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10000/148/2474

TIME

SEPT.-DEC. 1945

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

4 10000/148/2474 TIME TABLE SUB-COMMITTEE
SEPT.-DEC. 1945 CORRESPONDENCE AND
H. I.

375/12

File

Subject : Civilian Passenger Services.

Military Railway Service,
CMF.

Tel : Firebox 9302
Outside line 843115
10 December 1945.

To : Mr. R.P.Moss, Chief,
Tn. Sub-Commission A.C. (Rail Division)
Major A.C.Ping,
Tn. Sub-Commission A.C. (Rail Division)
Major F.C.Matson,
Tn. Sub-Commission A.C. (Rail Division)
G.H.Q. CMF (Q. Nov).
MRS MILAN.
Dott. Lensi,
Italian State Railways.
Major E.J.M.Hayward, MRS.
Major S.F.London, MRS.
A.D.Tn. 2.

1. Herewith copy of minutes of meeting of the Time-
Table Sub-Committee, held at 1430 hours 7 December 1945 in
the Office of A.D.Tn. 3 (ops).

6408

W. H. H. H.
Lt-Col R.E.

Mr. R.F. Moss, Chief,
 Tn. Sub-Commission A.C. (Rail Division)
 Major A.C. Ping,
 Tn. Sub-Commission A.C. (Rail Division)
 Major P.C. Matson,
 Tn. Sub-Commission A.C. (Rail Division)
 G.H.Q. CHIEF (Q. Nav).
 MRS MILLAN.
 Dott. Lensi,
 Italian State Railways.
 Major E.J.M. Hayward, MRS.
 Major S.E. London, MRS.
 A.D.Tn. 2.

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 Table Sub-Committee, held at 1430 hours 7 December 1945 in
 the office of A.D.Tn. 3 (Ops).

6408

[Signature]

Lt-Col. R.E.

Chairman,

Time Table Sub-Committee.

MINUTES OF MEETING OF THE TABLE SUB-COMMITTEE, TRAFFIC
SUB-COMMITTEE, ALLIED RAILWAY BOARD, HELD IN OFFICE OF
A.D.Tn.3, MILITARY RAILWAY SERVICE AT 1430 HRS 7 DEC 45

Present: MILITARY RAILWAY SERVICE.

Lt-Col R.D.Gardiner (Chairman)
Major E.J.M.Hayward.
Capt. H.H.Headlee.

ALLIED COMMISSION.

Major P.G.Matson.

ITALIAN STATE RAILWAYS.

Dott. Lensi.
Ing. Zamboni.

Dott. Lensi stated that arrangements by the ISR were well in hand to reduce coal consumption in all Compartimenti; most Civilian Passenger trains would be cancelled on Sundays and be expected to have full details of their proposals within a short time.

Several proposals previously declined by the Committee were then considered and dealt with as follows:-

<u>Proposal No 143.</u>	<u>GRANTED.</u>
<u>Proposal No 154.</u>	<u>GRANTED.</u>
<u>Proposal No 162.</u>	<u>GRANTED.</u>
<u>Proposal No 146.</u>	<u>DEFERRED.</u>
<u>Proposal No 115.</u>	<u>DECLINED</u> because of line capacity. 6467
<u>Proposal No 118.</u>	<u>DECLINED</u> because of line capacity.

The following proposals put forward were then
discussed as shown:-

ITALIAN STATE RAILWAYS.

Dott. Lensi.

Ing. Zamboni.

Dott. Lensi stated that arrangements by the ISR were well in hand to reduce coal consumption in all Compartimenti; most Civilian Passenger trains would be cancelled on Sundays and he expected to have full details of their proposals within a short time.

Several proposals previously declined by the Committee were then considered and dealt with as follows:-

Proposal No 143. GRANTED.

Proposal No 154. GRANTED.

Proposal No 162. GRANTED.

Proposal No 146. DEFERRED.

Proposal No 115. DECLINED because of line capacity. **6483**

Proposal No 118. DECLINED because of line capacity.

The following proposals put forward were then considered and dealt with as shown:-

Proposal No 177.

Extension of trains 2109 and 2118 from OSTIGLIA to VERONA (line 69).

DEFERRED until increased electric working on this line is possible.

...../2

Sheet No. 2.Proposal No 178. Not considered because of stock required.Proposal No 179.

Extension of trains 3570 and 3573 from BATTIPAGLIA to SALERNO (line 42 and 95).

GRANTED.Proposal No 180.

Provision of a pair of trains daily between VENICE and PADUA (line 85).

GRANTED.Proposal No 181.

Attaching of passenger coach to freight train 8553 between BARI - GIOIA (line 295).

