

ACC

AC297/TN4

10000/148/2394

LINE
JAN-JU

10000/148/2394

LINE CAPACITIES
JAN.-JUL. 1945

Subject:- Passenger Train
Capacities.

Military Railway Service,
CMF.

Tele: Firebox 9313,
Tn.A.3(0)/26/50 - 180A.
13 July 1945.

To:- G-4 (Mov & Tn.)
A.F.H.Q.

Transportation Sub. Commission,
HQ Allied Commission.
Mov. L.O.(Building).

Reference Mov.3/378/9 dated 11 July 1945.

All passenger equipment trains operating South
of BOLOGNA are limited to thirteen vehicles.

Mail vans are considered equivalent to coaches.

R.A. Wilson

Major R.E.
for Brigadier,
Director, Military Railway Service.

JK.

Allied Force Headquarters
G-4 (Mov & Tr)
Tel: Freedom 320

Nov/3/363/3

10 June 45

Subject: Revision of Line Capacities and
Tonnage Allocations

1. Attached is a statement setting out in summary form a proposed allocation of line capacities in ITALY, intended to serve as a basis for system to be inaugurated 1 July under which a fixed proportion of the railway capacities will be allocated for civilian use. After this date it is suggested that AC bids are excluded from consideration at POM Conference and also from the POM Programme which will be confined entirely to military movement.

2. The figures used in compiling this statement are based on study and analysis of recent POM acceptances, it being considered that we have had sufficient experiences of the revised flow of traffic consequent upon the cessation of hostilities to be able to make a fair estimate of traffic tendencies for at least one or two months.

3. The suggested line capacities shown in column L are a revision of the present capacities quoted by MRS and are again based on our experience and represent a purely Movements estimate of what the railways of ITALY can fairly be expected to do having regard to overall wagon availability south of BOLOGNA but not taking into consideration the possibility of unbalanced wagon movement between points north and south of BOLOGNA.

4. The information shown in column C was obtained from the Sub-Commission AC and that in column M from MRS.

It is the intention that this paper form the basis on which a three cornered discussion between Movements, MRS and Allied Commission should take place.

5. With the extension of lines and the increase of physical capacity brought about by doubling and electrification it has become increasingly apparent that there are in effect two standards of capacity in the territory south of BOLOGNA. These two factors are:

- (a) The number of trains which can be run over section of line
- (b) The overall wagon pool

The former exceeds the latter and for comparison purposes two suggested line capacities, one based on wagon availability and the other on physical line capacities, have been shown in columns L & M respectively.

It is suggested that stores tonnage must never exceed the figure shown in column L but within the availability of passenger stock it may well be that on certain sections line capacity and loco power will permit the running of passenger stock trains in excess of present stores capacities.

6. The following basic assumptions have been made in compiling the estimated figures shown in the attached table:

- (a) Civil passenger trains in Column I takes into account present main line services in operation and excludes local passenger

2. The figures used in compiling this statement are based on study and analysis of recent POM acceptances, it being considered that we have had sufficient experiences of the revised flow of traffic consequent upon the cessation of hostilities to be able to make a fair estimate of traffic tendencies for at least one or two months.
3. The suggested line capacities shown in column L are a revision of the present capacities quoted by MFS and are again based on our experience and represent a purely Movements estimate of what the railways of ITALY can fairly be expected to do having regard to overall wagon availability south of BOLOGNA but not taking into consideration the possibility of unbalanced wagon movement between points north and south of BOLOGNA.
4. The information shown in column C was obtained from The Sub-Commission AC and that in column M from MFS.
It is the intention that this paper form the basis on which a three cornered discussion between Movements, MFS and Allied Commission should take place.
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It is suggested that stores tonnage must never exceed the figure shown in column L but within the availability of passenger stock it may well be that on certain sections line capacity and loco power will permit the running of passenger stock trains in excess of present stores capacities.
6. The following basic assumptions have been made in compiling the estimated figures shown in the attached table :
 - (a) Civil passenger trains in Column E takes into account present main line services in operation and excludes local passenger services e.g. ROME-CIVITAVECCHIA, ROME-FUMICINO, NAPLES-SALERNO.
 - (b) Civil Stores shown in column D are broadly POM acceptances, not bids, over the past few weeks. It is well known that AC loadings fall short of POM acceptances by possibly 40% and it is considered that the figure shown gives a reasonable opportunity for an expansion of present civil tonnages carried.

