

ACC

AC 120/TW4

10000/148/2214

LITOP

OCT. 194

10000/148/2214

LITORINE SERVICES

OCT. 1944-JAN. 1946

Rome, 3 DEC 1948

M. 233/412/26/7 / tua 4464/28

To: Subcommittee Transports AG.

(Rail Division)

B U I L D I N G

Movement Service

We reply to your letter AG/120/Tn. 4 dated 5 December 1945.

1- With reference to the trip of diesel rail cars between Rome and the North.

2- It is noted that henceforth I shall no longer accept request for diesel car journeys between Rome and the North in order, not to affect the traffic in Bologna area, when the operation is so difficult.

3- I wish to point out, however, that it was not the private secretary of the Transports Undersecretary to make the trip to Milan, but it was the Undersecretary himself, who in fact left on 31 October on the diesel car 96 to inaugurate the Po bridge near Pavia, in replacement of the Minister, for whom the train had been arranged.

Director General

Di Aimondo

3/1/46 CAP.

cb.

3803



MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

Roma, 23 GEN 1946 - 1946

N. M. 233/414/26/7 / Jua 7467/28

Al N. _____ del _____

OGGETTO

Alla Sottocommissione Trasporti dell'A.C.
Divisione FerroviariaS E D E

ALLEGATI N. _____

Alla nota A.C./120.Tn.4 del 5 andante.

- 1 - Riguarda il viaggio di automotrici fra Roma e il Nord.
- 2 - Si prende atto della decisione che d'ora innanzi non dovranno più accogliersi dal sottoscritto richieste di viaggi con automotrici fra Roma e il Nord, per non intralciare il traffico nella zona di Bologna, dove le condizioni di esercizio sono gravose.

3 - Devesi peraltro far presente, con riferimento al p. 3 della suddistinta, che non fu il segretario particolare del Sottosegretario ai Trasporti ad effettuare il citato viaggio al Nord (Milano), ma fu il Sottosegretario in persona, il quale infatti partì il 31/10 con l'automotrice 96 per recarsi ad inaugurare il ponte sul Po presso Pavia, in sostituzione del Ministro per il quale il treno era stato disposto.

IL DIRETTORE GENERALE

Udi Raimondo

HEADQUARTERS ALLIED COMMISSION

APO 394

Office of the Executive Commissioner

Ref: 5805/93/EC.

30 Nov 1945.

SUBJECT: Train Service ROME - MILAN.

TO : Director, Transportation
Sub-Commission.

I refer to your 322/17/Tn 1 of 27 Nov 45.

1. I am grateful to you for your clear explanation of the undesirability of putting on a littorina from ROME to MILAN. I made the suggestion because during the winter months travel by air is always in doubt, by road it adds to the wear and tear on cars and tyres, and because the normal rail service involves 2 days in the train for the journey both ways.

2. However, I agree that it is undesirable to put on a littorina service but it may be necessary to ask for a special journey to be arranged from time to time and I should be glad if this could be borne in mind.

3. If the difficulties preclude such a service being put on for Allied officers, then I would suggest that Italian Government officials accept the same position. I was urged to make the suggestion by the fact that an Assistant Under-Secretary of the Ministry of Transport recently arrived in the North by such a service from ROME.

4. There should be, of course, no discrimination.

ML/JG.

M. S. Lusk
Brigadier,
Executive Commissioner.

Copy to: Economic Section
Supply Group
Movement Division
Rail Division

3801

HEADQUARTERS ALLIED COMMISSION
APO 374
TRANSPORTATION SUB-COMMISSION

PDB/lrv

Ref. 322/17/Tn 1

27 November 1945

SUBJECT: Train Service Rome to Milan

TO : Executive Commissioner

1. Reference your verbal request today for a report on the feasibility of establishing an overnight littorina service, say twice a week, between Rome and Milan. I would like to make the following points in connection with this proposal:-

(1) There are at present the following train services available between Rome and Milan for military passengers: (a) Daily civilian service (depart Rome 1600 hours) time of journey 25 hours, (b) daily Swiss Leave Tour train (depart Rome 1050 hours, depart Milan 1750 hours) time of journey 23 hours.

(2) On these and on all long distance trains there is a compartment reserved for Allied Commission personnel.