DECLINED.Proposal No 182.

Provision of a pair of trains daily between AGROPOLI and SAPPRI (line 42).

DECLINED.Proposal No 183.

Extension of trains from CASTEL FIORENTINO to POGGIORENSI (line 220).

GRANTED.Proposal No 184.

Provision of a pair of trains daily between MANTOVA and CREMONA (line 103). (Railcar service).

GRANTED.Proposal No 185.

Extension of trains 3605 and 3608 from BORDENONE to SACILE (line 71).

GRANTED.

and PADDA (line 85).

GRANTED.

Proposal No 181.

Attaching of passenger coach to freight train 8-53 between BAPI - GIOIA (line 255).

DECLINED.

Proposal No 182.

Provision of a pair of trains daily between AGROPOLI and SAPI (line 32).

DECLINED.

Proposal No 183.

Extension of trains from CASTEL FIORENTINO to POGGIORENSI (line 220).

GRANTED.

Proposal No 184.

Provision of a pair of trains daily between MANTOVA and CREMONA (line 163). (Railcar service).

GRANTED.

Proposal No 185.

Extension of trains 3605 and 3600 from PORDENONE to SACILE (line 71).

GRANTED.

Proposal No 186.

Provision of a pair of trains daily between NOVARA and VAPALLO (line 55 bis).

GRANTED.

Proposal No 187.

Using light engine which runs from SUSA to BUSSOLENO for servicing, to work train (line 51).

GRANTED.

...../3

6408

Sheet No 3.

Proposal No 188.

Extension of trains 1640 and 1649 from SACHEL to
UDINE (line 71).

DECLINED. To be brought up again by ISR at a later
date.

Proposal No 189.

Provision of a daily pair of trains from PERSOIA to
DESENZANO (line 53).

GRANTED but suggest Diesel Railcar be used.

The Chairman stated that he considered that the ISR
should review all outstanding requests, in view of the shortage
of rolling stock, and re-submit them to the Committee in their
proper priorities.

The meeting closed at 1600 hours.

8405

Proposal No 189.

Provision of a daily pair of trains from DEFSOLA to
DESENZANO (line 53).

GRANTED but suggest Diesel Railcar be used.

The Chairman stated that he considered that the ISR
should review all outstanding requests, in view of the shortage
of rolling stock, and re-submit them to the Committee in their
proper priorities.

The meeting closed at 1600 hours.

6405

MINUTES OF MEETING OF ~~EMERGENCY~~ ~~FOR~~ ~~TRAFFIC~~
SUB-COMMITTEE, ALLIED RAILWAY BOARD, HELD IN OFFICE OF
A.D.Tn. 3, MILITARY RAILWAY SERVICE AT 1430 HRS 23 NOV '45

Present: Military Railway Service.

Lt-Col R.D.Gardiner (Chairman)
Major E.J.M.Hayward.

Allied Commission.

Major P.G.Watson.

Italian State Railways.

Ing. Vitali
Ing. De Martino

In opening the meeting, the Chairman referred the I.S.R. representatives to the letter (ref. Tn.A.2/16/3 of 21 Nov.) from the Director of Military Railway Services to the Director General of the I.S.R. in which were laid down the maximum coal consumption figures for each Compartimento, weekly; the present consumption figures were quoted and in all cases, these figures exceeded the maximum permissible as laid down by D.M.R.S.

It was stressed that the consumption of coal in all compartimenti must immediately be reduced, and if any reduction in civilian services were necessary to effect this reduction, the I.S.R. would be responsible for making these reductions.

It was further pointed out that any requests for additional passenger services involving the use of coal burning engines would not be considered by this Committee until the coal consumption was reduced.

It was noted that in the minutes of the meeting held on 8 November, Ing. Sottile had agreed to send M.R.S. a copy of his letter to Director General I.S.R. regarding the additional train on the line BERGAMO - LECCO. This had not been received and I.S.R. were asked to expedite this.

The Chairman stated M.R.S. was satisfied with the

Italian State Railways.

Ing. Vitali
Ing. De Martino

In opening the meeting, the Chairman referred the I.S.R. representatives to the letter (ref. In.A.2/16/3 of 21 Nov.) from the Director of Military Railway Services to the Director General of the I.S.R. in which were laid down the maximum coal consumption figures for each Compartimento, weekly; the present consumption figures were quoted and in all cases, these figures exceeded the maximum permissible as laid down by D.M.R.S.

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It was noted that in the minutes of the meeting held on 8 November, Ing. Sottile had agreed to send M.R.S. a copy of his letter to Director General I.S.R. regarding the additional train on the line BERGAMO - LEGNANO. This had not been received and I.S.R. were asked to expedite this.

