)/24/6-239A.

23 June 1945.

100/38

Subject:- Alteration to Military and Civil Passenger Trains - East Italy.

To:- Tn. Officer,
BARI Ops. Office,
HQ I.S.R. BARI.
Chief of Movements,
I.S.R.
Supt. Transportation.
Mov. L.O.

Further to Tn.A.3(0)/24/11 -191A dated 19 June 1945.

BARI BELLE 3541 and 3540.
NAPLES - BRINDISI - NAPLES extension to TARANTO.

The above trains will be extended into and out of TARANTO starting with train which departs from NAPLES on Sun. 1 July 1945 on the following schedule. These trains will operate on the same days as at present.

~~0825~~ 815		arr.	NAPLES	dep.	17.05
00.01		dep.	CERVARO	arr.	01.30
23.30		arr.		dep.	02.15
			B. CERVARO	arr.	02.30
				dep.	02.32
21.37	meal	dep.	BARLETTA	arr.	04.19
20.57		arr.		dep.	04.30
19.30		dep.	BARI	arr.	06.15
18.56		arr.		dep.	07.05
16.~~30~~30		dep.	BRINDISI	arr.	09.22
16.10		arr.		dep.	09.40
14.27		dep.	TARANTO	arr.	11.21

Misf?

TARANTO Ltd. 3538 and 3537, 3536, 3535.
NAPLES - BRINDISI - BARI & return.

2085

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

Subject:- Passenger Trains - East Italy.

To:- Th. Officer,
BARI Ops. Office,
HQ I.S.R. BARI.
Chief of Movements,
I.S.R.
Supt. Transportation.
Mov. L.O.

Further to Tn.A.3(O)/34/11 -191A dated 19 June 1945.

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~~0000~~ 8 15		arr.	NAPLES	dep.	17.05
00.01		dep.	CANNARO	arr.	01.30
23.30		arr.		dep.	02.15
			B. CANNARO	arr.	02.30
				dep.	02.32
21.37	meal	dep.	BARLETTA	arr.	04.19
20.57		arr.		dep.	04.30
19.30		dep.	BARI	arr.	06.45
18.56		arr.		dep.	07.05
18.~~23~~30		dep.	BRINDISI	arr.	09.22
16.10		arr.		dep.	09.40
14.27		dep.	TARANTO	arr.	11.21

Misf?

TARANTO Ltd. 3538 and 3537, 3536, 3535.
NAPLES - BRINDISI - BARI & return.

2085

Effective Tues. 3 July 1945 ex NAPLES and BARI the military train will be cancelled and the present civilian train which at present runs on alternative days to the military passenger will run on the following amended schedule effective 3 July ex NAPLES and 4 July ex BRINDISI. It will be seen that the train will terminate at BRINDISI.

...../2

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

Train no TV 821 Arrive Wed. Fri. Sun.			Train no 820 Depart Wed. Fri. Sun.
08.37	arr.	BRINDISI	dep. 16.20
~~08.39~~	dep.	TARANTO	arr. ~~18.15~~
~~05.30~~	arr.		dep. 18.48
02.30	dep.	POTENZA	arr. 23.15
~~01.15~~	arr.		dep. ~~23.35~~
19.25	dep.	NAPLES	arr. 06.05
Tues. Thurs. Sat. Depart.			Thurs. Sat. Mon. Arrive.

The equipment released from the present combined Military and Civilian service NAPLES - TARANTO - BARI will be held at BARI for disposal instructions from this Headquarters. The Liaison Officer, BARI will advise this Headquarters by signal the numbers of the vehicles concerned; on no account will they be put into civilian train service.

Civil Passenger NAPLES - BARI - NAPLES.

Trains TV 815 and TV 816 extended to BRINDISI.

The extension of the above trains to BRINDISI will be effective upon arrival of TV 815 at BARI on 3 July 1945. the trains will run on the following schedule:

09.40	arr.	NAPLES	dep. 21.05
20.50	dep.	BARI	arr. ~~09.30~~
~~20.20~~	arr.		dep. 19.00
17.50	dep.	BRINDISI	arr. 12.30

Please acknowledge receipt and arrange so far as you are concerned.

2584

R.G.D

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

~~05.30~~		arr.	TARANTO	dep.	18.48
02.30		dep.	POTENZA	arr.	23.15
~~04.15~~		arr.		dep.	~~23.30~~
19.25		dep.	NAPLES	arr.	06.05
Tues. Thurs. Sat.				Thurs. Sat. Mon.	
Depart.				Arrive.	

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09.40 arr.	NAPLES	dep.	21.05
20.50 dep.	BARI	arr.	~~02.30~~
~~20.20~~ arr.		dep.	10.00
17.50 dep.	BRINDISI	arr.	12.30

Please acknowledge receipt and arrange so far as you are concerned.

2084

R.G.D

Major R.E.
for Brigadier,
JK. Director, Military Railway Service.

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

100/3

ACP/ic

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

Tel. 643238 /
Ref. AC/100/Tn 4

26 June 45

SUBJECT : Train Service Florence-Bologna, Ancona-Bologna.

TO : Lt.Col. Baker
Movements (Rail) Tn Sub-Comm. HQ AC

1. Some concern is felt at the difficulties arising in respect of recommendations and decisions of the Traffic Sub Committee.

2. The Chairman of the Allied Railway Board, when the five working Sub-Committees were formed, particularly emphasised that they were expected to decide, within the knowledge that their special qualifications permitted, on all matters, and where differences arose, the Allied Railway Board would give the decision.

3. At the two last meetings, unanimous decisions have been made by the Traffic Sub-Committee. The first was in favour of a passenger train into Florence, and only after this recommendation had been submitted did AFHQ raise objection.

More recently, requests for civilian passenger services into Bologna, agreed by the Traffic Sub Committee as a recommendation to the Allied Railway Board, have been subjected to post mortems by AFHQ G-4 Mov & Tn, and it is now learned objections are raised.

4. AFHQ G-4 Mov & Tn is represented on the Traffic Sub-Committee, presumably to voice the opinion of G-4 Mov & Tn and seek deferiment of discussion on items which may require their further investigation.

5. The Traffic Sub-Committee is obviously losing the power vested in it, and, unlike the other working Committees, it cannot apparently consider its decisions as binding.

2083

6. The question of the services into Bologna is a most important one, and worthy of special attention. AC made an appeal for the Bologna-Ancona service after talking at Bologna with MRS staff, who would welcome it to clear the yards of "hangers on". The Bologna-Florence service was offered by MRS as a logical sequence to the

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

Subject : Train Service Florence-Bologna, Ancona-Bologna.

TO : Lt.Col. Baker
Movements (Rail) Tn Sub-Comm. HQ AC

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2083

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7. Neither of the lines are loading anything like to capacity, and no additional rolling stock is needed, so that no argument as to the possible effects on military movement would appear to be valid.

8. AFHQ is concerned with the Disease and Unrest Policy, and it is felt that this service, which would have brought mail conveyance from Rome and Bari into Bologna for the north is of paramount importance.

./.

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

"Bidding" for mail-traffic is not possible, a swift and regular clearance is essential, and only passenger trains can offer this form of movement.

9. - Our present help to the Communications Sub-Commission in their major programme of mail distribution are mail vans to Florence on the tri-weekly passenger trains, and one mail van a week through to Forli.

10. - People who can write, and get replies, are more inclined to stay put until travel facilities are better, and the speedy development of the mail programme would help the refugee problem.

11. It is felt that some urgent action is necessary to endeavour to convince AFHQ that the passenger services to Bologna are an urgent need, and that the recommendations of the Traffic Sub-Committee are not made willy-nilly, but after careful thought and considerations of all the aspects of a subject in which AFHQ has indicated it is deeply interested, the prevention of disease and unrest.

Acting Major
~~Director~~
for Chief, Rail Div

2682

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

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
COMPARTIMENTO DI REGGIO CALABRIA
---==ooOoo==---

Da oggi 7, e fino nuovo avviso, in conseguenza della temporanea soppressione del servizio di traghetto fra Reggio Marittima e Messina Marittima, le comunicazioni fra Reggio Città e Messina restano assicurate come appresso per la via di Villa S.Giovanni:

Reggio C.	p. 5.15	Villa S.G.	a. 6.00	p. 6.55	Messina M.	a. 7.30
" "	" 7.40	" "	" 8.15	" 8.55	" "	" 9.30
" "	" 12.55	" "	" 13.30	" 13.45	" "	" 14.20
" "	" 14.55	" "	" 15.30	" 15.55	" "	" 16.30
" "	" 19.20	" "	" 19.52	" 20.30	" "	" 21.10
Messina M.	p. 5.50	Villa S.G.	a. 6.25	p. 6.50	Reggio C.	a. 7.27
" "	" 8.00	" "	" 8.35	" 8.40	" "	" 9.10
" "	" 12.50	" "	" 13.25	" 13.42	" "	" 14.17
" "	" 15.00	" "	" 15.35	" 15.5[illegible]	" "	" 16.23
" "	" 17.00	" "	" 17.35	" 18.25	" "	" 19.00
" "	" 19.05	" "	" 19.40	" 20.15	" "	" 20.55

Reggio Cal., li 7 giugno 1945

2081

Io: Dptm 1.6 A6
c/o Ir Ina
C. C.

IL CAPO COMPARTIMENTO

[illegible]

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

FERROVIE DELLO STATO
COMPARTIMENTO DI REGGIO CALABRIA
---==ooOoo==---

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" "	"	7.40	" "	"	8.15	" 8.55	" "	" 9.30
" "	"	12.55	" "	"	13.30	" 13.45	" "	" 14.20
" "	"	14.55	" "	"	15.30	" 15.55	" "	" 16.30
" "	"	19.20	" "	"	19.52	" 20.30	" "	" 21.10

Messina M.	p.	5.50	Villa S.G.	a.	6.25	p. 6.50	Reggio C.	a. 7.27
" "	"	8.00	" "	"	8.35	" 8.40	" "	" 9.10
" "	"	12.50	" "	"	13.25	" 13.42	" "	" 14.17
" "	"	15.00	" "	"	15.35	" 15.5[illegible]	" "	" 16.23
" "	"	17.00	" "	"	17.35	" 18.25	" "	" 19.00
" "	"	19.05	" "	"	19.40	" 20.15	" "	" 20.55

Reggio Cal., li 7 giugno 1945

2081

Yo: Dtw S. 6 Ab
c/o In Inc
Cmf

IL CAPO COMPARTIMENTO

[illegible]

TRANSPORTATION SUB-COMMISSION
REGGIO CALABRIA SECTION

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

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

HH/vp

531.7 T

A. F. O. 512
4 June 1945

SUBJECT: Civilian Passenger Service Rome - Arezzo - Ancona.

TO: Joint Railway Control, Rome

1. Effective Monday 4 June 1945 civilian Passenger train service will be inaugurated between Rome Terminal - Arezzo - Ancona on following schedule:

No. 78			No. 75
Mon-Wed-Fri.			Wed-Fri-Sun.
2030	Lv.	ROME TERMINAL	Ar. 0745
2330	Ar.	ORTE	Lv. 0445

No. 3400			No. 3401
2345	Lv.	ORTE	Ar. 0325
0104	Ar.		Lv. 0125
0112	Lv.	Orvieto	Ar. 0109
0245	Ar.		Lv. 2345
0315	Lv.	Chiusi	Ar. 2315
0520	Ar.	AREZZO	Lv. 2100

2400	Lv.	ORTE	Ar. 0425
0048	Ar.		Lv. 0334
0120	Lv.	Terni	Ar. 0315
0253	Ar.		Lv. 0145
0305	Lv.	Foligno	Ar. 0130
0432	Ar.		Lv. 0007
0443	Lv.	Fabriano	Ar. 2348
0548	Ar.		Lv. 2242
0555	Lv.	Jesi	Ar. 2232
0626	Ar.		Lv. 2200
0636	Lv.	Falconara	Ar. 2148
0650	Ar.	ANCONA	Lv. 2130
Tue-Thur-Sat			Tue-Thur-Sat

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No. 78			No. 75
Mon-Wed-Fri.			Wed-Fri-Sun.
2030	Lv.	ROME TERMINAL	Ar. 0745
2330	Ar.	ORTE	Lv. 0445

No. 3400			No. 3401
2345	Lv.	ORTE	Ar. 0325
0104	Ar.		Lv. 0125
0112	Lv.	Orvieto	Ar. 0109
0245	Ar.		Lv. 2345
0315	Lv.	Chiusi	Ar. 2315
0520	Ar.	AREZZO	Lv. 2100

2400	Lv.	ORTE	Ar. 0425
0048	Ar.		Lv. 0334
0120	Lv.	Terni	Ar. 0315
0253	Ar.		Lv. 0145
0305	Lv.	Foligno	Ar. 0130
0432	Ar.		Lv. 0007
0443	Lv.	Fabriano	Ar. 2348
0548	Ar.		Lv. 2242
0555	Lv.	Jesi	Ar. 2232
0626	Ar.		Lv. 2200
0636	Lv.	Falconara	Ar. 2148
0650	Ar.	ANCONA	Lv. 2130
Tue-Thur-Sat			Tue-Thur-Sat

2080

Rome-Arezzo stock will consist of one (1) luggage van and three (3) coaches with 180 seats.

Rome-Ancona stock will consist of one (1) luggage van one (1) mail van and six (6) coaches with 360 seats.