(3) A meeting is at present taking place in Lugano to agree arrangements for the re-introduction of the Simplon-Orient Express, with a connection from Milan to Rome to give thru service Rome to Paris, and the train is expected to start very shortly, probably twice a week. Train, to include sleepers, will be available for military and sponsored civil passengers. Timings for the journey are not yet established, but the duration will probably be 23 hours.

(4) The railways of this country are still, and will for a very long time be, in parlous condition, and any nonessential demands for transportation have to be rigidly restricted. This particularly applies to passage thru Bologna, which is the most critical bottleneck in Italy. The line from Ancona to Piacenza is loaded to capacity and there are always several hundred wagons at Bologna waiting their turn to move thru the neck of the bottle in one direction or the other. Trains are already being seriously delayed owing to the density of traffic on this section since all traffic in Italy going from south to north or vice versa has to pass thru Bologna. This will continue until the opening of the Genoa-La Spezia line due about 1 January, when things should be easier.

3800

- 2 -

(5) It is physically possible to put on such a littorina service as is now requested, but it must be clearly realized that, each time a littorina runs thru Bologna, it is displacing 400 tons of essential north to south or south to north movement, since train capacity over this section is at present a limiting factor. Moreover, while it is possible for a littorina to do the journey in 16 hours, if other traffic is taking at least 23 hours (and this can not be reduced), then a number of trains would have to be sidetracked, with consequent delay to them, in order that the littorina may have a clear run. Hence, a rapid littorina service for a handful of Allied officers can not, I consider, possibly be justified if we are really out to assist Italian economy, as we profess.

(6) It is not considered practicable under present conditions, to allow under 18 to 20 hours for the trip Milan to Rome. The distance by rail today between these two cities is 700 kilometers and the average speed of 47 kilometers per hour which would be necessary to give a 15 to 16 hour schedule is too much for the poor track which exists today. Even so, those who have tried to sleep in a littorina have reported the impossibility of so doing, owing to the combination of rough track and a light vehicle.

(7) The matter has been discussed with Transportation, AFHQ, who do not regard the suggestion at all favorably in view of the difficulties already mentioned.

2. For the reasons given above, I am of the definite opinion that, in the present state of the Italian railways, and in view of the short time that the Allied Commission is expected to continue, the use of littorina service for AC personnel, either regularly or occasionally, and especially to the north, is an unjustifiable use of Italy's already very scanty railway resources. It is my recommendation that officers who wish to travel between Rome and Milan should do so either by air, by road, or on the rail services now existing or shortly to be put into operation. The journey by road to Milan can be done in 15 hours, and I would recommend that a previous proposal to put on a regular road service be further considered instead.

P.D.G. Buchanan

P.D.G. BUCHANAN, Colonel
 Director

3799

Copies to: Economic Section
 Supply Group
 Movement Division
 Rail Division ✓

Military Railway Service,
CMT, 1900

21 Nov. 1945.

500

1. With reference to minutes Nos 6 and 7 of meeting held at CASERMA on 2 Nov. '45, your reference "OW3/249/11" dated 9 Nov '45.
2. The following are submitted as proposals to cover the suggested workings:-

(2) MAPLES - VERNICE

Tu, Th & Sat.
via Line 89

Tu, Th & Sat. via line 89	1800	NAPLES	A	1800	via line 89
M	1930	ROME		1300	M
	2100			1000	
	2212	ORTE		0740	M
	2330			0610	
	0143	FOLIGNO		0432	
	0455			0422	
	0518	RACO TOLINO		0040	
	0525			0035	
M	0920	RMIMI		2115	M
	0920			2000	
M	1251	BOLOGNA		1330	M
	1415			1355	
	1640	OSTIGLIA		1145	
	1650			1140	
	1920	VILRONA		1020	
	1950			0950	
	2010	VIGENZA		0830	
	2020			0820	
M	2100	PADUA		0730	M
	2300			0600	
Civil portion de 2245		VIQUEP		0515	Civil port

Civil portion de 2245

Findings

CHILD POLICY

3. The following are submitted as proposals to cover the suggested workings:-

Tu, Th & Sat.
via line 39

in, just halt.

 $\dots + 1/3$

8623

- 2 -

(b) NAPLES - MILANM, W & Fri.