The Chairman stated M.R.S. was satisfied with the I.S.R.'s explanation regarding trains in proposals 56, 75 and 76 referred to in minutes of meeting held 8 Nov.

A letter was produced by I.S.R. who asked that proposal No. 110 be allowed to commence, as they now had 4 coaches available for each train required. This was agreed provided no box cars were used.

The following proposals, previously declined, were put forward by the I.S.R. and dealt with as follows:-

Proposal No. 67

MILAN.
Additional pair of trains daily between MORTARA -

GRANTED.

6404

Sheet 2

Proposal No. 138

Attaching of two coaches to freight trains QQ and 8140 between METAPONTO and TARANTO.

GRANTED.

Proposal No. 141

Pair of trains daily between ALESSANDRIA - ALBA.

GRANTED.

The I.S.R. put forward a total of 31 requests for additional services, requiring 57 coaches. In view of the fact that the I.S.R. were still unable to provide 88 coaches for 8 additional services approved at the meeting held on 8 Nov. the Chairman asked if it was worth considering any further requests for services, involving extra stock, until the I.S.R. had sufficient stock to cover services previously agreed.

The Committee decided that further requests, involving additional stock, would not be considered at this meeting.

Proposals put forward were dealt with as follows:-

Proposals Nos 146, 147, 152, 155, 156, 157, 159, 160, 161, 162 and 170 - not considered because all require additional stock which is not available.

Proposal No 148.

Extension from VERCELLI to NOVARA of trains 3205 and 3208 (line 53).
GRANTED.

Proposal No 149.

Provision of a daily pair of trains LAVAGNA to RIVA TRIGOSO (line 50).

Referred back to I.S.R. because they stated they would work this service by using U.S.A. diesel engines - this was not agreed. 6483

Proposal No. 150.

Extension from ADRIA to ROSOLINA of trains AT 201 - AT 202 - AT 204 - AT 205 (line 85 bis).

GRANTED.

Proposal No 151.

that the I.S.R. were still unable to provide 88 coaches for 8 additional services approved at the meeting held on 8 Nov. the Chairman asked if it was worth considering any further requests for services, involving extra stock, until the I.S.R. had sufficient stock to cover services previously agreed.

The Committee decided that further requests, involving additional stock, would not be considered at this meeting.

Proposals put forward were dealt with as follows:-

Proposals Nos 146, 147, 152, 155, 156, 157, 159, 160, 161, 162 and 170 - not considered because all require additional stock which is not available.

Proposal No 148.

Extension from VERCELLI to NOVARA of trains 3205 and 3208 (line 53).
GRANTED.

Proposal No 149.

Provision of a daily pair of trains LAVAGNA to RIVA TRIGOSO (line 50).

Referred back to I.S.R. because they stated they would work this service by using U.S.A. diesel engines - this was not agreed.

Proposal No. 150.

Extension from ADELA to ROSOLINA of trains AT 201 - AT 202 - AT 204 - AT 205 (line 85 bis).

GRANTED.

Proposal No 151.

Provision of daily pair of trains LA SPEZIA - LAVAGNA (line 50).

AGREED providing oil burning power us . . .

Proposal No 153.

Provision of daily pair of trains ROMB to VILLASTRI (line 158).

AGREED provided littorina is used.

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6403

Sheet 3.

Proposal No 154.

Extension of trains 1411 - 1413 - 1410 - 1412 from
MACERATA to FABRIANO (line 242).

GRANTED providing existing trains were retimed so
that no additional coaching stock used.

Proposal No 158.

Extension from REGGIO NITTO to STIMIGLIANO of
present trains (line 65).

GRANTED.

Proposal No 163.

Withdrawn by I.S.R. representatives because of coal
consumption.

Proposal No 164.

Extension from CORFINO to POPOLI of trains 5078 -
5077 - 5080 - 5079 (line 88).

GRANTED.

Proposal No 165.

Utilising I.E. to haul coaches for passengers between
CARSOLO and MANDELA (line 88).

GRANTED.

Proposal No 166.

Withdrawn by I.S.R. representatives because of coal
consumption.

Proposal No 167.

Extension from COLLEFERRO to FROSINONE of trains
3629 - 3628 (line 90).

GRANTED.

Proposal No 168.

I.S.R. withdrew this proposal for further investigation
and will report to M.R.S.

Proposal No 169.

Passengers services on trains 8723 - 5496 (line 117).

GRANTED.

6402

Proposal No 163.

Withdrawn by I.S.R. representatives because of coal consumption.

Proposal No 164.

Extension from CORFINO to BOFOLI of trains 5078 - 5077 - 5080 - 5079 (line 88).