FOR THE DIRECTOR:

L. E. London

L. E. LONDON
Major, TC
Supt. Transportation

cc - DMRI
DDMRI
DD-Operations
Director General, ISR
Capo Compartimento, Rome
Capo Compartimento, Naples
Capo Compartimento, Florence
G-4, AFHQ (Mov & Tn) Caserta
Transp. Sec. 15 Army Group
Major Ping, AC, Building
Equip. Sec., 774 RGD
DAD Tn 3 (O) Bldg.
AD Tn 3 (M) Bldg.
Movements Rome

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RRT.-WEEKLY TRAIN SERVICE

(Roma)-ORTE-AREZZO

Tr. 3401				Tr. 3400	
	p. 2100	Arezzo	a. 0520		
a. 2139	" 2137	Castiglion F.	" 0441	p. 0443	
a. 2155	" 2157	Camucia	" 0422	" 0424	
" 2209	" 2219	Cortona	" 0401	" 0411	
" 2315	" 2345	Chiusi	" 0245	" 0315	
" 0013	" 0015	Ficulle	" 0213	" 0215	
" 0109	" 0125	Orvieto	" 0104	" 0112	
" 0237	" 0247	Attigliano	" 0010	" 0012	
a. 0325	" 0445	Orte	M.2330	" 2345	
Viaggia come treno 75			Viaggia come treno 76		
a. 0745		Roma Termini		p.2030	

From ROMA on Tusdays - Thursdays - Saturdays

" AREZZO on Mondays - Wednesdays - Fridays.

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TRI WEEKLY TRAIN SERVICE

ROMA-ORTE-ANCONA

Tr. 75				Tr. 78	
	p. 2130	Ancona	a. 0650		
a. 2148	" 2200	Falconara	" 0626	p. 0636	
" 2232	" 2242	Jesi	" 0548	" 0555	
" 2348	" 0007	Fabriano	" 0432	" 0443	
" 0032	" 0036	Fossato	" 0401	" 0406	
" 0044	" 0045	Gualdo T.	" 0352	" 0353	
" 0104	" 0106	Nocera	" 0327	" 0332	
" 0130	" 0145	Foligno	" 0253	" 0305	
" 0217	" 0222	Spoleto	" 0215	" 0220	
" 0315	" 0334	Terni	" 0048	" 0120	
" 0353	" 0358	Narni	" 0026	" 0030	
" 0425	" 0445	Orte	" 2330	" 2400	
" 0557	" 0607	Poggio Mirteto	2203	" 2213	
" 0627	" 0629	Fara Sabina	" 2139	" 2141	
" 0648	" 0650	Monterotondo	" 2118	" 2120	
a. 0745		Roma Termini		p. 20.30	

From ROMA on Tuesdays - Thursdays - Saturdays

" ANCONA on Mondays - Wednesdays - Fridays.

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MINISTRY OF TRANSPORTS
GENERAL DIRECTION ISR

Rome 23 May 1945

PAG 11/11600

SUBJECT: Temporarily Arrangements concerning ISR Administration in Northern Italy.

To: The Chiefs of the Departments
" Capi Compartimento
" Capo Delegazione Centrale

In order to reach a first urgent re-adjustment of the administration of the railways system in Northern Italy, following directions are issued in accordance with the instructions laid down by AFHQ:

1) The new Verona Compartment, having jurisdiction upon the lines shown in attached sketch, is temporarily set up.
2) on and from June 1.st 1945 two delegations are set up; that of Milan, having jurisdiction on the compartments of Milan, Turin and Genoa, and the Verona Delegation, with jurisdiction on the Compartments of Verona, Venice, Trieste and Bologna.
To rule the Milan Delegation we have appointed Ing.Giuseppe Bianchi, while for the Verona Delegation we have appointed Ing. Raffeale Getolli.
3) The Chiefs of a/m Delegations have the task to co-organize and to supervise the operation of the Compartments under their jurisdiction, in accordance with the directions issued by this General Direction, with particular reference to the reconstruction plans, to be carried out as agreed upon with Allied Military Authorities, as well as to the traffic to be moved in compliance with Allies' instructions for both military and civilian needs.

The Chiefs of the Delegations have moreover following specific tasks to be carried out in accordance with the requirements of Competent Military Authorities:

A) Works
a) to prepare the projects for the definite rehabilitation of works, fixed plants, buildings, work-shops, running repair sheds; said projects to be submitted to the competent Allied Offices for approval and to be eventually forwarded to this General Direction for provision of funds; they are granted the faculty to start at once, according to the rules of the General Accounting of the State, the works urgently disposed for by competent Allied Authorities.
b) to direct and to supervise above works.
c) to utilise the available staff where it is more requested for the execution of above projects, no more staff can be hired without the approval of this General Direction.

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

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The Chiefs of the delegations have moreover following specific tasks to be carried out in accordance with the requirements of Competent Military Authorities:

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b) to direct and to supervise above works.
c) to utilise the available staff where it is more requested for the execution of above projects, no more staff can be hired without the approval of this General Direction.

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B) Movements
a) to lay out the programmes covering all transports for both military and civilian needs to meet the requirements of Allied Military Authorities as well as those of the local civilian population, according to the availability of both stock and supplies.
b) to shift the rolling stock in agreement with adjoining Operating Direction.

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

c) Traction and Equipment.
   a) To utilize the tractive power available of the depending Compartments.
   b) To re-organize the Work and Repair Shops, and running repair sheds as well as repair of rolling stock by above Shops and by the private industry.
   c) purchase of stores and supplies through the "Commissione Tecnica ed Acquisti" of each Compartment.
   d) agreements with adjoining Delegation in respect of distribution of both staff and equipment.
   e) supervision of the Test Offices in charge with Repair and Construction Shops for rolling stock.

In so far as the discipline of the staff is concerned, the Chiefs of the Delegations are granted the same faculties presently granted to the Director General by existing Staff Regulations.

All matters dealing with economical treatment, hiring of new personnel, promotions and removal of staff remain competences of this General Direction and Higher Authorities.

4) The Chiefs of the Delegations depend directly on the undersigned.

5) The Offices of the Delegations are to be set up with the strictly indispensable staff to be drawn Compartmental HQ and from the Compartments in order to assure a speedy operation.

6) The so-called General Direction of Verona is dissolved, as well as all Offices set up by said Direction of depending on it, even those not located in Verona HQ. Only small Liquidation Offices remain in operation for each operating Branch, with the task to collect and to despatch to Rome General Direction all documents from both Verona HQ and from the other Offices depending on it.

Further instructions and general directions will be eventually issued if necessary.

The Director General
G.Di Raimondo

R.D.WAGHORN O.B.E.
Brigadier,
Director, MAS - Italy.

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

MINUTES OF MEETING FOR REVISION OF REHABILITATION PROGRAM 21 MAY 1945

A meeting was held in the First Floor Conference Room at 9:30 A.M. 21 May 1945 for discussion on revision of the program of reconstruction and rehabilitation of Italian transportation system. Mr. Taylor, Director of Transportation Sub-Commission was in the Chair. Representatives of the Italian State Railways and members of Transportation Sub-Commission were present.

Mr. Taylor opened the meeting with the following comments: "This is an endeavor to commence determination of what is required for rehabilitation of Italian Railways over and above what is being done by the Allied military authorities. The opening of Northern Italy in the manner in which is was liberated has change materially the requirements for railway transport for Italy. Therefore, we want to review very carefully the program that we previously had, both of Category "A" and Category "B" items, looking at the whole of Italy rather than just at Southern Italy. Particular emphasis must be placed in this study on the probable availability of coal and POL. This meeting is called with the sanction of Allied Railway Board and after the ISR representatives and AC representatives have made a preliminary study, it will be considered by the Sub-Committees of the Allied Railway Board with representatives of MRS and G-4 (Mov & Tn) present."

"This is part of a larger study for all transport in Italy, for coastal transport, including ports, and road transport; however, the most difficult part in connection with procurement of materials is the railways because they are so complicated and require such a variety of things for their operation. We are not withdrawing our requests for material which have been previously made, but we propose, as soon as possible, to amend those requests in light of the present conditions. We must first study the traffic flow as to what the requirements will be to move materials and people, some by sea, some by highway, and some by railway. In other words, we have to know what our requirements are from a traffic standpoint. We must determine the minimum amount of traffic with which Italy can get along, and what traffic we can reasonably attain in a reasonable period of time. From the Allied Commission's standpoint, it will be the duty of the Rail Division to develop this program under the general coordination and direction of the Planning Staff. Traffic requirements for Allied Commission will be determined by the Transportation Sub-Commission, Movements Division (Lt.Col. Baker)."

Ing. di Raimondo expressed his thanks to Mr. Taylor for the cooperation and interest shown by Allied Commission in the rehabilitation of Italian Railways. He stated: "ISR have already started to work out a general plan for the reconstruction of Italian Railways. It was very difficult to obtain figures and this program was completed just a few days ago. This program is of a general nature and is divided into four different stages:

1) immediate rail necessity,
2) military necessity and civil food stuffs,
3) lines that have importance regarding the economic life of the country,
4) completion of all lines that existed before the war."

Ing. di Raimondo further stated: "The plan calls for the reconstruction of

Mr. Taylor opened the meeting with the following [illegible] endeavor to commence determination of what is required for rehabilitation of Italian Railways over and above what is being done by the Allied military authorities. The opening of Northern Italy in the manner in which is was liberated has change materially the requirements for railway transport for Italy. Therefore, we want to review very carefully the program that we previously had, both of Category "A" and Category "B" items, looking at the whole of Italy rather than just at Southern Italy. Particular emphasis must be placed in this study on the probable availability of coal and POL. This meeting is called with the sanction of Allied Railway Board and after the ISR representatives and AC representatives have made a preliminary study, it will be considered by the Sub-Committees of the Allied Railway Board with representatives of MRS and G-4 (Mov & Tn) present."

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4) completion of all lines that existed before the war."

Ing. di Raimondo further stated: "The plan calls for the reconstruction of the electrical system in four phases:

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1) essential for immediate traffic and tunnels,
2) essential lines to increase traffic,
3) less important lines,
4) other lines which were originally electrified.

Rolling stock will be repaired at the same speed as the actual railway lines so that each line will have sufficient rolling stock to operate.

Mr. Taylor stated in connection with rolling stock, "an accurate census of rolling stock and locomotives is absolutely necessary."

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Ing. di Raimondo: "This program considers two portions of Italy; for the Southern part of Italy, it can be said these figures are quite correct. With regard to the Northern part of Italy, a certain amount of destruction and loss of materials was taken into consideration, and now it is intended to modify and amend the program after receipt of reports from the offers who will go up to review the situation more carefully."

Mr. Taylor stressed the importance of receiving more accurate information as soon as possible.

Ing. di Raimondo assured Mr. Taylor this information will be gotten as soon as the officers are permitted to go up to Northern Italy. Mr. Taylor suggested that in the North are many capable railroad men who could commence a survey of railroads in the North pending the arrival of Officers from Rome, and that the Armed Forces will have to be the final judges with regard to permitting officers to travel to the North.

Ing. di Raimondo further stated: "This program includes and has also taken into account of the expenses involved, that is, the total amount of expenditures which will be made in order to get these different stages carried out. Naturally, these figures will be inaccurate because the requirements of the North will be changed and also because the cost of labor and materials has increased. Luckily for Italy, a greater part of the industrial plants and factories have not been destroyed in the North. Many of the factories are intact and are capable of producing a great part of the items required. Due to conditions in the North, requirements will change from finished products to raw materials. Naturally, one of the things that Industry will need is electricity and power. Presumably there is sufficient in the North. Then there will be coal in order to carry out this program, and with the possibility of getting rail lines in other countries rehabilitated, there is always the possibility of getting coal from Germany. Altho Italian industrial plants might be capable of producing items complete and finished, they will not be able to do sofor at least a year. Therefore, for that period, it will be necessary that AC try to get some finished products from abroad to compensate the needs and requirements for the period that Italian industry is getting started."

Mr. Taylor said: "What we want you to do is not to present us all of a sudden with a complete report. We want you from day to day to confer with the proper AC representatives so that we will know exactly what you are doing in this study so we can coordinate the thing together. We know something about the world supply problems that you perhaps do not. If these officers are in daily contact with your people, it will save a lot of time. If the individual officers do not know the answer to certain things, they will know the proper source to contact to find out for you. When this program of yours is finished, it should be in such shape that AC can support it and not take exceptions to it."

Ing. di Raimondo presented Mr. Taylor with the program divided into the different stages for examination, and stated that in the meantime he will endeavor to obtain more accurate figures from Northern Italy to amend and modify the program.

Mr. Taylor requested that another meeting of this group be held four weeks from today in the same conference room and at the same hour.

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Mr. Taylor said: "We are trying to turn over INT in Sicily to the Italian Government with the understanding that INT will be operated as a subsidiary of the ISR. We also have in military truck units about 3,000 trucks (lorries) with Italian military drivers and Allied supervisory personnel. As soon as possible these 3,000 trucks should be operated on a civilian basis, and it seems to me the logical thing to do would be to expand INT to take these additional 3,000 trucks

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and run them at least for the time being in coordination with the railway system. I want to know the attitude of the Italian Government to this suggestion which is not official but purely informal. I have talked this over with Minister Cerabona, and we want to see if such an arrangement would be agreeable to the Italian Government. If the Italian Government is in favor of doing this, then I want a very good man selected who will work this out with AC. We will then know who is going to be responsible for these trucks when the Italian Government gets them.