There was a monthly meeting on this.

1.

- (c) The number of military passenger trains shown in column (g) covers the present regular personnel military passenger stock trains conveying leave and reinforcement personnel and does not include ambulance trains, LARS, or any allowance for the normal short term military passenger movement which takes place in box cars.
- (d) The figures in column F - military stores and incidental personnel movement represent acceptances at PCM over the past few weeks and will be checked with certain figures which are being obtained by Q(Maint) on a general policy of Depot clearance.
- (e) In arriving at suggested line capacities - column L and M - we have obtained verbal information from MPS as to the number of trains which can be run over each section and the net capacity of each train in the light of existing loco power availability. Column L is based on the old line capacity originally quoted by MPS modified to some extent to provide for the reverse flow of traffic now becoming evident and calculated to be, in total, within the capacity of the present pool of wagons available south of BOLOGNA.

7. As far as Southern ITALY i.e. South of BOLOGNA is concerned it is recommended that the present system of local allocation of short haul capacity in prescribed areas e.g. the FERRI, NAPLES Area, and so on to be continued and that the number of lines subject to AFHQ PCM Conference be not changed.

The civilian stores tonnage in columns C & D includes the present basic allotments on lines in CALABRIA.

8. It is to be expected that over the next few months flows and demands will vary very extensively with changing circumstances, e.g., slackening of the flow of refugee movement, reduction in the size of the military forces in the Theatre and progressive reduction of stocks in forward depots. On the other hand new and at present unpredictable demands are certain to arise and it is therefore suggested that the allotment agreed should be subject to revision say at the end of two months.

9. It is only possible at the present stage to provide a rough forecast of probable stores movement on the North East and North West and planning figures of tonnages which it is estimated will be required are shown in Column D for civil stores and column F for Military stores. Civilian passenger movement will largely depend upon the availability of rolling stock. No provision has been made for military passenger trains which will arise as a result of the inception of the overland L of C. AC have not furnished any estimates of probable traffic movement.

1236

SUGGESTED REVISION OF LINE CAPACITIES
ALL FIGURES IN TONS OR TRAINS PER WEEK

1 July

NO	LINE SECTION	CIVIL ALLOCATION		MILITARY ALLOCATION		TOTAL ALLOCATION		POM A.C.
		STORES A.C. Requested	Suggested Passer Trains & Refugees	Stores & Incidental Personnel	Passer Trains	Stores & Incidental Personnel	Passer Trains	
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
92	Reggio-Salerno	5250	4000	7 Trains	6000	10200	7 Trains	9
95	Reggio-Metaponto	3500	3500	7 "	2000	5500	7 "	5
94	Metaponto-Salerno	4600	4500	3 "	2000	6500	3 "	7
94	Salerno-Metaponto	4900	4500	3 "	2000	6500	3 "	8
91	Foggia-Caserta	6000	4000	7 "	10000	14000	9 "	20
91	Caserta-Foggia	4200	3000	7 "	17000	20000	9 "	20
89/90	Naples-Rome	17500	14000 17500	7 "	28000	42000	13 "	45
89/90	Rome-Naples	7000	7000 10000	7 + 9	52500	59500	13 "	59
50	Rome-Leghorn	18050	14500	3 "	21000	31500	6 "	38
50	Leghorn-Rome	17950	17500	3 + 2	24500	42000	6 "	38
218/219	Leghorn-Frato/Florence	14000	14000	3 "	42000	56000	3 "	91
218/219	Frato/Florence-Leghorn	1400	4200	3 + 2	35000	49000	3 "	91
65	Rome-Orte	4900	4900	3 "	24500	29400	9 "	12
65	Orte-Rome	9800	9800	3 + 7	31500	41300	9 "	12
65	Orte-Arezzo	1050	2100	1	3500	5600	1 "	28
65	Arezzo-Orte	7000	7000	1	8400	15400	1 "	28
65	Florence-Bologna	1750	1750	2				
65	Bologna-Florence	1750	1750	1				
87	Orte-Falconara	7350	7000	2	21000		8	30
87	Falconara-Orte	7000	7000	2 + 7	24500	31500	8	21
86	Bologna-Ancona	1750	2100	+ 9	28000	30100	6	21
86	Ancona-Bologna	4900	7000	2 + 9	28000	35000	6	56
86	Ortona-Ancona	3500	3500	3				
86	Ancona-Ortona	3850	3500	3 + 2				
50	Genoa-Alessandria		25200		3500			
50	Alessandria-Genoa		2800	✓				
50	Alessandria-Turin		8400		700			
50	Turin-Alessandria		5000	✓				
	Alessandria-Milan		16000		2800			
	Milan-Alessandria		8400					
	Milan-Verona		8400					
	Verona-Milan		2800		1400		21	
	Bologna-Verona		1400		2800		14	
	Verona-Bologna		3500				14	
	Venice-Villach		2800		14000		8 3 1/2	
	Villach-Venice		1400				8 3 1/2	
	Venice-Verona		1400		1400		7	
	Verona-Venice		1400				7	
	Udine-Trieste		700				3 1/2	
	Trieste-Udine		700		2100		3 1/2	