GRANTED.

Proposal No 165.

Utilising I.E. to haul coaches for passengers between CARSOLO and MANDELA (line 88).

GRANTED.

Proposal No 166.

Withdrawn by I.S.R. representatives because of coal consumption.

Proposal No 167.

Extension from COLLEFERRO to FROSINONE of trains 3629 - 3628 (line 90).

GRANTED.

Proposal No 168.

I.S.R. withdrew this proposal for further investigation and will report to M.R.S.

Proposal No 169.

Passengers services on trains 8723 - 5496 (line 117).

GRANTED.

Proposal No 171.

A daily pair of trains between CROTONE and CATANZARO MARINA (line 96).

AGREED provided a littorina is used.

Sheet 4.

Proposal No 172.

Extension of trains 1487 and 1486 from IVREA to CASTIGLIONE DORA (line 121).

GRANTED.

Proposal No 173.

Provision of a daily pair of trains from TORRENTA to ARQUATA (line 61).

GRANTED.

Proposal No 174.

Extension from TORRENTA to VECCHERA of trains 3374 - 3373 - 3378 - 1343 (line 66).

GRANTED.

Proposal No 175.

A daily pair of trains ARQUATA to ALESSANDRIA (line 5).

GRANTED provided existing trains are retained so that no additional stock is used.

Proposal No 176.

A daily pair of trains from LA SPEZIA to APUANIA

MASSA.

GRANTED provided oil burning power is used.

Major Watson asked the I.S.R. whether

(a) requests for new services were screened by Capi Compartimenti and again at I.S.R. HQ before submission to the Time Table Sub-Committee.

(b) whether the actual performance of trains was watched and schedules adjusted accordingly.

The I.S.R. replied that the answer was "yes" to both the above questions.

6461

It was noted that requests 155, 156, 157, 159 and 160 were, in effect, a request for a local passenger service between ANCONA and BARLETTA. The Committee agreed that such a service was necessary and the I.S.R. were requested to find the necessary stock and a throughout ANCONA - BARI local service would be granted.

3373 - 3378 - 1343 (line 66).

GRANTED.

Proposal No 175.

A daily pair of trains ARQUATA to ALESSANDRIA (line 50).
GRANTED provided existing trains are retained so that
 no additional stock is used.

Proposal No 176.

A daily pair of trains from LA SPEZIA to APUANIA
 MASSA.

GRANTED provided oil burning power is used.

Major Watson asked the I.S.R. whether

(a) requests for new services were screened by Capi
 Compartimenti and again at I.S.R. HQ before submission
 to the Time Table Sub-Committee.

(b) whether the actual performance of trains was watched
 and schedules adjusted accordingly.

The I.S.R. replied that the answer was "yes" to both
 the above questions.

It was noted that requests 155, 156, 157, 159 and
 160 were, in effect, a request for a local passenger service
 between ANCONA and BARLETTA. The Committee agreed that such
 a service was necessary and the I.S.R. were requested to find
 the necessary stock and a throughout ANCONA - BARI local
 service would be granted.

It was suggested to the I.S.R. that stock be obtained
 from N. Italy by reducing the services there, which were out of
 all proportion to those operating in the South.

The Chairman pointed out that previous to the meeting
 held on Nov. 8, the assurance given by the I.S.R. that stock
 for proposed services was available without increasing box cars
 in use, had been accepted. However when the Committee recorded
 at the meeting held on Nov. 8 that the stock would be accumulated
 first and details sent to M.R.S. regarding its origin etc., no
 stock was forthcoming, and no services began.

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Sheet 3.

This does prove that previously services were introduced without any regard to stock being available, and indiscriminate use made of box cars.

It was suggested to the I.S.R. that they completely review the civil passenger train position throughout Italy, and decide on priorities, bearing in mind the amount of stock available, regarding which trains should be run.

The meeting closed at 1620 hours.

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MINUTES OF THE TABLE SUB-COMMITTEE,
TRAFFIC SUB-COMMITTEE ALLIED RAILWAY BOARD,
HELD IN OFFICE OF A.D.P.M. (OPS), MILITARY
RAILWAY SERVICE, AT 14.30 HOURS 8 NOV 42.

Present:

Military Railway Service

Lt. Col. R.D. Gardiner (Chairman).

Major S.H. London

Major J.A. McEvoy

Capt. H.H. Headlee

Allied Commission

Major P.G. Watson

Italian State Railways

Ing. Sottile

Dott. Lenzi

In opening the meeting the Chairman pointed out to the ISR reps the following cases where certain services were authorised by this Committee and the ISR had put on more trains than those authorised:-

- (a) Proposal 32. Authorised one pair slow trains daily between BERGAMO-LANCO (Line 153) and ISR had instituted two pair trains daily.