MERRITT H. TAYLOR,
Director.
Tn. S/C.

DISTRIBUTION:

Rail Division, Tn. S/C
Planning Staff, Tn. S/C
Deputy Director, Tn. S/C
Movements Division, Tn. S/C
Economic Section
Supply Branch, Economic Section
ISR - Ing. di Raimondo
D.M.R.S.

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Roma, 1-[illegible]

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M.211.2868.200

Alla Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

R O M A

Comunicazioni sulla linea
Codola - Cancello.

I - Si fa riferimento alla vostra lettera AC.100.Tn.4 del 4 andante.

II - In seguito a intesa della Sezione Movimento di Napoli con quel vostro Rappresentante, per ripristinare le comunicazioni sulla linea Codola-Cancello e allacciare così Avellino con Napoli anche per detta via, si propone:

a) - Soppressione fra Codola e Nocera Inf. degli attuali treni 2653 e 2654 della linea Avellino-Codola-Nocera Inf. (Napoli).

b) - Prolungamento tra Codola e Napoli, via Cancello, dei treni suddetti col seguente orario:

2653: Codola (a. 5.41) p. 5.45 - Cancello a. 6.50, da dove proseguirebbe fuso col treno locale 3821 Caserta-Napoli (Cancello p. 7.00 - Napoli a. 7.45);

2654 Napoli p.17.50 - Cancello a.18.26 p. 18.35
Codola a.19.38 (p.19.40)

c) - Mantenimento dei treni 1943 e 1940 tra Napoli e Nocera I.e, essendo ora migliorata la situazione del traffico sulla linea Tirrenica, loro prolungamento fino Salerno, come da nostra precedente proposta M.211.2725.193-B del 13 aprile u.s., allo scopo di non privare i viaggiatori della tratta Nocera - Napoli dell'unica comuni-

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

Divisione Ferroviaria

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cazione locale già esistente ed estenderla fino Salerno per dare a questa zona la possibilità di affluire e defluire da Napoli nella stessa giornata.

d) - Istituzione sulla linea Codola-Nocera I. di due coppie di treni, di cui al sottoindicato orario, per allacciare il 1940 e 1943 con i proposti treni della linea Napoli-Cancello-Codola-Avellino:

Nocera	p. 5.20	-	Codola	a. 5.33
Codola	p. 5.50	-	Nocera	a. 6.02
Nocera	p.19.15	-	Codola	a. 19.28
Codola	p.19.50	-	Nocera	a. 20.02

III - Maggior consumo di carbone tonn. 1,100 al giorno.

IV - Si prega far conoscere quali decisioni saranno prese al riguardo.

IL DIRETTORE GENERALE
f.to D'Amelio

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

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PGM/Ic

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

4 May 1945

Tel. 843238
Ref. AC/1[illegible]/Tn 4

SUBJECT : Passenger service Cancello-Codola.

TO : I.S.R. - Bldg.

1. Reference yours S.211/2640/200 of 11 April 45.

2. our Transportation Officer at Naples investigated the proposed schedule as submitted and advises that the service is not desirable, but suggests the present Naples-Avelline service run via Codola to Cancello connecting with Caserta-Naples trains.

3. Will you review the application and advise if such a service would be satisfactory.

4. Due to the various controls and unusual conditions existing suggestion is made that applications for new services should be viewed by the Compartments concerned, so they may have an opportunity to offer any suggestions.

By Command of Rear Admiral STONE :

P.T.MATSON, Major

Copy to: Chief Tpn Officer, Naples

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TRANSPORTATION SUB-COMMISSION A.C.
SENIOR TRANSPORTATION OFFICER
c/o ALLIED MILITARY GOVERNMENT
NAPLES

55/RAIL/831
Tel: 52030

30 April 1945.

SUBJECT: Increased Train Service

TO : Transportation Sub-Commission Rail A.C.
care Transportation Increment C.M.F.

1. Reference your AC/100/Tn.4 of 13 April in connection with Ministry of Transport's letter to you M.211/2640/200 of 11 April.

2. I.S.R. are no longer interested in the suggested service as put forward in the above mentioned and wish to substitute the following:

(a) Existing service, trains 2653-1940 (Avellino to Naples) to be changed to cover Avellino - Codola - Cancello where combination could be made with train 3821 Caserta - Naples. Return journey would cover the same route. Suggested schedule as follows:

2653		2654
0420	Avellino	2120
0545	Codola	1940
0700	Cancello	1835
(Train 3821)0745	Naples	1750

(b) The new train would then be required to replace 1940/1943 Naples-Nocera which I.S.R. wish extended to Salerno, as per your letter AC/100/94S/Tn.4 of 20 April to D.M.R.S. Suggested schedule for this train to be as follows:

1940		1943
0510	Salerno	1955
0620	Nocera	1900
0810	Naples	1700

Stock to be used, as suggested in above mentioned letter M.211/2640/200 from Ministry of Transport.

(c) A morning and evening shuttle service is requested between Nocera and Codola in combination with these trains, available stock on hand to be used for this service.

(d) All of the above suggestions would bring the schedule back to the service which existed before the war.

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

care Transportation Increment C.M.F.

1. Reference your AC/100/Tn.4 of 13 April in connection with Ministry of Transport's letter to you M.211/2640/200 of 11 April.

2. I.S.R. are no longer interested in the suggested service as put forward in the above mentioned and wish to substitute the following:

(a) Existing service, trains 2653-1940 (Avellino to Naples) to be changed to cover Avellino - Codola - Cancello where combination could be made with train 3821 Caserta - Naples. Return journey would cover the same route. Suggested schedule as follows:

2653		2654
0420	Avellino	2120
0545	Codola	1940
0700	Cancello	1835
(Train 3821) 0745	Naples	1750

(b) The new train would then be required to replace 1940/1943 Naples-Nocera which I.S.R. wish extended to Salerno, as per your letter AC/100/94S/Tn.4 of 20 April to D.M.R.S. Suggested schedule for this train to be as follows:

1940		1943
0510	Salerno	1955
0620	Nocera	1900
0810	Naples	1700

Stock to be used, as suggested in above mentioned letter M.211/2640/200 from Ministry of Transport.

(c) A morning and evening shuttle service is requested between Nocera and Codola in combination with these trains, available stock on hand to be used for this service.

(d) All of the above suggestions would bring the schedule back to the service which existed before the war.

For the Senior Transportation Officer:

Irving Strand

IRVING STRAND,
1st Lt., CAC.
Rail Transportation Officer.

IS/dl
Copy to: Capo Compartimento - Naples Division
I.S.R.
Movement Section - Naples Division - I.S.R.
S.T.O.'s File
File.

1042
Declassified E.O. 12356 Section 3.3/NND No. 785021

1043

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

100/29

PGM/ic

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

Tel. 843238
Ref. AC/100/Tn 4

4 May 1945

SUBJECT : Increased Train Service Gragnano-Naples.

TO : I.S.R. - Building.

1. Reference your M.211/2696/206 of 11 April 45.

2. Due to the heavy traffic already on the line between Torre Annunziata and Naples it is suggested that the request for additional passenger service be deferred for the present.

For the Director

P.G.MATSON, Major

2069

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

TRANSPORTATION SUB-COMMISSION A.C.
SENIOR TRANSPORTATION OFFICER
c/o ALLIED MILITARY GOVERNMENT
NAPLES

56H/RAIL/805
Tel: 52030

28 April 1945

SUBJECT: Increased Train Service

TO : Transportation Sub-Commission Rail A.C.
care Transportation Increment C.M.F.

1. Reference your A.C/100/Tn.4 of 13 April in connection with Ministry of Transport's letter to you M.211/2996/206 of 11 April.

2. Suggested extension to Naples of two of the trains now running between Gragnano and Torre Centrale would fill a long felt need and would help relieve congestion on overburdened through trains.

For the Senior Transportation Officer:

IRVING STRAND
1st Lt., CAC.
Rail Transportation Officer.

IS/dl.

Copy to: Capo Compartimento-Naples Division- I.S.R.
Movement Section - Naples Division - I.S.R.
S.T.O.'s File
File.

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

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PGH/ef

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
C/o Transportation Inorement,
C.M.F.

26 April 1945

Tel.: 843238

Ref.: AC/100/Tn.4

SUBJECT: Increased passenger Service Calabria.

TO : Transportation Officer AC Reggio.

1. Reference your R 76 of 20 April.

2. We have notified the I.S.R. here in Rome that we are not agreeable to an increase in passenger services in Calabria until the Petrace bridge has been completed.

3. As for the passengers laying over at S.Eufemia for 24 hours, it is up to the I.S.R. to notify their passengers that certain trains do not operate on Sundays.

4. It is realised that passenger services are not what we would like them to be but according to populations involved Calabria is better served it an other sections of liberated Italy.

5. Regarding your ~~inquiry~~ inquiry about the coal allowance for Reggio, it will vary from month to month according to the supply available however for the month of April it was 4710 tons.

By command of Rear Admiral STONE:

Director.

2067

TRANSPORTATION SUB-COMMISSION A.C.

ALLIED ~~CONTROL~~ COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT : Train services. **REF :** R 76

TO : Tptn. S.C. A.C.
C/O TR. INC. C.M.F.

1. Ref. your AC/Tpn/In 4 of 3 Apr. It will be appreciated if further consideration can be given to this matter.

2. In the absence of the Sunday trains requested (forming connections from the main line) passengers arrive on Sundays by the main line trains, learn there is no connection (*i. e.* from S.Eufemia, Catanzaro, Rocia etc.) to the stations to which they have been through - booked and clamber on to any passing freight train to the destination rather than wait 24 hours.

3. I appreciate the position re coal but only 60 tons monthly (less than 20 tons per week) is involved. I cannot agree that these additions would hamper freight movement in and from this Division.

4. As regards coal I do not now how we stand in that I do not know what " ration " is laid down for this Divn.
Can I be enlightened please ?

E. V. Boddy

E. V. BODDY
CAPTAIN
DIVN.SUPT.TPTN.S.C.A.C.
REGGIO CAL.

2066

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

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

100/25

PCM/av

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

Tel. 643283
Ref: AC/100/Tn 4

13 April 1945

SUBJECT : Increased Train Service

TO : Chief Transportation Officer A.C. Naples

1. Attached are copies of letters from the I.B.R. asking for increased passenger services between Naples and Castellamare and also between Cancello and Cedola.

2. Your recommendation and comments are requested.

C.H. LINDBERG
Lt.Col. R.A.
Chief, Rail Section

Encl. 3 letters.

2065

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

MINISTRY OF TRANSPORTS
ISR.GENERAL DIRECTION.

Rome, 11 April 1945
M.211/2696/206

TO: Tn S/Commission A.C.
Rail Division.

SUBJECT: Through communications Napoli-Castellammare.

1. Having considered the entity of the passenger traffic btw. Napoli and Castellammare di Stabia and present scarcity of rail communications on the Salerno-Napoli line, we suggest that two of the couples of trains presently in operation btw. Castellammare and Gragnano, be extended as far as Napoli.

2. Private Bodies and Authorities have been repeatedly pressing ISR Administration on this subject; to carry out above sketched programme a complete set of both rolling stock and tractve power should be supplied, but it is anticipated that local resources would meet the requirements.

3. The schedule should be consequently altered as follows:

A)	TV 14	Gragnano	d.0520	Torre C.le	a.0600
	TV 21	Torre C.le	d.0730	Gragnano	a.0815
	TV 26	Gragnano	d.0840	Napoli C.le	a.1035
	TV 23	Napoli C.le	d.1125	Gragnano	a. 1325
	TV 28	Gragnano	d.1430	Torre C.le	a.1510
	TV 35	Torre C.le	d.1830	Gragnano	a.1915
B)	TV 29	Torre C.le	d.1000	Gragnano	a.1045
	TV 22	Gragnano	d.1140	Napoli C.	a.1340
	TV 31	Napoli C.le	d.1440	Gragnano	a.1635
	TV 24	Gragnano	d.1700	Torre C.le	a.1740

4. We await that S/Commission's decision.

Sgd. G.DI RAIMONDO
Director General

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

MINISTERO TRASPORTI
MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 11 APR 1945 194 - A.

N M.211/2696/206

Al N. del

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria
R O M A

OGGETTO

Comunicazioni dirette fra Napoli e Castellammare di Stabia.

ALLEGATI N.

I) In relazione alla entità del traffico viaggiatori tra Napoli e Castellammare di Stabia e tenuto conto della scarsezza di comunicazioni sulla linea di Salerno, si propone di prolungare su Napoli due delle coppie di treni attualmente limitati al tratto Torre Annunziata - Gragnano.

II) Il provvedimento viene insistentemente reclamato da Enti ed Autorità, e richiederebbe l'impegno di un altro impianto di materiale e mezzi di trazione, cui si potrebbe provvedere con le risorse locali.