2300	NAPLES	4 0600
0530		2130
0700	ROME	1930
0850		1715
0955	CIVITAVECCHIA	1705
1125		1415
1140	GROSSETO	1400
1310		0910
1540	LIVORN	0835
1720		0755
1735	PISA	0755
2015		0455
2035	FLORENCE	0435
2115		0405
2120	PRATO	0400
0040		0010
0055	BOLOGNA	2350
0425		2050
0450	PIACENZA	2045
0600	MILAN	1935 <u>M, Th & Sat.</u>

Allowance made for meals at ROME in each direction.

(c) ROME - BARIM & Th.

2000	ROME	4 0700
0415		2330
0450	CASERTA	2310
0700		1940 M
0800	BENEVENTO	1840
1130		1535
1145	FOGGIA	1510
1339		1339 M
1430	BARLETTA	1239
1550	BARI	1125 <u>W & Sat.</u>

3797

3. Please say if these proposals are agreeable for operation.

0800	1125	GROSSETO	0705
1140	1415		1400
1610	0910	LECHORN	0925
1640	0925		
1720	0755	PISA	0735
1725	0735		
2015	0455	FLORENCE	0435
2025	0435		
2115	0405	PRATO	0400
2120	0400		
0040	0010	BOLOGNA	0010
0055	0050		
0425	2050	PIACENZA	2045
0430	2045		
0800	1955	MILAN	1955

Allowance made for meals at ROUTE in each direction.
 (c) ROUTE - BARI
M & Th.

2000	ROUTE	4	0700
0415	CASERTA		2230
0430			2210
0700	BENEVENTO		1940
0800			1840
1130	FOGGIA		1535
1145			1510
1339	BARLITTA		1338
1430			1239
1550	BARI		1125

3797

3. Please say if these proposals are agreeable for operation.

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

120/14 R14/10

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

Tel: 843209
Ref: AC/120/Tn 4

5 December 45

SUBJECT : Litterine Services.

TO : Director General
Italian State Railways

1. Suggestion was made by the Executive Commissioner of the Allied Commission that a regular bi-weekly Litterina service be established between Rome and Milan for the accommodation of Allied Commission personnel.
2. The establishment of this service will not be effected account of the traffic congestion in the Bologna area and the resultant delay to civil and military traffic.
3. It has been pointed out by the Executive Commissioner that there should be no discrimination as between officers of the Allied Commission and Italian Government officials. Therefore the Director General of the I.S.R. should pass upon all requests for Litterine service between Rome and the North. It has been pointed out that the Assistant Under-Secretary of the Minister of Transport recently arrived in the North by Litterina.

R.P. MOSS,
Chief, Rail Division

3796

120/13

Tel. 376 HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Sub-Commission

PDGB/lr

AC/322/18/Tn.1

4 December 1945

TO : Rail Division.

SUBJECT : Train Service Rome - Milan.

Ref. conversation to day (Buchanan-Moss).

1. Herewith copy of a letter on the above subject from the Executive Commissioner.

2. Ref. para 3 of the above mentioned letter, will you please take up the question with the Director General Italian State Railways with a view to ensuring as far as possible that special trains for Italian Government officials are discouraged.

P. D. G. Buchanan

P.D.G. BUCHANAN
Colonel,
Director.

1 - Encl.
Copy of ltr.

3790

COPY

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Executive Commissioner

Ref. 5805/93/EC

30 Nov. 1945

SUBJECT : Train Service ROME-MILAN.

TO : Director, Transportation
Sub-Commission

I refer to your 322/17/Tn.1 of 27 Nov 45.

1. I am grateful to you for your clear explanation of the undesirability of putting on a littorina from ROME to MILAN. I made the suggestion because during the winter months travel by air is always in doubt, by road it adds to the wear and tear on cars and tyres, and because the normal rail service involves 2 days in the train for the journey both ways.

2. However, I agree that it is undesirable to put on a littorina service but it may be necessary to ask for a special journey to be arranged from time to time and I should be glad if this could be borne in mind.

3. If the difficulties preclude such a service being put on for Allied officers, then I would suggest that Italian Government officials accept the same position. I was urged to make the suggestion by the fact that an Assistant Under-Secretary of the Ministry of Transport recently arrived in the North by such a service from ROME.

4. There should be, of course, no discrimination.

/s/ M.S. LUSH
Brigadier
Executive Commissioner.

MSL/JG

Copy to : Economic Section
Supply Group
Movement Division
Rail Division

3794

ACF/Lml

120/11

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

Tel. 843238
Ref. AC/120/Ta4

5 November 1945

SUBJECT : Littorina.