NOTE: Civil Passenger Trains in NW & NE ITALY not planned. Institution of such service will be dependent coash and coal availability.

Military Passenger Trains in North ITALY are based on probable MEDLOC requirements.

Turin - Alessandria - Genoa

0286

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

MILITARY ALLOCATION		TOTAL ALLOCATION		PRESENT CAPACITIES		SUGGESTED CAPACITY		REMARKS
Personnel	Passenger Trains	Stores & Incidental Personnel	Passenger Trains	POM Capacity & A.C. Basic	Passenger Trains in excess of POM tonnages	Tonnage based on requirements and wagon availability	Trains based on train paths per day.	
(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	
1000		10000	7 Trains	9125	7 Trains	10000	9 X 400 T	26,000
1000		5500	7 "	5075	7 "	5600	5 X 400 T	14,000
1000		6500	3 "	7675	3 "	8000	10 X 250 T	12,500
1000		6500	3 "	8000	3 "	8000	10 X 250 T	12,500
1000	2 Trains	10000	9 "	20000	8 "	23500	10 X 400 T	21,000
1000	2 "	20000	9 "	20000	8 "	23500	10 X 400 T	21,000
1000	6 "	42000	13 "	45500	7 "	45500	(12 X 600 T 10 X 300 T)	71,400
500	6 "	59500	13 "	59500	7 "	59500	(12 X 600 T 10 X 300 T)	71,000
1000	3 "	31500	6 "	38500	3 "	35000	12 X 600 T	58,800
500	3 "	42000	6 "	38500	3 "	42000	12 X 600 T	68,800
1000		56000	3 "	91000	3 "	56000	20 X 500 T	70,000
1000		49000	3 "	91000	3 "	56000	20 X 500 T	71,000
500	6 "	29400	9 "	42000	3 "	35000	15 X 450 T	47,250
500	6 "	41300	9 "	42000	3 "	42000	15 X 450 T	63,000
500		5600	1 "	28000	1 "	7000	7 X 450	12,000
400		15400	1 "	28000	1 "	17500	7 X 450	12,000
							10 X 500 T	35,000
							10 X 500 T	35,000
1000	6		8	30800	2	28000	12 X 335 T	39,300
500	6	31500	8	21000/28000	2	31500	12 X 335 T	39,300
1000	6	30100	6	21000		35000	12 X 500 T	
1000	6	35000	6	56000		42000	16 X 500 T	
						21000	14 X 350 T	34,300
						21000	14 X 350 T	34,300
500								
700								
800								
	21							
1000	21							
800	14							
	14							
1000	8	31						
	8	31						
400	7							
	7							
		31						
100	31							

Bologna - Faenza 12 x 800 42,000
 Faenza - Ancona 16 x 500 86,000

tion of such

e MEMLOC requirements.