III) L'orario da attuare sarebbe il seguente:

1°)	TV14	Gragnano	p. 5.20	Torre C.	a. 6.00
	TV21	Torre C.le	p. 7.30	Gragnano	a. 8.15
	TV26	Gragnano	p. 8.40	Napoli C.	a.10.35
	TV23	Napoli C.	p.11.25	Gragnano	a.13.25
	TV28	Gragnano	p.14.30	Torre C.	a.15.10
	TV35	Torre C.le	p.18.30	Gragnano	a.19.15
2°)	TV29	Torre C.le	p.10.00	Gragnano	a.10.45
	TV22	Gragnano	p.11.40	Napoli C.	a.13.40
	TV31	Napoli C.le	p.14.40	Gragnano	a.16.35
	TV24	Gragnano	p.17.00	Torre C.le	a.17.40

IV) Si prega fare conoscere quale decisione sarà presa al riguardo

IL DIRETTORE GENERALE

2063

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

MINISTRY OF TRANSPORTS
GENERAL DIRECTION. TSR.

Roma, 11 April 1945
M.211/2610/200

SUBJECT: Rail Communications Cancello-Codola.

TO: Th S/Commission A.C.
Rail Division.

1. Many requests have been forwarded by the populations of the localities served by the Cancello-Codola line in order that rail communications with Napoli and Nola, be re-established, as latter centres are the most important outlet for the industrial and commercial activity of above district.

2. Above requests being fully justified, this General Direction TSR suggests the operation of one couple of trains daily btw. Cancello and Codola, in connection at Cancello with trains 3821/3824 to and from Napoli, thus enabling people to attend to their business in Napoli or Nola and to get back home in the same day.

3. As Codola cannot accommodate the train crew for the night, it is necessary to operate also one couple of service trains, and we therefore submit following schedule:

Cancello dep.0250 - Codola arr. 0355 (empty stock:outwards)
Codola dep.0435 - Cancello arr.0541 (3821 dep. 0606 to Napoli)
Cancello dep.1955 - Codola arr.2100 (3824 arr. 1931 from Napoli)
Codola dep.2140 - Cancello arr.2245 (empty stock; return)

4. Composition: One loco class 625, already available at Cancello, six cars and one luggage van. Coal consumption abt. 1,5 tons per day.

5. We await that S/Commission's decision.

Sgd. G.DI RAIMONDO
Director General

2362

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

MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma 11 APR 1945 194 - A.

N. M.211.2640.200

Al N. del

Alla Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria
R O M A

OGGETTO

Comunicazioni tra Cancello e Codola.

ALLEGATI N.

I - Le popolose località che fanno capo alla linea Cancello - Codola avanzano voti perchè siano ripristinate delle comunicazioni che le colleghino a Napoli e al centro di Nola, verso il quale si svolge gran parte della notevole attività commerciale e industriale della zona.

II - E' indubbio che la richiesta sia giustificata e si propone pertanto l'istituzione di una coppia di treni tra Codola e Cancello, in coincidenza a Cancello con gli attuali treni 3821 e 3824 per e da Napoli, in modo da consentire l'andata a Nola e Napoli al mattino e il ritorno in giornata in residenza.

III - Data l'impossibilità di far pernottare il personale a Codola, occorre anche un invio e un ritorno a vuoto di materiale, e l'orario da adottare sarebbe il seguente:

Cancello	p. 2,50	-	Codola	a. 3,55	(invio materiale)
Codola	p. 4,35	-	Cancello	a. 5,41	(3821 p.6.06 per Napoli)
Cancello	p.19,55	-	Codola	a.21,00	(3824 a.19.31 da Napoli)
Codola	p.21,40	-	Cancello	a.22,15	(ritorno materiale)

IV - Il servizio verrebbe disimpegnato da una locomotiva gr. 625, disponibile a Cancello, e il consumo di carbone si prevede di 15 quin-

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

tali circa al giorno, rispetto a una composizione di 6 carri e 1 bagagliaio.

V - Si prega far conoscere quale decisione sarà presa al riguardo.

IL DIRETTORE GENERALE

Ludi Raimondi

1053

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

100/22

PGM/ic

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

Tel. 843238
Ref. AC/100/Tn 4

6 April 1945

TO : Director General ISR - Building

SUBJECT : Rail Service Rome-Puglie.

1. Reference your letter M.211/2656/41 B dated 29 March 45 requesting improved passenger services for Puglie.

2. It is regretted that this service cannot be authorized at this time because we are in favour of improving rail communications when it is at all possible.

3. It must be realized that we are reaching a saturation point as for as new passenger services are concerned due to the shortage of locomotives, coal and passenger stock.

4. Our limited supply of box wagons are required for the movement of freight, so the use of this class of equipment extensively for handling passengers is not looked upon favourably.

For the Chief Commissioner:

P.G.MATSON, Major T.C.

2 of 0

Ministry of Transports
I.S.R. G.D.
Movements Dept.

Rome, 29 March 45
M.211/2656/41-B

To : Tn S/C AC
Rail Div

Sub: Rail Communications Roma-Puglie.

1. With the recent establishment of through trains between Rome and Reggio a satisfactory solution has been reached in so far as the rail communications with Calabria and Sicily are concerned, but not with Puglia.

2. The connection at Caserta (southwards) and Aversa (northwards) between the Rome-Reggio trains and those running from Napoli to Foggis does not represents a satisfactory solution also on account of the overcrowding of the trains so that the passenger cannot rely on the few seats theoretically reserved to and from Puglia.

3. This General Direction ISR is being insistently pressed by private and public Bodies in order that the communications Rome-Puglie be improved, inasmuch as strong interests are involved owing to the importance of the Region.

4. To meet above demands we suggest two different solutions :

a) Line 89 to be reserved for the communications Rome-Calabria, and trains 83/84 to be operated daily also between Rome and Napoli, to operate e new couple of trains between Rome and Puglie via line 90, the new trains to be in connection at Casertawith those running between Napoli and Puglia in order to make up an only train; present trains 783/784 and 815/816 to be cancelled.

b) To mainatin present services running on alternate days via line 90 and line 89 between Rome and Calabria; to operate a new couple of trains via line 90, in connection at Caserta with the trains running between Napoli and Puglie, in order to make-up an only train, present trains 815/816 to be cancelled and the new service to be operated according to following approximate schedule :

1700	dep	Rome	arr	0700	2059
2400	arr	Caserta	dep	2330	
2300	dep	Napoli	arr	0010	

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

1. With the recent establishment of through trains between Rome and Reggio a satisfactory solution has been reached in so far as the rail communications with Calabria and Sicily are concerned, but not with Puglia.

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1700	dep	Rome	arr	0700
2400	arr	Caserta	dep	2330

2059

2300	dep	Napoli	arr	0010
2350	arr	Caserta	dep	2320

0020	dep	Caserta	arr	2310
0140	arr		dep	2150
0145	dep	Benevento	arr	2145
0415	arr		dep	1930
0425	dep	Foggia	arr	1920
0755	arr	Bari	dep	1600

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

5. Above timings could be used also with the first solution suggested, as they would enable people arriving at Rome or Bari early in the morning, to return home in the same evening, after a sufficient stay.

6. At the beginning we would suggest following stock:
between Rome and Bari: 5 passenger coaches, 1 luggage and 1 mail van ;
between Napoli and Bari: 5 passenger coaches

7. Most of above stock could be taken from trains 815/816

8. The new services should be possibly operated daily.

9. We wait that Sub-Commission's decision.

signed; The Director Generald
G. di Raimondo

REMARK:

Coal Consumption:

Roma-Caserta : 9,5 tons per round trip
Foggia-Bari : 2,5 tons per round trip

The remaining sections : Napoli-Caserta and Caserta-Foggia are electrified.

2058

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

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

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Movimento

Roma, li 29 MAR 1945

M.211-2656-11-B

Alla Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria
R O M A

Oggetto: Comunicazioni fra Roma e le Puglie.

I) La recente istituzione di treni diretti tra Roma e Reggio Calabria se ha risolto il problema delle comunicazioni di Roma con la Calabria e la Sicilia ha lasciato insoluto quello delle comunicazioni dirette fra Roma e le Puglie.

II) La coincidenza stabilita a Caserta in senso discendente e ad Aversa in senso ascendente fra i treni suddetti e quelli della linea Napoli-Foggia non rappresenta certamente una soluzione adeguata anche perchè, dato l'affollamento dei treni in coincidenza, non è possibile, all'atto pratico, fare affidamento sui pochi posti assegnati in contingentamento per e dalle località delle Puglie.

III) Pervengono al riguardo insistenti premure da parte di Enti ed Autorità perchè si trovi modo di migliorare le predette comunicazioni, in considerazione dei forti interessi che intercedono fra la Capitale e quelle regioni.

IV) Per soddisfare le giuste richieste si prospettano due soluzioni:

a) riservare la via di Formia alle comunicazioni con la Calabria, rendendo giornalieri i treni 83 e 84 anche fra Roma e Napoli, e attivare per la via di Cassino una nuova comunicazione fra Roma e le Puglie, da fondersi a Caserta con quella fra Napoli e le Puglie, sostituendo gli attuali treni 783 e 784 fra Roma e Napoli, e 815 e 816 tra Napoli e Bari, che resterebbero soppressi;

b) mantenere gli attuali servizi, alternati via Formia e via Cassino, esclusivamente per le comunicazioni con Napoli, Calabria e Sicilia, ed effettuare, in aggiunta, per la via di Cassino la comunicazione per le Puglie con l'orario seguente, che fra Napoli e Bari sostituisce gli attuali treni 815 e 816 :

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

17.00	p.	ROMA	a.	7.00
24.00	a.	CASERTA	p.	23.30
23.00	p.	NAPOLI (via Aversa)	a.	0.10
23.50	a.	CASERTA	p.	23.20
0.20	p.	CASERTA	a.	23.10
1.40	a.	BENEVENTO	p.	21.50
1.45	p.		a.	21.45
4.15	a.	FOGGIA	p.	19.30
4.25	p.		a.	19.20
7.55	a.	BARI	p.	16.00

V) L'orario predetto può adottarsi anche nel caso della soluzione a); esso risponde al criterio della migliore utilizzazione del materiale e dà la possibilità ai viaggiatori in arrivo al mattino sia a Roma che a Bari di ripartire nelle ore pomeridiane della stessa giornata, dopo una sufficiente sosta.

VI) La composizione potrebbe essere in principio di cinque carrozze per viaggiatori, un bagagliaio ed una postale fra Roma e Bari ed altre cinque carrozze per viaggiatori fra Napoli e Bari.

VII) Il materiale occorrente verrebbe ricavato in buona parte dai soppimendi treni 815 e 816.

VIII) I nuovi treni dovrebbero, possibilmente, effettuarsi tutti i giorni.

IX) Si resta in attesa di conoscere quale sarà la soluzione prescelta.

IL DIRETTORE GENERALE

Ludi Raimondo

10591

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

100/20

ACP

INTER-OFFICE MINUTE

Ref. AC/100/Tn 4

TO : Movements Division
Tn Sub-Commission HQ AC

SUBJECT : Rail Connection to Florence.

1. Line 219 will be officially open for traffic from 4 April 45 between Pisa and Florence.

2. Line 220 is open from Empoli to Castel Fiorentino.

3. Line 217 is open from Florence to Pistoia.

4. Line 88 (Rome-Mandela) was tested for traffic to Arsoli 1st April and is available from Monday 2 April unless otherwise advised by this office.

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

Copy to: MRS
" " Capt. Dean, Tn Officer Rome
" " ISR - Bldg.

Transportation Sub-Comm. (Rails)
4 April 1945.
843238

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

100/19

PGM/ic

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

30 March 1945

Tel. 843191-11
Ref. AC/100/Tn 4

TO : Ministry of Communications - Bldg.

SUBJECT : Railway Services Potenza Area.

1. Reference your letter 16 March file M 210/2590/41/XA.

2. Due to the lack of Fuel, Rolling Stock, and locomotives it is impossible to consider the recommendation made at this time.

P.G.MATSON, Major T.C.

2055

Ministry of Transports
ISR General Direction.

16 March 1945

M.210/2590/41/XA

Subject: Railway communications in Potenza district.

1) The Railway communications in Potenza district are presently very scarce, being represented by following services only:

a) one tri-weekly long-distance, train Napoli-Battipaglia-Potenza-Taranto-Brindisi with stops also following intermediate stations. Salerno, Sicignano, Ferrandina, Metaponto.

b) one tri-weekly local train btw. Potenza and Rocchetta.

2) The populations are seriously affected by above lack of communications, in as much as even road communications are very scarce and difficult, so that this Ministry is continuously pressed by private and governmental Bodies in order that the local communications be improved, because they are either insufficient, btw. Potenza and Rocchetta, or missing at all, like btw. Battipaglia and Metaponto.

3) We therefore submit following suggestions, hoping that they be taken into favourable consideration:

Line Battipaglia-Taranto.

a) operation of following daily services:

Battipaglia	dep.0450	Potenza	dep.1530
Potenza	arr.0840	Battipaglia	arr.1941.

b) operation of passenger service with freight trains 8126/8130/8134 and 8133/8137 btw. Taranto and Potenza (see our letter M.211/9090/2371/194 of 31 Jan. 1945 in reply to yours 40/100/95 In 4 of 15 Nov. 1944 in which consideration was given to a passenger service to be operated with above trains). Said service to be operated daily and not, only once a week as previously stated.

Line Potenza-Rocchetta.

c) operation of following trains daily:

Potenza	dep.0430	1530	Rocchetta	dep.0720	1635
Rocchetta	arr.0715	1820	Potenza	arr.1030	

Line Rocchetta-Foggia.

d) operation of following trains daily

Foggia	dep.0500	1615	Rocchetta	dep.0715	1830
Rocchetta	arr.0710	1825	Foggia	arr.0855	2000

Local communications btw. Rocchetta and Potenza are particularly important not only for professional men but also for students, because Melfi is the seat of many important schools.