Ing Sottile stated ISR were aware of this and stated Ing Bianchi, Chief of NW Delegation, had over-ruled the Committee's decision.

Ing Sottile was requested to refer this matter in writing to Director General ISR, for action, sending a copy to NRS.

- (b) Proposal 56. One pair trains authorised daily between GUGLIANOVIA-TERRACINA (Line 246) -- reported that three mixed trains were now running.

(c) Proposal 75. One pair trains authorised daily between MAGGIORA-CIVITAVECCHIA (Line 242) -- reported that three mixed trains were now running 8439

(d) Proposal 76. One pair trains authorised daily between S.BRUNO-TERRELLA (Line 245) -- reported that three mixed trains were now running.

ISR reps stated they had no knowledge of cases (b), (c) and (d) above, but they would investigate them and report.

Major P.O. Watson

Italian State Railways

Ing. Sottile

Dott. Lensi

In opening the meeting the Chairman pointed out to the ISR reps the following cases where certain services were authorized by this Committee and the ISR had put on more trains than those authorized:-

- (a) Proposal 32. Authorized one pair slow trains daily between PERGAMO-LEGGIO (Line 153) and ISR had instituted two pair trains daily.

Ing Sottile stated ISR were aware of this and stated Ing Bianchi, Chief of NW Delegation, had over-ruled the Committee's decision.

Ing Sottile was requested to refer this matter in writing to Director General ISR, for action, sending a copy to MRS.

- (b) Proposal 56. One pair trains authorized daily between GIULIANOVA-TERAMO (Line 246) - reported that three mixed trains were now running.

- (c) Proposal 75. One pair trains authorized daily between MACERATA-CIVITAVECCHIA (Line 242) - reported that three mixed trains were now running **8489**

- (d) Proposal 76. One pair trains authorized daily between S. RUSSO-ASCOLI (Line 245) - reported that three mixed trains were now running.

ISR reps stated they had no knowledge of cases (b), (c) and (d) above, but they would investigate them and report.

It was stressed to the ISR that the Committee's decisions must be implemented strictly to ensure a fair distribution of available fuel supplies and loco power and coaching stock.

Several proposals, previously submitted and declined, were next considered:-

...../2.

Sheet 2.

Proposal No. 1.

A pair of fast trains daily between BOLOGNA-LEONE.

Ing Sottile was asked if he thought the present state of line 86 and BOLOGNA would permit of any additional service and he stated he thought so but could not substantiate this.

Figures produced by IRS proved that this line could not handle efficiently the traffic offered now.

It was noted that 32 coaches would be supplied from N. ITALY for this purpose.

It was decided that the IRR should assemble the necessary coaching stock, inform IRS of details of stock and where it came from, and the running of the service would then be reviewed by the Committee having due regard to conditions of operating on Line 86 at that time.

Proposal No. 32.

A new pair of trains between BOLOGNA-RIMINI daily.

Declined until such time as Committee is satisfied operating around BOLOGNA has improved sufficiently to allow it.

Proposal No. 107.

A pair of trains daily between MILAN and BERGAMO.

It was noted that 5 coaches were required and this service was agreed on the assurance by the IRR that the coaches can be supplied without additional box cars being put into service on passenger trains.

Proposal No. 110.

A pair of trains daily between BRESCIA-VERONA and VERONA-VICENZA.

IRR reps stated the necessary 14 coaches could be provided from N. ITALY.

It was decided the IRR should assemble the stock at VERONA, inform IRS of details of stock and where it came from, and the running of the service would be approved.

Proposal No. 118.

A pair of trains daily between CAMPANIA and

GROSSERO.

Declined because AC consider existing service

8458

necessary coaching stock, inform MRS of details of stock and where it came from, and the running of the service would then be reviewed by the Committee having due regard to conditions of operating on line 86 at that time.

Proposal No. 32.

A new pair of trains between Bologna-Rimini daily.

Declined until such time as Committee is satisfied operating around Bologna has improved sufficiently to allow it.

Proposal No. 107.

A pair of trains daily between Milan and Bergamo.

It was noted that 5 coaches were required and this service was agreed on the assurance by the ISR that the coaches can be supplied without additional box cars being put into service on passenger trains.

Proposal No. 110.

A pair of trains daily between Brescia-Vercina and Verona-Vicenza.

ISR reps stated the necessary 14 coaches could be provided from N. Italy.

It was decided the ISR should assemble the stock at Verona, inform MRS of details of stock and where it came from, and the running of the service would be approved.