TO : Director, Military Railway Service.

1. Request has been made by the Allied Commission Senior Transportation Officer at Naples for the provision of a Littorina for the use of the Capo Compartimento and Capo Movimento.

2. It is our opinion that this is urgently needed in the area, particularly now that operation maintenance has been returned to the Italian State Railways.

3. It is presumed that with the reduced responsibilities of military personnel, there should be a Littorina which can be assigned to the Capo at Naples.

for Director

Copy to: Senior Transportation Officer,
Naples

3793

SENIO TRANSPORTATION OFFICER
TRANSPORTATION SUB COMMISSION
HEADQUARTERS
ALLIED MILITARY GOVERNMENT
NAPLES COMMUNE

56 O/RAIL/626
Tel: 52030

1 November 1945

SUBJECT : Littorina

TO : Transportation Sub Commission
Rail Division
care Tn. (Br) Main. C.M.F.

1. It is requested that the provision of a Littorina for the use of Capo Compartimento and Capo Movimento, Naples Division, be made.

2. A Littorina is very urgently needed in this territory, the operating officials being severely handicapped without one.

For the Commissioner:



V.R. BOWERS
Major
Senior Transportation Officer

Copy to: Adjutant's File
S.T.O.'s File
File

3794

VRB/cg

120/9
ACF/lmlTRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (RR) MAIN, C. M. F.Tel. 843238
Ref. AC/120/Tn4

30 August 1945

SUBJECT : Littorine Service.

TO : Italian State Railways, Movement Service.

1. Reference is to your letter 17 August 1945 - M.211/3432/41-4/10ca/6001-28. The purpose in suggesting substitution of Littorine Service for existing steam service was to relieve box cars and locomotives for more essential services elsewhere and not to act as additional means of transport.

2. Will you therefore, examine again your suggestions with the idea of reducing steam operations, indicating where it would be desirable to maintain freight services with particulars of the number of days on which these would be required to operate.

3. When replying, your attention should be directed to the fact that there are other points besides Rome which would benefit by the introduction of Littorine Services. At the same time it must be emphasized that we are only in a position to provide essential services and not to develop traffic to a high extent. It is noticed for instance, that you suggest midday services between Rome and Frascati and Rome and Albano and the urgent need for such services at the moment cannot be understood.

Arthur May
for Director

Copy to: DMRS
Movements Division, Rail Section

3791

120/8
Rome 17th August 1945
M.211/3432/41-A/Icca/6001-26

MINISTRY OF TRANSPORTS
ISR MOVEMENT SERVICE.

SUBJECT: Integrative services with
railroad motorcar Littorina.

TO : In Sub-Commission AC,
(Rail Division)

pldg.

1. Ref. letter AC-165/tn.4 dated 21 July 45.
2. has been considered the possibility to utilize the rail-road motor car "Littorina" to inter combustion, coupled, using them integrative service on lines around Rome, in order to satisfy a part of the local communications so urged by interested inhabitants.

3. We expose here after the programme that we propose:

a) Line Rome-Nettunia. Inverting the position of the present couple of steam trains, integrate the service with two couple of rail-road "Littorina" runs, settling it the following timing.

Rome dep.	0740	Nettunia arr.	0923	(Motor-car Via Cecchina)
" "	1530	" "	16.57	(Rail-road Via Torricola)
" "	1850	" "	20.40	(steam train Via Torricola)
Nettunia dep.	05.30	Rome	07.20	(steam train Via Torricola)
" "	09.53	" "	11.15	(rail road, motor car via Torricola)
" "	17.42	" "	19.25	(rail road, motor car via Cecchina)

b) Line Rome-Frascati. To integrate the present service with a couple of rail-road "Littorina" run with following timing:

Rome dep.	1320	Frascati arr.	1356
Frascati "	1419	Rome "	1455

c) Line Rome-Fiumicino. To integrate the present mixed trains (freights and passengers- with a couple of rail-road "Littorina" run in order to correspond better to the exigencies so many Firm pressed bt Bodies and Authorities.

Fiumicino dep.	0643	Rome arr.	0730
Rome "	1730	Fiumicino arr.	1817.

d) Line Rome-Albano. Suppress second couple of steam trains 5405 and 5404, remaining in operation the first couple 5403 and 5402, integrate, by the following two couples of rail-road motor-car runs.