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a) one tri-weekly long-distance, train Napoli-Battipaglia-Potenza-Taranto-Brindisi with stops also following intermediate stations. Salerno, Sicignano, Ferrandina, Metaponto.

b) one tri-weekly local train btw. Potenza and Rocchetta.

2) The populations are seriously affected by above lack of communications, in as much as even road communications are very scarce and difficult, so that this Ministry is continuously pressed by private and governmental bodies in order that the local communications be improved, because they are either insufficient, btw. Potenza and Rocchetta, or missing at all, like btw. Battipaglia and Metaponto.

3) We therefore submit following suggestions, hoping that they be taken into favourable consideration:

Line Battipaglia-Taranto.

a) operation of following daily services:

Battipaglia	dep.0450	Potenza	dep.1530
Potenza	arr.0840	Battipaglia	arr.1941.

b) operation of passenger service with freight trains 8126/8130/8134 and 8133/8137 btw. Taranto and Potenza (see our letter M.211/9090/2371/194 of 31 Jan. 1945 in reply to yours AC/100/95Tm 4 of 15 Nov. 1944 in which consideration was given to a passenger service to be operated with above trains). Said service to be operated daily and not, only once a week as previously stated.

Line Potenza-Rocchetta.

c) operation of following trains daily:

Potenza	dep.0430	1530	Rocchetta	dep.0720	1835
Rocchetta	arr.0715	1820	Potenza	arr.1030	

Line Rocchetta-Foggia.

d) operation of following trains daily

Foggia	dep.0500	1615	Rocchetta	dep.0715	1830
Rocchetta	arr.0710	1825	Foggia	arr.0855	2000

Local communications btw. Rocchetta and Potenza are particularly important not only for professional men but also for students, because Melfi is the seat of many important schools.

With the operation of the trains whereof para c) above, present tri-weekly mixed service in operation btw. Rocchetta and Potenza could be cancelled.

We trust that present suggestions will be taken into favourable consideration.

Sgd. G. DI RAIMONDO
Director General

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MINISTERO DELLE COMUNICAZIONI

MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO

DIREZIONE GENERALE

SERVIZIO MOVIMENTO

Roma, 1 DIC. 1945 194... - Anno ...

N. M.210/2590/41 A

Alla Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

ROMA

OGGETTO

Comunicazione ferroviaria interessante la provincia di Potenza.

I.- Le comunicazioni intorno a Potenza sono oggi assai scarse essendo costituite:

a) da un treno trisettimanale a lungo percorso Napoli-Battipaglia-Potenza-Taranto-Brindisi con le sole fermate intermedie di Salerno - Battipaglia - Sicignano - Potenza - Ferrandina - Metaponto e Taranto;

b) da un treno trisettimanale locale tra Potenza e Rocchetta.

II.- La deficienza di tali comunicazioni crea un sensibile stato di disagio in quelle popolazioni che purtroppo non hanno nemmeno un sistema stradale ordinario molto sviluppato e quindi sono pressanti le invocazioni che giungono da Enti e privati per un miglioramento nel servizio locale che, o manca completamente come nella tratta Battipaglia-Metaponto, o è insufficiente ed incompleto come nel caso della linea Potenza-Foggia.

III.- Si presentano pertanto le seguenti proposte che si prega esaminare con la maggior possibile benevolenza:

LINEA BATTIPAGLIA-TARANTO

a) istituzione giornaliera dei seguenti treni:

Battipaglia	p.	4.50	Potenza	a.	8.40
Potenza	"	15.30	Battipaglia	"	19.41

b) assegnazione del servizio viaggiatori ai treni merci 8126/8130/KKB e 8133/8137 fra Taranto e Potenza di cui alla lettera M.211/9090/2371/194 del 31-1 c.a. in risposta alla lettera AC.Tn/100/95 del 15-11-1944 con la quale veniva preso in considerazione un servizio viaggiatori con i treni predetti. Però detto servizio dovrebbe essere effettuato tutti i giorni e non un solo giorno la settimana come era stato previsto.

./.

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LINEA POTENZA-ROCCHETTA

c) Istituzione giornaliera dei seguenti treni:

Potenza	p.	4.30	Rocchetta	a.	7.15
Rocchetta	p.	7.20	Potenza	a.	10.30
Potenza	p.	15.30	Rocchetta	a.	18.20
Rocchetta	p.	18.35	Potenza	a.	21.45

LINEA ROCCHETTA-FOGGIA

d) Istituzione giornaliera dei seguenti treni:

Foggia	p.	5.00	Rocchetta	a.	7.10
Rocchetta	p.	7.15	Foggia	a.	8.55
Foggia	p.	16.15	Rocchetta	a.	18.25
Rocchetta	p.	18.30	Foggia	a.	20.00

Le comunicazioni locali tra Rocchetta e Potenza sono particolarmente importanti, oltre che per i professionisti, anche per gli studenti poichè l'importante centro di Melfi è sede di vari Istituti scolastici.

Con l'attivazione dei treni di cui al punto c) potrebbe sospendersi l'effettuazione degli attuali treni misti trisettimanali fra Potenza e Rocchetta.

Si nutre fiducia nell'accoglimento delle proposte di cui sopra e si attendono urgenti decisioni.

IL DIRETTORE GENERALE

Ugo Reginaldo

File
100/17

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

ACE/ic

Tel: 843238

AC/100/TN 4

28 March 1945

SUBJECT: Civilian Passenger Train Facilities North of Rome.

TO : G-5 Section, AFHQ, APO 512

1. Since the autumn of last year, the Italian Government has been anxious to obtain some civilian passenger train facilities for travel north of Rome. The matter had been discussed at the old Transportation Committee, which was comprised of representatives of AC, MRS, AFHQ (G-4 Mov & Tn), and ICR, but it has not so far been found possible to concede the request, the determining factor being shortage of rolling stock.

2. In January of this year, the Allied Railway Board, under the Chairmanship of Brigadier A.T. de Rhe Philipe (DQMG) was formed, and one of its Sub-Committees is the Traffic Sub-Committee which has representatives of all interested parties.

3. At the meeting of the Traffic Sub-Committee held on 3 March '45, the following Minute was recorded:

> 2 a. CIVIL PASSENGER FACILITIES, NORTH OF ROME: Originated by Th. Sub-Commission, Allied Commission, Lt.Col. O. H. Lindberg's letter, 17 February 1945.
>
> It was agreed that the Allied Commission would obtain permission from the Area Commanders involved to operate trains for civilian passengers into and out of Ancona and Leghorn. Pending approval of the Area Commanders concerned, and also G-4 (Mov & Tn) AFHQ, civilian passenger train service on alternate days is to be established between Rome and Leghorn on or about 1 April 1945 and between Rome-Arezzo and Ancona at a later date.

4. AC took action in respect of seeking authority from the Area Commanders thru the forward AC organisations, but to date no response has been received.

5. At the Meeting of the Allied Railway Board held on 15 March '45, the following draft minute is recorded:

2052

> 14 a. CIVILIAN PASSENGER FACILITIES NORTH OF ROME:
>
> The Chairman explained to the Meeting that the present policy of AFHQ is to prevent the movement of civilians into

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

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14 a. CIVILIAN PASSENGER FACILITIES NORTH OF ROME:
The Chairman explained to the Meeting that the present policy of AFHQ is to prevent the movement of civilians into forward areas, and both LEGHORN and ANCONA at present fall under that heading.
AGREED: AC after discussion with MRS will forward an official application to AFHQ.

6. The Chairman stated that AC should not seek authority of the Area Commanders, but should seek authority from AFHQ, and further that, until

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investigation of the tonnage capacity of the lines was made, he could not give a final decision.

7. The matter is therefore submitted in order that the two items as under may be satisfactorily dealt with:

1. Authority obtained for civilian passenger trains to operate into Leghorn, Arezzo, and Ancona, and the area between these terminals and Rome.

2. Line capacity on lines 50, 65, and 87 to be carefully examined with the view of introducing tri-weekly civilian passenger train services in the near future.

8. Attached hereto at Appendix "A" is a statement on behalf of Allied Commission in favor of the introduction of the services.

For the Chief Commissioner:

A. G. Antolini

A.G. ANTOLINI,
Acting Vice President,
Economic Section.

1 Encl. Statement.

APPROVED: O.H. Lindberg
Lt.Col., R.E.,
Chief, Rail Division

APPROVED: M.B. THOMAS, Colonel,
Deputy Director.

2051

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APPENDIX "A"

STATEMENT

CIVILIAN RAIL FACILITIES NORTH OF ROME

1. Since October of last year the Italian Government has been asking for train service facilities north of Rome. For the following reasons it has not been found possible to meet this request.

a) Passenger rolling stock has not been available.

b) As civilian passenger services did not exist between Rome and Naples, it was more desirable to concentrate on the linking of the capital with the Southern territory, when facilities became available.

c) It would not be possible owing to the limited tonnage capacities of the northern lines and their occupation by military traffic.

d) Security reasons required that civilians should be kept from the areas behind the lines.

2. Since these reasons were advanced, there have been considerable changes in the conditions prevailing, and the following civilian passenger rail communications have been established in conjunction with the Director, Military Railway Services:

a) Between Rome and Naples daily.

b) Thru passenger service Rome-Reggio for Sicily daily.

c) Naples-Bari tri-weekly, with connections at Caserta and Aversa with Rome.

d) A daily perishable freight train has also been introduced between Calabria district and Rome.

3. The recent declaration of policy in respect of Italy has resulted in an increased measure of Italian Government control over a large area; the introduction of civilian passenger train facilities, detailed above, will enable a commencement to be made with the development of agricultural and industrial rehabilitation up to a standard necessary to maintain the policy laid down by the C.C. S.

4. The front line is approximately 350 kilometers from Rome; between it and the capital lies a considerable area of arable land and cities of primary industrial importance. Apart from one coach attached to the workers train to the port of Civitavecchia, there are no civilian railway passenger services whatsoever in this area. This area is partly AMG territory, but a considerable portion of it has been handed back to the Italian Government control, and the AC regional organizations will be withdrawn from these areas on the 31st of March.

2 of 2

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2nd

5. The Traffic Sub-Committee is comprised of representatives of AC, MRS, AFHQ (Mov), and ISR, and has recommended to the Allied Railway Board that passenger train services be established at the earliest possible moment between Rome and Leghorn, Ancona and Arezzo; Ancona and Arezzo to be served by one train out of Rome splitting at Orte, and trains on each line would operate tri-weekly. It has been ascertained from MRS that rolling stock would be avail-

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able for the introduction of the Leghorn service, and that other stock would shortly be available for the other services. The introduction of these facilities is now dependent on AFHQ's decisions on the following points:

a) Desirability of permitting a civilian passenger service into a forward area.

b) Available capacity of the lines to permit the working of the passenger service.

It may be added that on the Rome-Naples services the LOC have introduced a policing and control system which is effective and satisfactory.

6. The forward terminals of the proposed railway services are not the ~~essential and~~ only points that such trains would serve. The area, which lies between these forward terminals and Rome, must attain a certain standard of industrial and agricultural rehabilitation to prevent disease and unrest and to enable that development to take place which will economize Allied supplies and shipping.

7. A brief description of the area which the proposed rail services will cover is of value. On Line 50, there is the large Maccarese fruit growing estate, and the Italian Government port of Civitavecchia. At Civitavecchia there is one of the largest active cement plants in the country. Further north, the ports of Portiglione and Piombino are being developed, and all pyrites for presently Liberated Italy has its source at Scarlino. In this area, too, is the Solvay plant which is the largest producer of fertilizers and chemicals in Italy and which is being re-activated at present. Work is also in hand with the rehabilitation of the Ilva Steel Works. On the route to Ancona there is a large wine producing area in the neighborhood of Orvieto, and the Terni Steel Works which are already in production. In this area there are also a number of lignite mines, which are being re-activated; further to the northeast is the largest wheat producing area of presently Liberated Italy, from which the main Rome supply is obtained.

8. When Northern Italy is free, AC does not want to find it is so far behind in the development of the areas behind the existing lines that it cannot concentrate fully on the newly liberated areas. If trade is fostered by civilian travel south of the front, it will be of invaluable aid for the speedy revival of the northern area. Thus thefurther north a civilian passenger train service can operate now, the better can facilities be developed when the northern provinces become available.

9. AC is assisting in the rebuilding of the line from Ortona to Ancona, and when that line is complete, direct access between Bari and the southern provinces will be possible without passing thru Rome. 2059

10. Present means of passenger travel to these areas, not only for agricultural and industrial interests, but for Government officials, are of the sketchiest. Provincial capitals have only the most difficult access to the capital and efficient government under such conditions is most difficult.

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11. Civilians continue to attempt to travel by military trains. Generally they do not seek such an uncomfortable means of travel by choice, but because they cannot find alternative means of transport.

12. AC strongly sponsors the Government demand for limited civilian travel facilities north of Rome.

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100/16

PGM/ic

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

Tel. 843838
Ref. AC/100/Tn 4

3 April 1945

TO : Transportation Officer AC Reggio.

SUBJECT : Increased train services Calabria.

1. Reference your letter Reg. 1/1/27 of 26 March 1945.

2. Increased passenger services will not be considered until the coal situation improves.

3. When the Petrace bridge is complete the coal and loco situation will be somewhat relieved, but until this bridge is complete we would be hampering freight movements by improving our passenger services.