0287

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: CITE RTC-168
Date/Time of Origin: FEB 17 1815A

Message Centre No: D/2282
Date Time Rec'd: FEB 18 0930A
Precedence: ROUTINE

FROM: ALCOM SICILIA (LYNCH)
TO: HQ ALCOM TRANS INC FOR TRANSUBCOMM

RESTRICTED

RESTRICTED.

1. Refer your letter AC/297/TN 4 dated 24 January.
2. Total daily capacity through tonnage PALERMO - MESSINA and CATANIA lines about 600 tons daily altogether, of which 200 tons PALERMO - MESSINA and about 400 tons CATANIA - MESSINA.
3. (Under present condition. See para 3 and 4).
4. Provided interchange of wagons is arranged.

ACTION

DIST

ACTION: Tn S/C
INFO: A/President
Chief Commissioner
Econ Sec
File 2
Fleet



3763

RESTRICTED

SECRET

Military Railway Service,
Italy.

Tel: Firebox - 49

Outside line 843332.

MS. 1/41.

1 Feb 45.

Subject: Status of Railway

Reconstruction.

To: G-4. Nov & Tn., A.F.H.Q. (3 copies).
(Nov.), 15 Army Group. (3 copies).

1. Reference is made to this office letter MS. 1/41 dated 20 Dec. 44 on the above subject.

2. The following represents the present state of Railway Reconstruction and estimated dates of opening new lines. Attention is drawn to the fact that dates given are estimates only, and also to the assumptions on which in certain cases these estimates are based.

3. Attached as an Appendix is a statement of line capacities north of Rome.

4. Line 50 - 227 - 228. (ROME - LEGHORN - PISA).

Further developments of rail facilities in the LEGHORN area are in hand. Otherwise there is nothing further to report.

5. Line 217 - 218 - 65. (FISA - FISTOLA - PRATO - FLORENCE).

Railroad at MONTICATTINI was opened to traffic 10 Jan.

With the exception of the SERRAVALLE Tunnel, reconstruction of the remainder of the line to PRATO is complete and with the completion of a further five small bridges, which are well in hand, the section PRATO - FIORINCO will also be completed.

Progress of the Serravalle Tunnel however has given rise to grave concern. Efforts to clear the western portal have failed, due to further heavy falls of rock, and it may be necessary to resort to the slower method of tunnelling. A decision depends on the results of the next four days work. Between the western portal and a complete blockage at the centre of the tunnel, there is a length of 1500 feet which has not yet been seen. Two estimated dates for completion, based on the experience of demolitions in the very large number of tunnels which have already been dealt with, have both proved to be wrong, and it is considered that to try and give any further dates until the effects are better known will only lead to false planning.

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3. Attached as an Appendix is a statement of line capacities north of Rome.

4. Line 50 - 227 - 228. (ROME - LEGHORN - FISA).

Further developments of rail facilities in the LEGHORN area are in hand. On this there is nothing further to report.

5. Line 217 - 218 - 65. (FISA - FISTOLA - PRATO - FLORENCE).

Railhead at MONTecatini was opened to traffic 10 Jan.

With the exception of the SERRAVALLE Tunnel, reconstruction of the remainder of the line to PRATO is complete and with the completion of a further five small bridges, which are well in hand, the section PRATO - FLORENCE will also be completed.

Progress at the SERRAVALLE Tunnel however has given rise to grave concern. Efforts to clear the western portal have failed, due to further heavy falls of rock, and it may be necessary to resort to the slower method of tunnelling. A decision depends on the results of the next four days work. Between the western portal and a complete blockage at the centre of the tunnel, there is a length of 1500 feet which has not yet been seen. Two estimated dates for completion, based on the experience of demolitions in the very large number of tunnels which have already been dealt with, have both proved to be wrong, and it is considered that to try and give any further dates until the facts are better known will only lead to false planning.