8458

Proposal No. 116.

A pair of trains daily between Campitella and

Crossino.

Declined because AC consider existing service adequate.

The following new proposals were then dealt with:-

Proposal No. 124.

A pair of trains daily between Novara-Sesto Gaudino (Line 57).

This service would be approved after the ISR had assembled the necessary coaches at Novara and informed MRS of details of numbers, origin, etc.

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Sheet 3.

Proposal No. 125.

Existing trains now running five times weekly between VIGNERA and PIACENZA to run daily (Line 66).

Agreed.Proposal No. 126.

A pair of trains daily between LIVORNO and PISA (Line 213).

This service would be approved after the ISR had assembled the necessary coaches at LIVORNO and informed MRS of details of numbers, origin, etc.

Proposal No. 127.

A pair of trains daily between PISA and LUCCA (Line 213).

Agreed provided the stock used was that of trains 1830 and 1837 running between FLORENCE and PISA.

Proposal No. 128.

Two pairs of trains daily between IMBISIA-MONTIVANCHI (Line 65).

Agreed.Proposal No. 129.

Extension from SINIG to PORTASSIEVE of trains from FLORENCE (Line 65).

Agreed.Proposal No. 130.

Engine which runs from TIRANO to GIULIANOVA for shunting to become passenger train (Line 246).

Agreed.Proposal No. 131.

Engine which runs from MACERATA to CIVITANOVA MARONI for shunting to become a passenger train (Line 242)

Agreed.

6407

This service would be approved and informed MRS assembled the necessary coaches at LIVORNO and informed MRS of details of numbers, origin, etc.

Proposal No. 127.

A pair of trains daily between PISA and LUCCA (line 213).

Agreed provided the stock used was that of trains 1830 and 1837 running between FLORENCE and PISA.

Proposal No. 128.

Two pairs of trains daily between IMBISIA-MONTENAPOLI (line 65).

Agreed.

Proposal No. 129.

Extension from SIBOI to PORTOFINO of trains from FLORENCE (line 65).

Agreed.

Proposal No. 130.

Engine which runs from TURANO to GIULIANOVA for shunting to become passenger train (line 246).

Agreed.

6427

Proposal No. 131.

Engine which runs from MACERATA to CIVITANOVA MARCHE for shunting to become a passenger train (line 242)

Agreed.

Proposal No. 132.

A pair of trains daily between CIVITANOVA and ROMA. (line 50).

This service would be approved when the 137 had assembled the necessary five coaches at ROMA and advised details of numbers, origin etc., to MRS.

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Proposal No. 132.

A pair of trains daily between GROSSEPO and

CIVITAVECCHIA (Line 50)

This service would be approved when the ISR had assembled the necessary five coaches at CIVITAVECCHIA and advised details of numbers, origin etc., to MRS.

Proposal No. 134.

Provision of a pair of trains daily between GARGOLI -

AVEZZANO (Line 58).

Declined because AG consider not yet necessary - ISR told to resubmit when line is electrified.

Proposal No. 135.

Engine which runs from AVERLINO to MONTILLA to become a passenger train (Line 234).

Agreed.

Proposal No. 136.

Three weekly trains 4800 - 4801 - 4802 - 4813 between GARGOLI - CIVITAVECCHIA to be daily trains (Line 300).

Agreed.

Proposal No. 137.

Extension from MONTEPOLI to PASANO of train 4757 and from PASANO to MONTEPOLI of train 4714 (Line 86).

Agreed.

Proposal No. 138.

Trains 90 and 8140 MESSAPONE to TARANTO to be mixed trains (Line 95).

Agreed provided no additional box cars were used for passenger carrying.

Proposal No. 139.

Provision of trains daily between GARGOLI and

6458

AVESZANO (line 86).

Declined because AS consider not yet necessary - ISR
told to resubmit when line is electrified.

Proposal No. 135.

Line which runs from AVEZANO to MONTELLA to become
a passenger train (Line 295).

Agreed.

Proposal No. 136.

thrice weekly trains 4800 - 4801 - 4802 - 4813 between
CERIGNOLA - CERRIGNOLA G. to be daily trains (Line 300).

Agreed.

Proposal No. 137.

Extension from MONTELLA to PASANO of train 4757 and
from PASANO to MONTELLA of train 4714 (Line 86).

Agreed.

Proposal No. 138.

Trains 90 and 8140 MONTELLA to PASANO to be mixed
trains (Line 95).

Agreed provided no additional box cars were used for
passenger carrying. 8438

Proposal No. 139.

A pair of trains daily between CANTALINO and
OTTAVIANO (Line 291).