P.G.MATSON, Major T.C.

1073

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

TRANSPORTATION SUB=COMMISSION A.C.

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

REF: REG. 1/1/21
26 MAR 45

SUBJECT: TRAIN SERVICES.

TO: TPTN. S.C. A.C.
C/O TN.INC. C.M.F.

1. On 18 Dec.last Maj.Blair wrote you (Reg 1/I/16) sending graph asking for additions and alterations to trains in this Divn. I cannot trace any acknowleagment or reply.

2. Capo Compartimento has now witten again and I attach copy of his 112/3/23.of 22 March.

3. I support application for these services.

B. W. Boddy

B. W. BODDY
CAPTAIN
DIVN.SUPT.TPTN. S.C. A.C.
REGGIO CAL.

2047

MINISTERO DEI TRASPORTI
FERROVIE DELLO S .TO
COMPARTIMENTO DI REGGIO CALABRIA
=====

Reggio Cal. 22 Mar 1945

N° 112/3/23

OGGETTO

Effettuazione domenicale treni viaggiatori sulle linee di diramazione.

Sig. Capitano Boddy
Sovraintendente Servizio Ferroviario Alleato

S E D E

Nei giorni di domenica i treni viaggiatori civili TV9094
TV9094 Catanzaro Sala-Sant'Eufemia L.
4755 Sant'Eufemia L.-Catanzaro M.
4731 Paola-Cosenza
TV4734 Cosenza-Paola
TV4763 Sibari-Cosenza
TV9096 Cosenza-Sibari

sono soppressi mentre sulle linee Battipaglia-Reggio C. e Metaponto-Reggio C. i treni viaggiatori camminano tutti i giorni.

Di conseguenza, nelle stazioni di Paola, Sant'Eufemia L.-, Catanzaro Marina e Sibari, nei detti giorni di domenica, si verifica gran disordine giacche i viaggiatori cola arrovati prendono posto sui treni merci nonostante il divieto e nonostante non vi possa essere posto per tutti.

Si hanno continui incidenti fra i viaggiatori, personale delle stazioni e guardia-treni giacche si cerca di impedire tali viaggi. D'altra parte é da riconoscere che i viaggiatori non possono restare 24 ore in località prive di conforto. Questa permanenza poi potrebbe prolungarsi fino a 48 ore giacché il lunedì si assommano i viaggiatori arrivati alla domenica e quelli arrivati il lunedì.

Sarei grato se V.S. volesse interessarsi per risolvere questa seria questione consentendo cioé che i predetti treni camminino anche nei giorni di domenica.

La percorrenza complessiva di questi treni é di Km. 290.

2046

IL CAPO COMPARTIMENTO

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

1075

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

TRANSPORTATION SUB=COMMISSION (RAIL SECTION)

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

REF: REG I/I/IS
REGGIO C.L.
15 DEC 44

SUJECT: TRAIN SERVICES.

TO: T. SUB=COMM A.C.
RAIL SECTION
C/O AI [illegible]
C.A.F.

1. Attached is letter from the Capo Compartimento with graph asking for additional trains and alterations within this Division.

2. It is acknowledged that these changes are desirable to relieve overcrowding and to keep travellers off freight trains and in an endeavor to get back to normal but whether the coal situation will permit of such a move at this time is for you to decide.

3. The request is passed to you for your consideration.

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

2045

160/304/305/306/95/72

Reggio Cal. 29 Nov 44
N° 112.3.I3

Subject: Passenger trains improvement

Attached: 2 graphies

To Major Blair
Div.Sup.TN Sub-Comm
Reggio Cal.

The project asked by Allied Authorities for the improvement of railway services in liberated Italy was agreed on the 11 th of november in Rome at our General Direction.
For what concerns the passenger trains, the project presented by this Division is shown on the attached graphic sheets.

I am of opinion that the Allied Authorities are disposed to approve the projected additional trains as rolling stocks will be available.

Now I beg you to give your assistance according in the meanwhile the following improvements that are very necessary and anxiously waited for by the population and for which will be needed only a small increare of rolling materials.

Sunday passenger trains to replace

The only two passenger trains running on the lines S.Eufemia L-Catanzaro Mar, Paola-Cosenza and Sibari-Cosenza are cancelled on Sunday. This causes a serious trouble for the fact that also on sunday all the passengers arriving from the main lines stop at the transit stations S.Eufemia L, Paola, Catanzaro Marina and Sibari (all places without confort). These passengers cannot be held and they try all that is possible to continue their travel on freight trains.

Those that do not succed in leaving with freight trains crowd the next day passenger trains that are already extraordinarily crowded.

Therefore I beg you to have the trains

4742 and 4755 on S.Eufemia-Catanzaro line.
4731 and 4734 " Paola - Cosenza line
4760 and 4763 " Sibari- Cosenza line
running also on Sunday.

2044

Passenger trains between Roccella and Locri

Roccella, Gioiosa and Siderno are very peopled places and there are many

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2044

Passenger trains between Roccella and Locri

Roccella, Gioiosa and Siderno are very peopled places and there are many students that used to frequent the schools at Locri.

The trains 4883 and 4884 that are shown in the project were running before the war and were utilised very much.

For these trains, which will run Km.64 for the double daily journey and therefore will consume about 70 Kg. of coal per day, are needed onely two wagons. as the locomotive to be used is the one that is kept

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permanently at Roccella as reserve.

Passenger trains between Soverato and Catanzaro Sala

3/4 Many Sindaci have requested to give to the passengers of Soverato -one, that is very peopled specially of studen s, the possibility to have daily comunicetions with Catanzaro City. In the past time trains were running and were used by over 200 passengers.

To grant these requests it would be sufficient to approve the daily run of Km. 72 that means the double journey between Soverato and Catanzaro Marina as the trains from Catanzaro Mar. and Catanzaro Sala are already in force for workmen move.

The matter therefore would request the extension of the trains 3050 and 3051 that are now running between Catanzaro Mar. and Catanzaro Sala using the same locomotive and the same cars.

Trains 1932 and 1937 between Sapri and Salerno

92 The ~~Italcan~~ workmen trains 3102 and 3049 are running at present between Sapri and Battipaglia

If the Allied Authorities approve the two passenger trains 1932 and 1937 these workmen trains can be cancelled and the Administration would gain for passenger transport.

The rolling stock that these two passenger trains would engage in additional is onely a wagons as at present these workmen trains have onely two wagons in composition.

The services for which I ask the prompt putting in execution are those framed in yellow in the attached graphic.

The other improvements shown in the project can be examined in a second moment, but for what I have above mentioned and for which is requested the minimum rolling stock, I am begging you again, as you have already done so much for this population, to interfere with the Allied Authorities of your H.Q.

I thank you very much

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

Passenger trains between Soverato and Catanzaro Sala

3-1 Many Sindaci have requested to give to the passengers of Soverato zone, that is very peopled specially of students, the possibility to have daily comunications with Catanzaro City. In the past time trains were running and were used by over 200 passengers.

To grant these requests it would be sufficient to approve the daily run of Am. 72 that means the double journey between Soverato and Catanzaro Marina as the trains from Catanzaro Mar. and Catanzaro Sala are already in force for workmen move.

The matter therefore would request the extension of the trains 9050 and 9051 that are now running between Catanzaro Mar. and Catanzaro Sala using the same locomotive and the same cars.

Trains 1932 and 1937 between Capri and Salerno

92 The ~~workmen~~ workmen trains 1932 and 1937 are running at present between Capri and Battipaglia

If the Allied Authorities approve the two passenger trains 1932 and 1937 these workmen trains can be cancelled and the Administration would gain for passenger transport.

The rolling stock that these two passenger trains would engage in additional is onely a wagong as at present these workmen trains have onely two wagons in composition.

The services for which I ask the prompt putting in execution are those framed in yellow on the attached graphic.

The other improvements shown in the project can be examined in a second moment, but for what I have above mentioned and for which is requested the minimum rolling stock, I am begging you again, as you have already done so much for this population, to interfere with the Allied Authorities of your H.Q.

I thank you very much

The Capo Compartimento

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

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
COMPARTIMENTO DI REGGIO CALABRIA

Reggio C., 29 NOV. 1944

N° 112.3.13

OGGETTO
Miglioramento treni viaggiatori e merci.-

Allegati N° 2

Signor Maggiore B L A I R
Sovraintendente Servizio Militare Allleato
REGGIO CALABRIA

Il giorno 11 corrente mese fu concordato a Roma, presso la nostra Direzione Generale, il progetto richiesto dalle Autorità Alleate pel miglioramento dei servizi ferroviari nelle terre liberate.-

Per quanto riguarda i treni viaggiatori, il progetto presentato da questo Compartimento è quello che risulta dagli uniti due fogli grafici.

Si ritiene che le predette Autorità Alleate siano disposte ad accordare gli aumenti di treni progettati man mano che vi saranno i mezzi disponibili.

Ora sono a pregare la S.V. di intervenire a nostro favore affinchè siano intanto concessi i seguenti miglioramenti che sono tanto necessari e tanto attesi dalle popolazioni e pei quali non occorre che pochissimo aumento di mezzi.

RIPRISTINO TRENI VIAGGIATORI ALLA DOMENICA

Sulla linea S.Eufemia L.- Catanzaro M., Paola - Cosenza e Sibari - Cosenza l'unica coppia di treni viaggiatori esistente è soppressa alla domenica. Ciò è di serio perturbamento dato che anche alla domenica ai transiti di S.Eufemia L., Paola, Catanzaro M. e Sibari (località sprovviste di ogni conforto) affluiscono dalla linea principale molti viaggiatori che non possono essere in alcun modo contenuti e che ricorrono a tutti i mezzi per proseguire coi treni merci. Quelli che non riescono a partire coi treni merci gravano poi sui treni del giorno successivo e che sono già straordinariamente affollati.

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

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2043

Si ha perciò motivo di pregare che i treni

4742 e 4755	sulla	S.Eufemia Lamezia	- Catanzaro Marina
4731 e 4734	"	Paola	- Cosenza
4760 e 4763	"	Sibari	- Cosenza

siano effettuati anche alla domenica.

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TRENI VIAGGIATORI FRA ROCCELLA E LOCRI

Le località di Roccella, Gioiosa e Siderno sono molto abitate e vi sono molti studenti che frequentavano le scuole di Locri.

I treni 4883 e 4884 che figurano in progetto, nel periodo ante-guerra si effettuavano ed erano molto bene utilizzati.

Per questi treni, che richiederebbero fra andata e ritorno un percorso giornaliero di Km.64 e quindi un consumo di circa 70 chilogrammi al giorno di carbone, occorrerebbe impegnare solo due carri giacchè verrebbe impiegata la locomotiva che permanentemente risiede a Roccella per le riserve.

TRENI VIAGGIATORI FRA SOVERATO E CATANZARO SALA

Vi sono molte richieste di Sindaci affinchè sia data la possibilità ai numerosi viaggiatori della zona intorno a Soverato che è molto abitata e specie agli studenti, di avere giornaliere comunicazioni col Capoluogo (Catanzaro Città).- In passato i treni esistevano ed erano frequentati con oltre 200 viaggiatori.

Per accogliere queste richieste, basterebbe autorizzare la percorrenza giornaliera di Km.72 appunto per coprire il percorso fra Soverato e Catanzaro Marina, essendo i treni fra Catanzaro M. e Catanzaro S. già in vigore per trasporto di operai.

La questione si ridurrebbe perciò a prolungare l'effettuazione dei treni 9050 e 9051, che oggi si effettuano fra Catanzaro M. e Catanzaro S., con la stessa locomotiva e gli stessi carri.

TRENI 1932 E 1937 FRA SAPRI E SALERNO

Attualmente si effettuano fra Sapri e Battipaglia i treni per operai 5102 ed 8849.

Se le Autorità Alleate autorizzano l'effettuazione dei due treni viaggiatori 1932 e 1937, si potranno sopprimere i treni operai e questa Amministrazione verrebbe a realizzare incassi pel trasporto di viaggiatori.

L'impegno per questi due treni viaggiatori si ridurrebbe

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Per questi treni, che richiederebbero fra andata e ritorno un percorso giornaliero di Km.64 e quindi un consumo di circa 70 chilogrammi al giorno di carbone, occorrerebbe impegnare solo due carri giacchè verrebbe impiegata la locomotiva che permanentemente risiede a Roccella per le riserve.

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L'impegno per questi due treni viaggiatori si ridurrebbe all'aumento di qualche carro, giacchè oggi i treni operai suddetti hanno in composizione due carri.

I servizi per cui richiedo la sollecita attivazione sono

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quelli inquadrati in giallo sugli uniti grafici.

Gli altri miglioramenti risultanti in progetto potranno essere esaminati in un secondo momento,ma per quanto ho sopra esposto e che richiede un minimo di mezzi io,ripeto,sono a pregare V.S.,che ha già fatto tanto a favore di queste popolazioni,di intervenire presso le Autorità Alleate della Sede Centrale.

Ringrazio vivamente.