273

1. Ref. letter AC-165/Tn.4 dated 21 July 45.

2. has been considered the possibility to utilize the rail-road motor car "Littorina" to inter combustion, coupled, using them integrative service on lines around Rome, in order to satisfy a part of the local communications so urged by interested inhabitants.

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a) Line Rome-Nettunia. Inverting the position of the present couple of steam trains, integrate the service with two couple of rail-road "Littorina" runs, settling it the following timing.

Rome dep.	0740	Nettunia arr.	0923	(Motor-car Via Cecchina)
" "	1530	" "	16.57	(Rail-road Via Torricola)
" "	1850	" "	20.40	(steam train Via Torricola)
Nettunia dep.	05.30	Rome "	07.20	(steam train Via Torricola)
" "	09.53	" "	11.15	(rail road, motor car via Torricola)
" "	17.42	" "	19.25	(rail road, motor car via Cecchina)

b) Line Rome-Frascati. To integrate the present service with a couple of rail-road "Littorina" run with following timing:

Rome dep.	1320	Frascati arr.	1356
Frascati "	1419	Rome "	1455

c) Line Rome-Fiumicino. To integrate the present mixed trains (freights and passengers- with a couple of rail-road "Littorina" run in order to correspond better to the exigencies so many Firm pressed by Bodies and Authorities.

Fiumicino dep.	0643	Rome arr.	0730
Rome "	1730	Fiumicino arr.	1817.

379

d) Line Rome-Albano. suppress second couple of steam trains 5405 and 5404, remaining in operation the first couple 5403 and 5402, integrate, by the following two couples of rail-road motor-car runs.

Rome dep.	0800	Albano arr.	0850
" "	1300	" "	1350
Albano "	0920	Rome "	1010
" "	1425	" "	1505

4. We beg examine kindly the proposal and let us know which decision will be taken on regard, bearing in that we consider for that service available these existing at Rome Smistamento, and precisely on the seven coupling of 556 Fiat Group by which with a/m services might be engaged four.

We will give further proposals for the employ of the remnants.

The General Director
Signed: DI RAIMONDO

Roma, 14 19 AUG. 1946

11.111/3432/12-1 / 8ccq.6001.28

Sottocommissione Trasporti dell'A.C.

Divisione Ferroviaria

S E D E

Quattro servizi integrativi
con automotrici.

1) - Si fa riferimento alla lettera 10-185-TM-1 del 21 luglio u.s. -
2) - E' stata esaminata la possibilità di utilizzare le automotrici a vapore
stanno interne, accoppiate, impegnando in servizi integrativi sulle linee
intorno a Roma, in modo da soddisfare in parte alla esigenze delle comunica-
zioni locali, tanto reclamate dalle popolazioni interessate.

3) - Si espone qui di seguito il programma che si propone:

a) linea Roma-Viterbo: invertendo l'impostazione dell'attuale coppia
di treni a vapore, integrare il servizio con due coppie di corse automotrici,
assegnando il seguente orario:

Roma p.	7.40	Viterbo a.	9.23	(automotrice: via Cecchina)
" "	16.30	" "	16.57	(automotrice: via Torricola)
" "	18.50	" "	20.40	(treno a vapore: via Torricola)
Viterbo p.	5.20	Roma a.	7.20	(treno a vapore: via Torricola)
" "	9.53	" "	11.45	(automotrice: via Torricola)
" "	17.42	" "	19.25	(automotrice: via Cecchina)

b) linea Roma-Frascati: integrare l'attuale servizio con una coppia
di corse automotrici, col seguente orario:

Roma p.	13.20	Frascati a.	13.50
Frascati p.	14.19	Roma a.	14.55

c) linea Roma-Fiumicino: integrare l'attuale servizio di treni diesel
(aerei e viaggiatori) con una coppia di corse automotrici, la cui impostazio-
ne meglio corrisponda alle esigenze insistentemente fatte presenti da tutti ed
Autorità:

Fiumicino p.	6.45	Roma a.	7.30
Roma p.	17.30	Fiumicino a.	18.17

d) linea Roma-Albano: sopprimere la seconda coppia di treni a vapore
5403 e 5404, lasciando in vigore la prima coppia 5403 e 5402, integrata dal-
le seguenti due coppie di corse automotrici:

Roma p.	8.00	Albano a.	8.50
" "	13.00	" "	13.50
Albano p.	9.20	Roma a.	10.10
" "	14.15	" "	15.05

4) - Si prega esaminare con benevolenza la proposta e far conoscere quale do-
cizione sarà presa al riguardo tenendo presente che si fa assegnamento sulle
automotrici esistenti a Roma. L'istituzione a precisamente sulle sette accoppia-
bili del gruppo 540-544 delle quali con i servizi di cui sopra ne verrebbero

6226

Sottocommissione Trasporti dell' U.C.