As a safeguard against possible failure to open the tunnel in reasonable time, plans are now being formulated for the employment of as many troops as possible on line 219 FISA - EMPOLI - FLORENCE so that a rail connection between FISA - FLORENCE and

/PRATO can be

Sheet 2.

PRATO can be guaranteed within the next 8 to 10 weeks. A detailed examination of the work involved is in hand but the completion date may depend in large degree on the availability of additional engineer assistance. As soon as these requirements have been assessed the matter will be referred to A.F.M.G. Full use will be made wherever possible of civilian contractors.

Ilona have been agreed for the construction of a railroad at CORTO DI MARE, MONTECROCE with a capacity of 4000 T.M.G. and construction is about to begin.

6. Line 65.(a) ORRE - AREZZO.

Work is still in hand strengthening existing structures and providing additional flood openings. Estimated date for completion is 28 Feb.

(b) PRATO - BOLOGNA.

As in the last report no work beyond Km. 61.7 North of GRILIANA Station is yet possible. With the exception of the South portal to the APPENNINE Tunnel works are proceeding satisfactorily and it is estimated that the line will be completed to VERNIO Station just short of the Appennine Tunnel by 1 March.

The key point to the completion of the remainder of the line to Km. 61.7 is the opening of the South portal of the Appennine Tunnel.

Detailed inspection of the block inside the tunnel has now been possible due to a drop in the water level inside, and it has been found that this is located some 650 feet from the face where opening out has already taken place. If demolition throughout the whole 650 feet is complete, the tunnelling work is estimated to require until 15 May at a conservative estimate. This date should be improved on if luck is on our side.

7. Line 66.(a) ANCONA - ANCONA - BOLOGNA.(i) Single Line.

TOPII was opened to traffic on 7 Jan. and 5th

6. Line 55.

(a) ORTS - ARZIZO.

Work is still in hand strengthening existing structures and providing additional filled openings. Estimated date for completion is 28 Feb.

(b) IRATO - BOLOGNA.

As in the last report no work beyond Km. 61.7 North of CARPIANA Station is yet possible. With the exception of the South portal to the APPENINE Tunnel works are proceeding satisfactorily and it is estimated that the line will be completed to VERNIC Station just short of the Appenine Tunnel by 1 March.

The key point to the completion of the remainder of the line to Km. 61.7 is the opening of the South portal of the Appenine Tunnel.

Detailed inspection of the block inside the tunnel has now been possible due to a drop in the water level inside, and it has been found that this is located some 650 feet from the face where opening out has already taken place.

If demolition throughout the whole 650 feet is complete, the tunnelling work is estimated to require until 15 May at a conservative estimate. This date should be improved on if luck is on our side.

7. Line 56.

(a) BOLOGNA - RAVENNA - BOLOGNA.

(i) Single line.

PCOLI was opened to traffic on 7 Jan. and 8th Army took it into use as a railhead on 17 Jan.

Work is proceeding as far as RAVENNA but in view of the fact that there is no immediate call for RAVENNA as a railhead some of the strength formerly employed on the length PCOLI - RAVENNA has been diverted to the work of doubling, see sub-para. (ii) below.

Estimated date of completion to RAVENNA is now 15 March provided tactical situation permits placing of steel on bridge over R. LAMONT.

/(ii) Doubling, ARZIZO - RAVENNA.

Sheet 3.

(ii) Doubling. MARZOCCA - FAENZA.

Work is now in hand throughout the entire section and is proceeding well.
Priority and estimated completion dates of the various sections are as follows:-

<u>Estimated Date Completion.</u>		
15 Feb.	Priority I.	Doubling MARZOCCA to MONTELEONE including part of new marshalling yard at MONTELEONE. FAENZA avoiding line and additional facilities at ANCONA docks & station.
15 March.	Priority II.	Doubling MONTELEONE to RIMINI including completion of marshalling yard MONTELEONE and additional facilities RIMINI.
15 March.	Priority III.	Doubling RIMINI - FORLI.
31 March.	Priority IV.	Doubling FORLI - FAENZA.
	(iii)	ORTONA - ANCONA.