IL CAPO COMPARTIMENTO

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

Progetto studiato a Roma li 11-11-1944

ROMA-NAPOLI-BATTIPAGLIA-REGGIO C-MESSINA-SIRACUSA

(10) 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 (10)

ROMA TERM.
CAMPO LEONE
LITORIA
SETTE ROMANO
CASERMA POSTE
FORMIA
MATURNO-SCAURI
VILLA LITERNO
S. MARCELLINO
AVERSA
NAPOLI C.
NOCERA INF.
SALERNO
BATT. PAGLIA
CASTELRUGGIANI
SAPRI
PAOLA
S. EUFEMIA LAMEA
NICOTERA
Gioia T.
Km 350+604
VILLA S. GIOVANNI
REGGIO C. SUCC.
REGGIO C. C.
MESSINA MARITT.
MESSINA C.
FIUMEFREDDO
CATANIA
ROCCETTA
S. CATERINA
VALSAVOIA
S. MARTINO

Km 34 61 70 83 126 139 160 190 195 214 250 267 289 337 393 467 544 616 672 685 687 801 882 928 775 794 798

I treni tratteggiati sono via Cassino

82 1932 1937 81 1933 1936 1934 82 1935 1935 1936 9081 82 81 9092 9093 9078 1933

——— Treni in vigore da modificare
——— Progetto nuovi treni

2071

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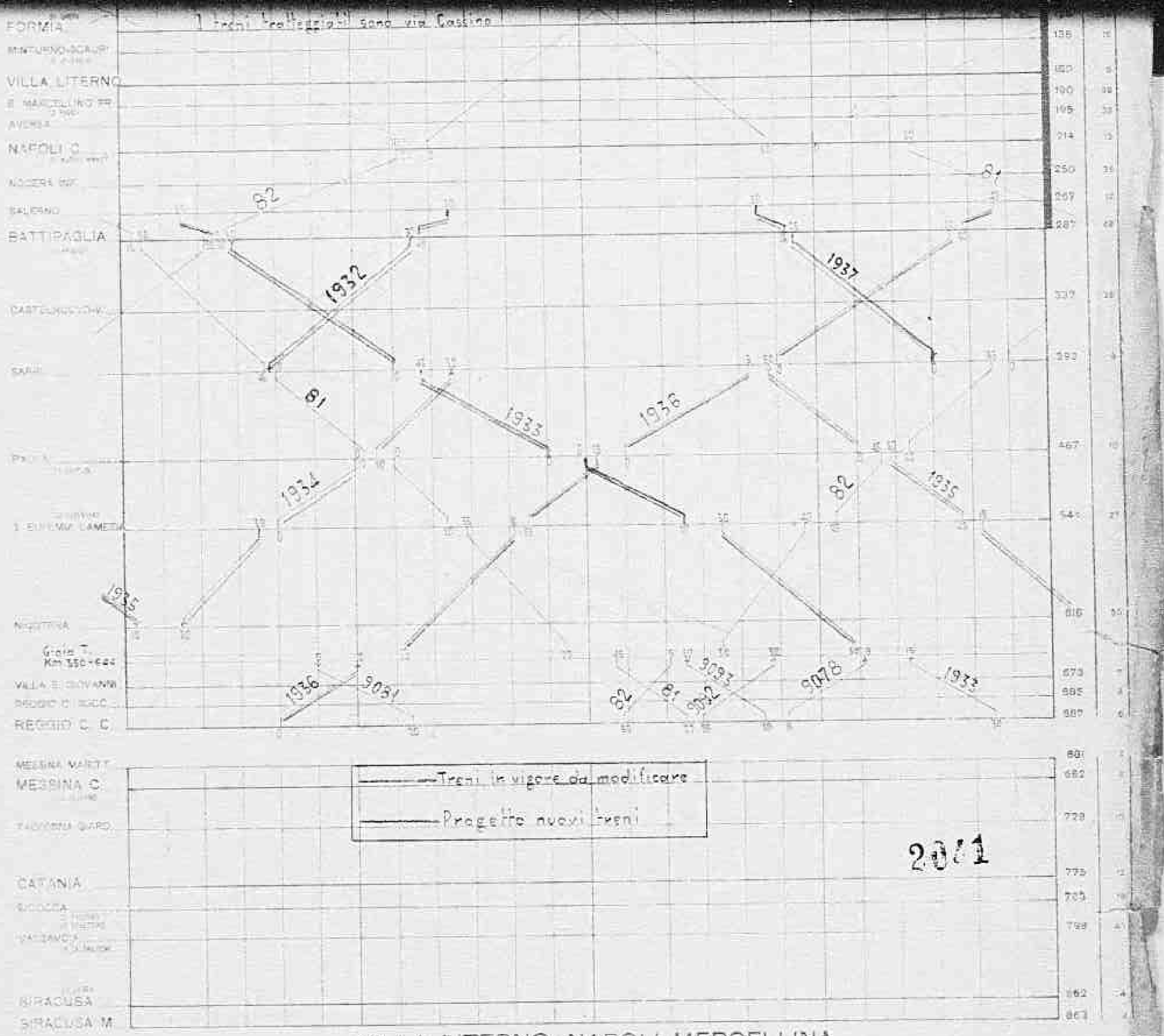

Progetto studiato a Roma li 11-11-1944

BARI-TARANTO-METAPONTO-REGGIO C.-MESSINA-PALERMO

(13) 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 (13)

Km. AL.

BARI

S. SPIRITO

SIDA DEL COLLE

TARANTO

METAPONTO

SIBARI

CARIATI

CROTONE

CATANZARO M.

ROCCELLA JONICA

LOCRI

Brancaleone

REGGIO C. C.

REGGIO C. SUCC.

REGGIO C. MARITT.

Catanzaro S.

Severato

S. Eufemia

MESSINA C.

Catanzaro

Treni in vigore da modificare

Progetto nuovi treni

2821

TV 2872

TV 4844

8/33

TV 876/876

TV 9086

TV 9087

TV 2873

TV 2872

9050

3049

9052

9054

4685

4684

TV 9087

TV 9085

TV 9086

TV 9084

4740

4741

4754

4755

2040

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TARANTO

METAPONTO

SIBARI

CARIATI

CROTONE

CATANZARO M.

V. ROCCELLA JONICA

LOCRI

REGGIO C. C.

REGGIO C. SUCC.

REGGIO C. MARITT.

TV2872

TV4644

8/133

TV9086

TV9087

TV2873

TV2872

Catanzaro S.

Soverato

9050

9049

9052

9051

4884

4885

TV9087

TV9085

TV9086

TV9084

2940

S. Eufemia

MESSINA C.

Catanzaro

Sibari

S. AGATA DI MILIT.

Cosenza

Paola

TERMINI MERESE

Cosenza

4740

4741

4754

4755

4760

4761

4762

4763

4751

4752

4753

4754

13 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 13

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1089

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

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

25 March, 1945

REF. AC/100/ Tn 4. Dated 12 Feb. 1945

TO: Transportation Sub-Commission. A.C.
Rail Division.

SUBJECT: Railway Services, Southern Region.

1. Any extension of the present services must be beneficial and the requests, a number of which would not entail a great increase in rolling stock or fuel requirements, are considered reasonable.

2. If it is a question of priorities, first consideration should be given to the following services:
a) Naples-Bari ; to run daily (Covers Serial 20-21) .
b) Bari-Ortona ; daily if possible (Covers Serial 23).
(Note: Local Service Foggia- Lucera should connect with this.)
c) Termoli-Campobasso.

3. Where separate civilian trains can not be provided, efforts should be made to extend facilities to civilians on existing military or freight services; i.e. between Foggia-Termoli, (23) and Foggia-Manfredonia, (24), Taranto-Potenza,(32, 33) etc.

4. Serial 18, (Lagonegro-Sicignano) would not require extra equipment.
Serial 16, (Eboli-Nocera) could be operated with freight equipment and small type locomotive.

J. K. Dunlop, Brigadier.
Regional Commissioner

2039

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1090

12

FM IRC (In Sub-Comm.) 291800

REGIONAL COMMISSIONER SOUTHERN REGION

GRS(.) LETTERS AC 100/TN 4 12 FEBRUARY AND 7 MARCH 45
RAIL TRAFFIC SOUTHERN REGION (.) MAY RECOMMENDATIONS BE
RE-EVALUATED (.)

IMPORTANT

1091

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

1609

cc-Commanding Officer, 701st Railway Grand Division.
Commanding Officer, 715th Railway Operating Battalion.
Commanding General, P.B.S.
G-4, AFHQ.
Chief of Transportation, MTOUSA.
Commanding Officer, PETSOUTH.
Rail Division, Th Sub-Commission, Allied Commission.
Asst. to Deputy Director, MTS, AFHQ.
Supt. Transportation, 774th Railway Grand Division.
Commanding Officer, Military Railway Police.
Director, Naples Compartimento, Italian State Railways.
Director, Naples Compartimento, Italian State Railways.

1092

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

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR ITALY

A.P.O. 512
20 February 1945

531.7 OP

SUBJECT: Operation by Italian State Railways.

TO: Director General, Italian State Railways.
Commanding Officer, 701st Railway Grand Division.
Commanding Officer, 715th Railway Operating Battalion.

1. Effective 2359 hours, 28 February 1945, the Italian State Railways will assume responsibility for the operation of the railway lines listed below:

Line	Between
90	Rome and Naples.
89	Rome and Naples.
91	Aversa and Cervaro.
94	Naples and Potenza.
283	Cancello and Avellino.
284	Codola and Nocera Inf.
287	Naples and Villa Literno.
290	Spuranise Jct. and Santa Fe Jct.
291	Cancello to end of track.

The Italian State Railways will carry out the operation of the above mentioned lines without supervision on the part of the Military Railway Service. Existing telephone lines and equipment now used by the Military Railway Service for operational purposes will be made available to the Italian State Railways.

2. A joint Liaison Headquarters composed of the Movements Section, Italian State Railways of the Naples Compartimento, representatives of Q Movements, West Italy and representatives of the Military Railway Service will be established at No. 2 Piazza Nicola Amore, Naples. It shall be the function of this Headquarters to coordinate all movement and demands for movement of traffic on the above mentioned lines. Matters pertaining to railway operations will be handled with the Italian State Railways through representative of the Military Railway Service. Traffic and movement demands (Br.) will be made by Q Movements to the Italian State Railways through Military Railway Service representative. Traffic and movement matters pertaining to American traffic will be handled by Transportation Officer, PENSOUTH through Military Railway Service representative who will coordinate with representative of Q Movements and the Italian State Railways.

2038

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3. Personnel of the Military Railway Service will be withdrawn from the above mentioned lines. Commanding Officers of units of the Military Railway Service will instruct all personnel under their commands that there must be no interference on the part of the Military Railway Service in the operation of such lines under the jurisdiction of the Italian State Railways. Any complaints from any source must be handled through the joint Liaison Headquarters.

4. Commanding Officers of Military Railway Service units involved will handle with the Directors of the Naples and Rome Compartimenti to insure that personnel of the Italian State Railways are in position to start operations at the effective time and date.

For the Director:

R. P. Moss

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

cc-Commanding Officer, 701st Railway Grand Division.
Commanding Officer, 715th Railway Operating Battalion.
Commanding General, P.B.S.
G-4, AFHQ.
Chief of Transportation, MTOUSA.
Commanding Officer, PEBSOUTH.
Rail Division, Th Sub-Commission, Allied Commission.
Asst. to Deputy Director, MTS, AFHQ.
Supt. Transportation, 774th Railway Grand Division.
Commanding Officer, Military Railway Police.
Director, Naples Compartimento, Italian State Railways.
Director, Naples Compartimento, Italian State Railways.

2087

1094

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

100/7

ACP/ia

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

Tel. 843235
Ref. AC/100/Tn 4

12 February 1945

TO : Regional Commissioner, Southern Region.

SUBJECT : Railway Services, Southern Region.

1. Attached hereto is a list of various outstanding requests for train services received from ISH.

2. Will you please have the requests carefully examined in the light of local needs and conditions, in order that only selected demands may be made of military railway services. You might find it desirable to include in any such recommendation possible services to Ortona and on the Termoli-Campobasso Line.

3. The lack of equipment and the fact that steam coal has to be imported are serious limiting factors for additional services, and only those which meet demands for traffic based on the need for economic recovery can be considered at the present time.

C.H.LINDBERG Lt.Col. R.A.,
for Merritt H.Taylor
Director.

2096

1095

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

100/4

ACP/ic

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

Tel. 843238
Ref. AC/100/Tn 4

12 February 1945

TO : Regional Commissioner, Southern Region.

SUBJECT : Railway Services, Southern Region.

1. Attached hereto is a list of various outstanding requests for train services received from ISR.

2. Will you please have the requests carefully examined in the light of local needs and conditions, in order that only selected demands may be made of military railway services. You might find it desirable to include in any such recommendation possible services to Ortona and on the Termoli-Campobasso Line.

3. The lack of equipment and the fact that steam coal has to be imported are serious limiting factors for additional services, and only those which meet demands for traffic based on the need for economic recovery can be considered at the present time.

O.H. Lindberg Lt. Col.
O.H.LINDBERG Lt.Col. R.E.,
for Merritt H.Taylor
Director.

2005

1096

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

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR ITALY

A.P.O. 512
10 February 1945

531.7 OP

SUBJECT: Civil Train Service.

TO: Chief, Rail Division, Tn Sub-Commission, Allied Commission.

1. Returning herewith lists of trains which it is indicated the I.S.R. are anxious to have established.

2. You are, no doubt, aware of the situation and condition regarding the importation of coal into Italy and this problem must be considered in any new service established.