Divisione Ferroviaria

E. E. D. E.

Oggetto: Servizi Integrativi
con automotrici.

1) - A fa riferimento alla lettera C-105-T-1 del 21 luglio u.s. -

2) - E' stata esaminata la possibilità di utilizzare le automotrici a cessione interna, accoppiate, impiegandole in servizi integrativi sulle linee intorno a Roma, in modo da soddisfare in parte alle esigenze delle comunicazioni locali, tanto reclamate dalle popolazioni interessate.

3) - Si espone qui di seguito il programma che si propone:

a) linea Roma-Cecina: invertendo l'impostazione dell'attuale coppia di treni a vapore, integrare il servizio con due coppie di corse automotrici, assegnando il seguente orario:

Roma p.	7.40	Per Cecina	a.	7.22	(automotrice: via Cecina)
" "	13.30	" "	"	26.57	(automotrice: via Torricola)
" "	18.50	" "	"	20.40	(treno a vapore: via Torricola)
Cecina p.	5.30	Roma	a.	7.20	(treno a vapore: via Torricola)
" "	9.53	" "	"	11.15	(automotrice: via Torricola)
" "	17.42	" "	"	19.25	(automotrice: via Cecina)

b) linea Roma-Frascati: integrare l'attuale servizio con una coppia di corse automotrici, col seguente orario:

Roma p.	13.30	Frascati	a.	13.56
Frascati p.	14.19	Roma	a.	14.55

c) linea Roma-Fiuggine: integrare l'attuale servizio di treni (merci e viaggiatori) con una coppia di corse automotrici, la cui impostazione se meglio corrisponde alle esigenze inesistentemente fatte presenti da Enti ed Autorità:

Fiuggine p.	6.43	Roma	a.	7.30
Roma p.	17.30	Fiuggine	a.	18.17

d) linea Roma-Albano: sopprimere la seconda coppia di treni a vapore 5405 e 5404, lasciando in vigore la prima coppia 5403 e 5402, integrata dalle seguenti due coppie di corse automotrici:

Roma p.	8.00	Albano	a.	8.50
" "	13.00	" "	"	13.50
Albano p.	9.20	Roma	a.	10.10
" "	14.15	" "	"	15.05

4) - Si prega esaminare con benevolenza la proposta e far conoscere quale decisione sarà presa al riguardo tenendo presente che si fa assegnamento sulle automotrici esistenti a Roma. Sostanzialmente e precisamente sulle sette accoppiate del gruppo 556-FIAT delle quali con i servizi di cui sopra se verrebbero impegnate quattro. Si farà seguito per proposta circa l'impiego delle rimanenti.

Il Direttore Generale

F.to DI CARO

2729

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

120/7
FEM/af

Tel.: 843238

15 August 1945

Ref.: AG/295/Tn.4

SUBJECT: Diesel Coach service.

TO : I.S.R. Bldg.

1. Reference my letter of 20 July above file.
2. It is requested that when proposed schedules are submitted that you indicate what equipment can be released by the use of diesels and also advise where the necessary diesels can be obtained.
3. Schedules should be listed in priority order.

P. G. MATSON
MAJOR T.C.
For Director.

3788

120/6

PGM/10

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

10 August 45

Tel. 843238
Ref. M/293/Tn 4

SUBJECT : Diesel Cars.

TO : MRS - Bldg.

1. Diesel cars are required for civilian passenger services and in some instances Diesel coach service can replace steam trains.
2. Is it possible that some of the Diesel coaches now used by MRS can be released and reconverted for carrying passengers?

For the Chief Commissioner :

P. G. BARNES, Major

Copy to: MRS - Bldg.
Major Barnes Chief Mechanical Section AG Bldg.

2787

1914

Copy 120/5
10/1/68

MEMORANDUM FOR THE DIRECTOR, FBI
(100-100000)
C/O Transportation (30) Room
100-100000

Date : 20 July 1945
Our ref: 100-100000/100-1

20 July 1945

SUBJECT: Diesel Services.