The reconstruction of this line was handed over to A.C. to carry out on a high priority owing to the increased importance of this line from a military point of view. Steps have been taken to give as much assistance as possible to A.C. with materials and transport and to increase the military supervision and control of the work. Plans have been formulated for drafting in military units as they become available to carry out certain sections of the work.
There are three points on which completion date depends:-

- The PESCARA Bridge.
- Two tunnels just short of ANCONA.
- Estimated completion date to ANCONA, or to a railhead short of ANCONA (e.g. OSIMO) should the tunnels prove difficult, should be taken as 30.4.44.

8. Line 87. ORTE - FAENZA. 2700
Main girders of the 150' lattice span over the R. ESINO at SAN QUIRICO have been launched but changing of girders has been postponed until better weather conditions

15 Feb. Priority I. Doubling FARNOCIA to MONDOLOPO including part of new marshalling yard at MONDOLOPO. FALCONARA avoiding line and additional facilities at ANCONA docks & station.

15 March. Priority II. Doubling MONDOLOPO to RIMINI including completion of marshalling yard MONDOLOPO and additional facilities RIMINI.

15 March. Priority III. Doubling RIMINI - FORLÌ.

31 March. Priority IV. Doubling FORLÌ - FAENZA.

(iii) ORTONA - ANCONA.

The reconstruction of this line was handed over to A.C. to carry out on a high priority owing to the increased importance of this line from a military point of view. Steps have been taken to give as much assistance as possible to A.C. with materials and transport and to increase the military supervision and control of the work. Plans have been formulated for drafting in military units as they become available to carry out certain sections of the work.

There are three points on which completion

date depends:-

The FALCONARA Bridge.

Two tunnels just short of ANCONA.

Estimated completion date to ANCONA, or to a railhead short of ANCONA (e.g. OSIMO) should the tunnels prove difficult, should be taken as 30 April.

8. Line 87. ORTE - FALCONARA. 2763

Main girders of the 150' lattice span over the R. ESINO at SAN QUIRICO have been launched but changing of girders has been postponed until better weather conditions prevail.

Work on the second crossing of the ESINO near CHIARI VALLE is well in hand and should further trouble occur the above work should ensure a rapid repair being made.

9. Line 89. NAPLES - ROME via FORLÌ.

Permanent repair on all tunnels in hand, together with repair of viaducts on main line CAMPOLONGO - ROME. Completion date for above 30 April.

/ Line 90.

Sheet 4.

Line 90.

The 150 foot span over the M. L. A. at ROCCASECCA has been completed.

Owing to the continued rain many banks have been giving trouble. This is likely to continue until the advent of better weather.

10.

Works under A.C. Control.

Line 65. Doubling section ROME - ORTE.

Work has begun and section CIVITA CASTELLANA to ORTE is almost complete.

Remaining work is proceeding slowly.

Line 249. Repair of section PISA - EMPOLI - FLORENCE.

See remarks under para. 5.

Line 65. AREZZO - FLORENCE

A.C. have instructed I.S.R. to call for tenders but no work has yet started. This work is of low priority from a military point of view and care will be taken to see that resources are not used which might be better employed on work of higher priority.

W. D. Waghorn

(R. D. WAGHORN)

Brigadier,

Director, Military Railway Service.

Copies to: A.D. Tn(Br.), 15 Army Group.

D.D. Tn., A.F.H.Q.

Asst. D.D. M.R.S., A.F.H.Q.

Transportation Sub-Commission, A.C. (2 copies).

D.D. Tn(Railways).

APPENDIX

LINE CAPACITIES - NORTH OF ROME.