This service will be approved when ISR assemble
the necessary 14 coaches at NAPLES and advise IRS of numbers,
origin etc.

...../5

Sheet 2.

Proposal No. 140.

Running of passenger service on accessible portion of line LA SPANIA - PISA (Line 50)

This service will be agreed when the ISM have assembled the necessary ten coaches at PISA and advised MRS of numbers, origin etc.

Proposal No. 141.

Provision of a pair of trains daily between ALESSANDRIA - ALBA (Line 118).

Deferred because of present operating bottleneck at ALESSANDRIA.

Proposal No. 142.

A passenger service from ALBA to CAST/ARONA (Line 118) agreed.

Proposal No. 143.

Two pairs of LINTORINA trains between CERN - CAPRANICA (Line 253).

Agreed.

Proposal No. 144.

Two pairs of LINTORINA trains between VITRUBO - CAPRANICA (Line 257).

Agreed.

Proposal No. 145.

Extension of trains TV 1761 and TV 1768 between S. PIETRO in CASALE and GALLIERA (Line 85).

Agreed.

6475

The Chairman pointed out that, in spite of instructions being issued that no additional box cars would be used on civilian passenger trains, the number of box cars in service had risen from 600 to 1200 during the past four months. Previous assurances from the ISM that passenger stock was available for civilian certain trains authorized, simply meant a transfer of passenger stock from

ALISSADIANA.

Proposal No. 142.

A passenger service from ALBA to CASTELLON (Line 118)

Agreed.

Proposal No. 143.

Two pairs of LITTORINA trains between CATE -
CAPRANICA (Line 255).

Agreed.

Proposal No. 144.

Two pairs of LITTORINA trains between VITRERO -
CAPRANICA (Line 257).

Agreed.

Proposal No. 145.

Extension of trains TV 1761 and TV 1762 between S. PIERO
in CASALE and CATTIERA (Line 85).

Agreed.

6455

The Chairman pointed out that, in spite of instructions being issued that no additional box cars would be used on Civilian Passenger trains, the number of box cars in service had risen from 600 to 1200 during the past four months. Previous assurances from the ISR that passenger stock was available for similar certain trains authorised, simply meant a transfer of passenger stock from one service to another, and a replacement by box cars.

Therefore in the proposals dealt with today where no objection was raised to the service being instituted, the following would be carried out:-

- (a) ISR would assemble the coaches at the place indicated.

...../6

(b) They would submit details of coach numbers and types to IRD together with full details of where the coaches were obtained i.e. name of workshop, train service etc., together with an assurance that the provision of the coaches has not brought about any increase in the number of box cars in passenger services.

(c) Authority to operate the service will then be given.

It was agreed that this arrangement was in the best interests of the efficient operation of both passenger and civilian traffic and would enable best use to be made of available rolling stock.

The Chairman intimated that military demands for passenger coaches had now probably reached a peak and coaches would be handed back for use in civilian trains as rapidly as possible.

Capt. BRADLEY requested that the refugee stock be made weatherproof by replacing missing windows or boarding them up leaving only a small porthole. This the IOR noted and undertook to follow up.

Having no further business the meeting closed at 1620 hours.

MINUTES OF TIME-TABLE SUB-COMMITTEE,
TRAFFIC SUB-COMMITTEE ALLIED RAILWAY BOARD,
HELD IN OFFICE OF A.D.Pn.3(0), MILITARY
RAILWAY SERVICE, AT 14.30 HRS 25 OCT 45.

Present: Military Railway Service.

Lt.Col. R.D. Gardiner CHAIRMAN.
Major J.A. McEvoy

Allied Commission.
Major P.G. Watson
Major A.O. Ping

Italian State Railways.
Ing. Sottile
Dott. Lenzi

The Committee first considered a proposal that two special trains of 35 cars should be run on 28 Oct 45 from FORLI and RIMINI to BOLOGNA for the purpose of carrying supporters of a Republican meeting at BOLOGNA.

The ISR reps were asked if they were aware of the present congestion on Line 86; they stated that they were aware of this and agreed that the running of such special trains would add to the congestion.

This request was declined and the Committee is of the opinion that, in view of the present congestion on Line 86 and the consequent hold-up of military traffic, this request, which was made by a Newspaper Head Office, should have been declined by the ISR without bringing it to the Committee's notice.

Several proposals, which had been previously declined and were now put up again by the ISR, were next considered.

Proposal No. 1.

A pair of daily fast trains between BOLOGNA-BARI-

LECCE.

Declined because of congestion on Line 86 ^{and} in BOLOGNA together with the large quantity of coal required.

Proposal No. 4.

A pair of fast trains daily between ROMA and

Extract
for
file 46.