TO : L.S.A. Building.

1. In order to save cost and economize on rolling stock it may be possible to replace certain steam services with Diesel Coach services.
2. For example, additional service is required on the 100-100000 branch, instead of making additional trips with steam it is possible that certain steam services can be reduced by using Diesel for certain trips. This method could also be applied elsewhere.
3. Schedules for Diesel should be outlined in branch lines for the present and figured so that the same Diesel could be used on several runs on various branches.
4. Will you kindly check into this proposal and submit schedule to us for study.

For
Kymalan Royal

2783

Subject : Littorine Service.

Military Railway Service,
C.M.F.
Telephone : Firebox 2,
Tn.A.3(0)/26/19.
13 August 1945.

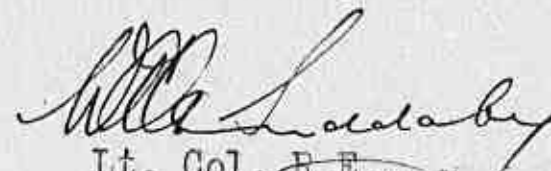
To : Transportation Sub Commission, A.C.,
(Rail Division) (Bdg)

Reference your AC/120/Tn4 dated 11 August
and conversation Ping - Suddaby.

The proposal to institute diesel cars in
branch line passenger service thereby releasing steam
locomotives and box cars is supported by this H.Q.

Will you please prepare a list in priority
order showing on what lines you propose that such
services should be introduced, indicating what
equipment at present in service will be released.

On receipt of this list, efforts will be
made to secure the necessary diesels from the
Northern Compartimenti.


Lt. Col. R.E. Suddaby
A.D. Tn.(Ops),
for Brigadier,
Director Military Railway Service.

3785

120/3

MEP/10

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

11 August 45

Encl. 043230
Ref. MC/120/Tn 4

SUBJECT : Litterine Services.

TO : DEERS - Bldg.

1. In accordance with a previous conversation, we have already written IER to investigate local passenger services, especially where box cars are used, in order to replace the existing services with litterine, which, it was understood, were available to some extent as a result of their withdrawal from military user.
2. Before such litterine can be used for such purposes, however, they will have to be altered internally for ordinary passenger user.
3. Please say if you agree to IER taking on this work, and if so indicate litterine which can be so altered.
4. In the meantime, IER will be asked what litterine are immediately available in the North.

For the Chief Commissioner :

acting mcy
A.C. KING, Major

Copy to: Engineering Branch Tn S/C (Ralls)
Mechanical " " "
Mov (Rail) Tn S/C.

272

MOV REGGIO CALABRIA

ALCOM FROM ADAMS

6519

120 / 2
ID UTINE

TPTN SC

15 NOV 44

CONFIDENTIAL PD

PARA ONE PD ARRANGE LITTORINA TO BE AT BATTIFAGLIA SATURDAY ONE EIGHT

NOVEMBER ONE TWO ZERO ZERO HOURS FOR MAJOR BLAIR PD

PAREN TO MOV REGGIO CALABRIA FOR IRVINE LYNCH FROM ALCOM PAREN

0000
Nicholas Piombino
CWO. U.S.A.
Asst. Adjutant

ACP/h1

File 120/1

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel. 478701

2 October 1944

ACC. Tn/100/1

TO : Ministry of Communications

SUBJECT: Litorina Service, Rome - Naples - Bari

1. Consideration was given to this subject at the meeting of the Transportation Committee held on 25 Sept. '44.
2. It is regretted that the capacity of the line at the present moment does not permit of the introduction of the desired service, but the matter will be carefully kept before us and re-considered, should a drop in military tonnage make it possible to allow operation.
3. In this respect, it is necessary to draw attention to the bad state of track 89, especially over the temporary diversion at Campoleone. From 23 rd to 27th Sept. this line was almost totally out of action for a period of 97 hours, due to faulty track, excessive speeds and failure to keep tunnels clean.
4. It is our desire to assist as much as possible in the re-introduction of services as soon as any drop in military tonnage permits, but I should like your assurance that all available man-power will be made available to maintain the tracks in good operational condition and that contractors engaged on the Campoleone - Rome section will be urged to speed up their repair work.

A. C. Adams Capr
D.S. ADAMS
Colonel, C.E.
Director, Tn. Sub. Coma.

3782

Copy to: M.R.S.

1919