<u>Line.</u>	<u>From.</u>	<u>To.</u>	<u>Present accepted tons per day.</u>	<u>1 March. tons per day.</u>	<u>1 April. tons per day.</u>	
50	ROME	LEGHORN.	5000	5000	5000	
	LEGHORN	ROME.	5000	5000	5000	
	LEGHORN	PISA.	10000	10000	10000	
	PISA	LEGHORN.	10000	10000	10000	
218.	PISA	MONTECATINI.	3000	3000	3000	Limited at MONTE capacit
	MONTECATINI	PISA.	3000	3000	3000	
218 -65	PISA	FLORENCE.	It is not possible as yet to give a firm date for open through to FLORENCE, but when completed, estimated cap			
	FLORENCE	PISA.				
65	ROME	ORTE.	6000	6000	6000	
	ORTE	ROME.	6000	6000	6000	
	ORTE	AREZZO	4000	4000	4000	
	AREZZO	ORTE.	4000	4000	4000	
87	ORTE	FALCONARA.	3500	4000	4000	
	FALCONARA	FOLIGNO.	2000	3000	3000	
	FOLIGNO	ORTE.	3000	4000	4000	
86	FALCONARA	FORLI. +	5000	5000	7000	+ Provide
	FORLI	FALCONARA.	2000	2000	4000	) permits open to

APPENDIX to MS. 1/41 dated
31 Jan. 45.

LINE CAPACITIES - NORTH OF ROME.

	<u>Present accepted</u> <u>tons per day.</u>	<u>1 March.</u> <u>tons per day.</u>	<u>1 April.</u> <u>tons per day.</u>	
ORN.	5000	5000	5000	
	5000	5000	5000	
	10000	10000	10000	
ORN.	10000	10000	10000	
MONTECATINI.	3000	3000	3000	Limited by rail capacity at MONTECATINI. Line capacity 5000 t.p.d.
ISA.	3000	3000	3000	
FLORENCE.	It is not possible as yet to give a firm date for opening of the line through to FLORENCE, but when completed, estimated capacity is 6000 t.p.d.			
	6000	6000	6000	
	6000	6000	6000	
	4000	4000	4000	
	4000	4000	4000	
PARA.	3500	4000	4000	
NO.	2000	3000	3000	
	3000	4000	4000	
+	5000	5000	7000	) Provided tactical situation permits, railhead should be open to FAENZA by 15 March.
	()			
PARA.	2000	2000	4000	
	()			

3764

PGM/1c

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL SECTION)
O/c Transportation Increment
C.M.P.

Tel. 843191/11
Our Ref. AC/287/Tn 4

24 January 1945

TO : Div. Supt. Tn Sub-Comm. AC. Palermo.

SUBJECT : Railway Capacity

1. Advise in tons per day capacity of Messina-Catania line and Messina-Palermo line.
2. Figures to include only through tonnage that is, tonnage to and from the Mainland of Italy.
3. Capacity is to be based on the number of wagons, locomotives, and coal stock available.
4. Local tonnage capacity must not be included because the capacity figure you submit will be given to the Movements division so that bids submitted to them may be accepted or rejected according to your through tonnage carrying capacity.
5. The capacity figure should be given us weekly and should be submitted to this Section every Monday for the following week.

O.H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Section.

TO : Div. Supt. Tn Sub-Comm. AC. Palermo.

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O.H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Section.

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TRANSPORTATION SUB-COMMISSION, AC.
(RAIL SECTION)
C/o Transportation Increment
C.M.P.

Tel. 843191/22
Our Ref. AC/297/Tn 4

24 January 1945

TO : Div. Supt. Tn Sub-Commission AC. Reggio

SUBJECT : Railway Capacity

1. The present daily line capacity for your Division is listed as follows:

S. EUFEMIA - CATANZARO	330
CATANZARO - S. EUFEMIA	400
REGGIO - CATANZARO	750
CATANZARO - CROTONE	1000
CROTONE - SIBARI	1200
SIBARI - METAPONTO	1000

2. If there is any change in these figures please advise us so we can advise the Movements division accordingly and they can then regulate their bid acceptances and rejections accordingly.

3. These line capacity figures should be submitted to us each Monday for the following week and if any change develops due to the shortage of wagons locos or coal etc., this office should be notified by telephone or signal.

O.H. LINDERBERG
Lt. Col. R.E.,
Chief, Rail Section.

TO : Div. Supt. Tn Sub-Commission AG. Reggio

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O.H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Section.

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