3. In this connection, it is thought a first priority for the re-establishment of passenger service should be given to the Rome-Naples, via Formia Line. It is requested that this list be examined by A.C. and to curtail the schedule of proposals to include only the most essential. The new proposal to be submitted to this Headquarters for approval.

For the Director:

R. P. Moss

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

Incl-1

2054

1097

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

100/2

ACP/ic

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

Tel. 843238
Our Ref. AC/100/Tn 4

5 February 1945

TO : MRS
(Lt Col Moss)

SUBJECT : ISR requests for Services on Southern Territory.

1. Attached hereto are two lists of trains ISR are anxious to have activated.

2. May your comments be received please by insertion on right hand side of request?

O.H.LINDBERG
Lt.Col. R.E.,
Chief, Rail Division.

2323

1098

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

INTER-OFFICE MINUTE

Our Reference:
SUBJECT : Extension of passenger and freight services.

Following are applications received by this Sub-Commission for additional services required.

No.	Line No.	Type of train required.	Period requir.	Terminal Stations	Stock requir.	Remarks
1	94	Pass.	Sundays	S.Eufemia to Catanzaro M.	as at present on weekdays (Tn 4755)	ISR report that passengers alight from main line trains on Sundays, and, in the absence of this Sund. train (a) endeavour to board freight trains or (b) cause much overcrowding of this train on Monday.
2	94	Pass.	Sundays	Catanzaro M. to S.Eufemia	as at present on weekdays (Tn 4742)	As above
3	92bis	Pass.	Sundays	Paola to Cosenza	as at present on weekdays (Tn 4731)	As above
4	92 bis	Pass.	Sundays	Cosenza to Paola	as at present on weekdays (Tn 4734)	As above
5	306	Pass.	Sundays	Sibari to Cosenza	as at present on weekdays (Tn 4763)	As above

2.12.2

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No.	Line No.	Type of train required	Period required	Terminal stations	Stock required	Remarks
6	306	Pass.	Sundays	Cosenza to Sibari	as at present on weekdays (Tn 4760)	As above
7	96 bis	Pass.	Daily	Roccella J. to Locri	2 cars	Path exists leaving Roccella J. about 0720 calling at Gioiosa J. and Siderno, arriving Locri 0800. (see note A - below)
8	96	Pass.	Daily	Locri to Roccella J.	2 cars	Path exists leaving Locri about 1540, calling at Siderno and Gioiosa J. arriving Roccella J. about 1620. Note A. These two trains (Roccella J. to Locri and v. v.) are previous trains 4883 and 4884, stated to have been very much used for passenger traffic and by students attending schools at Locri. Coal consumption for these two trains would be about 70 kg. a day. Loco would be that which is kept in reserve permanently at Roccella J.
9	94/96	Pass.	Daily	Train 9050 Catanzaro M. to Catanzaro Sala to start from Soverato	as at present daily (Tn 9050)	Path from Soverato exists leaving about 0520. See Note B below.

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

	...s No.	Type of train required	Period required	Terminal stations	Stock required	Remarks
10	94/96	Pass.	Daily	Train 9051 Catenanzaro Sala to Catenanzaro M/ to be extended to Soverato	as at present daily (Tn 9051)	Path from Catenanzaro M. to Soverato exists. Note B. Extension of Trs. 9050 and 9051 - many requests have been made for this service to Catanzaro City. No extra stock involved. Coal consumption about 80 kg. daily.
11	92	Pass.	Daily	Sapri - Palermo and v.v.	2 extra cars each way	Request is made for introduction of (a) Tn 1932 (Sapri dep.0450 to Palermo arr.0810) in place of present workers Tn 5102 Sapri to Battipaglia and (b) Tn 1937 (Palermo dep 1630 to Sapri arr. 2100) in place of present workers Tn 8849, with one extra car on each Tn. Path exists.
12	91 bis	Pass.	Sat.p.m.	Foggia to Rocchetta S.A.L.	3 or 4 cars	(Service requested for rail (workers in FOGGIA to visit (families at week-end. If (not approved any permission (for railmen to use existing (military trains be given?
13	91 bis	Pass.	Mon.a.m.	Rocchetta S.A.L. to Foggia	3 or 4 cars	
14	206	Pass.	Daily instead of Mon. Wed.Fri.	Barletta to Spinazzola (Tn 9063) and Spinazzola to Barletta (Tn 9052)		service specially required in connection with re-opening of schools. Ops.Office Bari have no objection to this daily service.

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

No.	Line No.	Type of train required	Period required	Terminal stations	Stock required	R e m a r k s
15	86/301	Pass. & Freight	Daily	Margherita to Barletta and v.v.	To be arranged locally. by Movcit A AC Th Bari	Gpa. office Bari requested this which means (6) Ths 1314/1455 Margherita-Barletta and 1700/1823 -1556 Barletta - Margherita to run daily for conveyance of empties, mail and passengers and (5) consequent cancellation of 3843/3419. Margherita-Barletta and 3846/7120 Barletta-Margherita. No additional mileage would be required.
16	55	Pass.	Daily	Eboli to Nocera and v.v.	no indication given.	ISR request two trains daily as follows: Eboli d.0400 Nocera a.0622 Nocera d. 1900 Eboli a.21.35 These would offer much needed connections with Ths 1940 & 1943 (which operate now between Naples and Nocera).
17	86	Pass.	Daily	Brindisi to Lecce	3/4 cars	ISR request two trains daily as follows, for students chiefly (and others). Brindisi d 0630 Lecce a 0745 Lecce d 1430 Brindisi a 1540 Th.3901 arrives Lecce 0935, too late for lessons and Th 56 leaves Lecce 1700, too late.

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

1102

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

No.	Line No.	Type of train required	Period required	Terminal stations	Stock required	Remarks
15	86/301	Pass. & Freight	Daily	Margherita to Barletta and v.v.	To be arranged locally by Movcit & AC Te Bari	Ops. office Bari recommend this which means (a) Trs 1814/0455 Margherita-Barletta and 1750/0833 -1556 Barletta - Margherita to run daily for conveyance of empties, mail and passengers and (b) consequent cancellation of 3843/5439. Margherita-Barletta and 3846/7120 Barletta-Margherita. No additional mileage would be required.
16	85	Pass.	Daily	Sboli to Nocera and v.v.	no indication given.	IGR request two trains daily as follows: Sboli d.0600 Nocera a.0622 Nocera d. 1900 Sboli a.21.35 These would offer much needed connections with Trs 1940 & 1943 (which operate now between Naples and Nocera).
17	86	Pass.	Daily	Brindisi to Lecce	3/4 aero	IGR request two trains daily as follows, for students chiefly (and others). Brindisi d 0630 Lecce a 0745 Lecce d 1430 Brindisi a 1940 Tn.3901 arrives Lecce 0935, too late for lessons and Tn 56 leaves Lecce 1700, too late.

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1103

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

No.	Line No.	Type of train required	Period requir.	Terminal stations	Stock requir.	Remarks
18	292	Pass.	Daily	Sicignano to Lagonegro	as at present (Tns.3991 & 3996)	ISR request daily trains as follows: Sicignano d 0620 Lagonegro a 0920 " d 1500 Sicignano a 1750 ISR state "Daily of these two indis cable ; and, if pr ded present trains 3991 and 3996 at p sent tri-weekly, c be cancelled.
19	91	Pass.	Daily	Naples to Caserta and v.v.	not stated	ISR request daily as follows: Caserta d 0605 Naples a 0745 Naples d 1825 Caserta a 1940
20	91	Pass.	Daily	Naples to Benevento	not stated	ISR request daily as follows: Naples d 0605 Benevento a 1015 Benevento d 1718 Naples a 2145

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1104

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

in	Period requir.	Terminal stations	Stock requir.	Remarks
	Daily	Sicigiano to Lagonegro	as at present (Trs.3991 & 3996)	ISR request daily trains as follows: Sicigiano d 0620 Lagonegro a 0920 " d 1500 Sicigiano a 1750 ISR state "Daily Op. of these two indispensable ; and, if provided present trains 3991 and 3996 at present tri-weekly, can be cancelled.
	Daily	Naples to Caserta and v.v.	not stated	ISR request daily two as follows: Caserta d 0605 Naples a 0745 Naples d 1825 Caserta a 1948
	Daily	Naples to Benevento	not stated	ISR request daily two as follows: Naples d 0605 Benevento a 1015 Benevento d 1718 Naples a 2145

Covered by use of workers trains & new Rome-Naples service

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8202.

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

No	Line No.	Type of Train required	Period requir.	Terminal stations	Stock	Remarks
21	91	Pass.	Daily	Benevento to Foggia and v.v.	not stated	ISR request daily two as follows: Benevento d 0450 Foggia a 0800 Foggia d 1700 Benevento a 2043 As partial compensation for these two trains ISR suggest workers trs 5057/8 between ARIANO & FOGGIA be absorbed, coupling to these 2 new trains 2 cars for workers between Ariano & Foggia.
22	91 bis	Pass.	Daily	Rocchetta S.A.L. - Potenza & v.v.	3/4 cars	ISR request daily trs as follows: Rocchetta d 0525 Potenza a 0835 Potenza d 0940 Rocchetta a 0830. Local authorities pressing ISR for this service for students of the Institute of Instruction at Melfi.
23	86	Pass.	Daily	Termoli to Foggia and v.v.	not stated	ISR request daily trs as follows: Termoli d 0430 Foggia a 0720 ./.

2027

1106

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

Io	Line No.	Type of Train required	Period requir.	Terminal stations	Stock	Remarks
						./. Foggia d 1730 Termoli a 2015 No service at pres See note B. below.
24	298	Pass.	Daily	Manfredonia to Foggia and v.v.	not stated	ISR request daily as follows: Manfredonia d 0500 Foggia a 0704 Foggia d 1800 Manfredonia a 2005 No service at pres See note B. below.
25	299	Pass.	Daily	Lucera to Foggia and v.v.	not stated	ISR request daily as follows Lucera d 0630 Foggia a 0730 Foggia d 1705 Lucera a 1810 No service at pres Note B. - In supp of these applica (from Termoli, Ma denia and Lucera Foggia) ISR stat fact of Foggia pr for these service students and work
26	95	Pass.	Daily	Train 4851 Francavilla F. to Brindisi to start from Taranto.	an at present daily (Tn 9851)	ISR request train leaves Taranto 0 due Francavilla 0 continuing to Bri as at present. See H below.

3642

1107

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

Train	Period require.	Terminal stations	Stock	Remarks
				./. Foggia d 1730 Termoli a 2015 No service at present. See note D. below.
	Daily	Manfredonia to Foggia and v.v.	not stated	ISR request daily trs as follows: Manfredonia d 0500 Foggia a 0734 Foggia d 1300 Manfredonia a 1605 No service at present. See note D. below.
	Daily	Lucera to Foggia and v.v.	not stated	ISR request daily trs as follows: Lucera d 0630 Foggia a 0730 Foggia d 1705 Lucera a 1810 No service at present Note D. - In support of these applications (from Termoli, Manfredonia and Lucera to Foggia) ISR state front of Foggia pressure for these services for students and workers.
	Daily	Train 4851 Francavilla P. to Brindisi to start from Toronto.	as at present daily (Tn 4851)	ISR request train leaves Toronto 0430 due Francavilla 0538, continuing to Brindisi as at present. See Note E below.

Now Satisfactorily Covered.

2492

NO.	Line No.	Type of Train requir.	Period Requir.	Terminal stations	Stock	Remarks
27	95	Pass.	Daily	Train 4892 Brindisi to Francavilla F. to be excluded to Taranto	As at present daily (Tn 4892)	TSR request train continues from Francavilla F. at 1945, arriving Taranto 2040. Note B - TSR application for extension of these two tns (4851 & 4892) to & from Taranto stresses need of this service for Taranto people (especially lawyers and businessmen) to be able to travel to Brindisi and back in one day.
28	86	Pass.	Daily	Bari to Monopoli	As at present (Tn 7145)	Request this tn. be extended to FASANO (see note C below). Timing: Monopoli d 1519 Fasano a 1540
29	86	Pass.	Daily	Monopoli to Bari	as at present (Tn 1816)	Request this tn. starts at FASANO instead of at MONOPOLI . Timing: Fasano d 1622 Bari a 1750.

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2923

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

No.	Line No.	Type of Train requir.	Period required	Terminal stations	Stock	Remarks
						./. Note C - request for the extension of these two trns. (7145 & 1816) to and from FASANO is made by Major of Fasano. Prefect of Bari etc. and is supported by Ops. office, Bari. Only 28 kms. of extra running involved.
30	86	Pass.	Daily	Ostuni to Brindisi	as at present (Tn 9145)	Request this train starts at FASANO instead of at OSTUNI. Timings: Fasano: d 1548 Ostuni a 1621 See Note F. below.
31	86	Pass.	Daily	Brindisi to Ostuni	as at present.	Request this train continues from OSTUNI to FASANO. Timings: Ostuni d 1540 Fasano a 1616 Note F - extensions of these two trns Brindisi-Ostuni & v.v. to be Brindisi-Fasano and v.v. together with extension of Bari-Monopoli and v.v. trains (applns. 28 & 29 above)././.

2027.

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

No.	Line No.	Type of Train required	Period requir.	Terminal stations	Stock	Remarks
						../. would bring desirable results (a) two good afternoon communications between Bari and Brindisi and (b) operating advantage of avoiding running of reversed locos (at present necessary for lack of turntables at Monopoli and Ostuni Additional full required. Apprex. 19 tons per month.

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