Line 86.

Major A.C. Pine

Italian State Railways.

Ing. Settile
Dott. Lensi

The Committee first considered a proposal that two special trains of 35 cars should be run on 28 Oct 45 from FORLI and RIMINI to BOLOGNA for the purpose of carrying supporters of a Republican meeting at BOLOGNA.

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This request was declined and the Committee is of the opinion that, in view of the present congestion on Line 86 and the consequent hold-up of military traffic, this request, which was made by a Newspaper Head Office, should have been declined by the ISR without bringing it to the Committee's notice.

Several proposals, which had been previously declined and were now put up again by the ISR, were next considered.

Proposal No. 1.

A pair of daily fast trains between BOLOGNA-BARI-

LECCE.

Declined because of congestion on Line 86 ^{and} in BOLOGNA together with the large quantity of coal required.

Proposal No. 4.

A new pair of fast trains daily between ROMA and REGGIO CALABRIA via FORMIA.

Declined. AC consider no real justification for additional service. ISR told to put up proposal for additional train NAPLES-REGGIO C. when electrification is completed into NAPLES.

...../2.

Extract

for

file 46.

Line 86.

Line 89.

Proposal No. 6.

Existing thrice weekly trains 815 and 816 between NAPLES-FOGGIA and BRINDISI to be daily.

Granted. Explained to ISR that operation of this line during last two weeks had improved but improvement must be maintained if civilian train was to continue daily.

Proposal No. 27.

Pair of slow trains between TREVISO and CITTADELLA.

Granted.

Proposal No. 31.

Pair of local trains daily between PIACENZA and

65 BOLOGNA.

Declined until the working around BOLOGNA improves.

Proposal No. 105.

Extension to ROME via FALCONARA of trains 37 and 38 from BOLOGNA.

Declined until the working in BOLOGNA and on line 86 improves.

Of 18 new proposals submitted by the ISR the following were agreed as shown.

Proposal No. 106.

Re-routing of trains 35 and 36, 37 and 38 from MILAN 65 to PIACENZA by direct line (line 65).

Granted.

Proposal No. 108.

Permission for passengers to travel in workers trains 65 from ROME to FOGGIO NITERO (Line 65).

Granted.

Proposal No. 109.

Permission for passengers to travel in Italian Military personnel train MC.5128 and MC.5135 from ROME and the extension of the trains from MANZIANA to VITERBO (Line 257).

Granted provided the movement of the Italian Military personnel engaged on wood-cutting is not interfered with.

Proposal No. 110.

(a) Provision of a pair of trains daily from BRESCIA to VERONA.

(b) Extension from BRESCIA to VERONA of trains 1451 and

8452

53

Declined until the working around BOLOGNA improves.

Proposal No. 105.

Extension to ROME via FALCONARA of trains 37 and 38 from BOLOGNA.
Declined until the working in BOLOGNA and on Line 26 improves.

Of 18 new proposals submitted by the ISK the following were agreed as shown.

Proposal No. 106.

Re-routing of trains 35 and 36, 37 and 38 from MILAN to PIACENZA by direct line (Line 65).
Granted.

Proposal No. 108.

Permission for passengers to travel in workers trains from ROME to POGGIO MIRTETO (Line 65).
Granted.

Proposal No. 109.

Permission for passengers to travel in Italian Military personnel train NO. 5128 and NO. 5135 from ROME and the extension of the trains from MARZIANA to VITERBO (Line 257).
Granted provided the movement of the Italian Military personnel engaged on wood-cutting is not interfered with.

Proposal No. 110.

- (a) Provision of a pair of trains daily from BRESCIA to VERONA.
- (b) Extension from BRESCIA to VERONA of trains 1451 and 1444.
- (c) Provision of a pair of trains daily from VERONA to PIACENZA (Line 53).
(b) Granted.
(a) and (c) Declined.

Proposal No. 111.

Extension from FRANCAVILLA to TARANTO of trains 4851 and 4852 (Line 95).
Granted.

Sheet 3.

Proposal No. 112.

Provision of a pair of trains daily from MILAN to

CREMONA (Line 160).

Granted.Proposal No. 114.

(a) Permission for passengers to travel in workers trains between VENEZIA and SAGILE and the extension of the trains to UDINE.

(b) Extension of trains from UDINE to GORIZIO to

PORDENONE (Line 71).

(b) Granted.(a) Declined.Proposal No. 116.

Permission for passengers to travel on empty stock trains A.705 and A.702 between CONEGLIANO and VITTORIO VENETO

177 (Line 177).

Granted.Proposal No. 117.

Permission for passengers to travel on railway workers trains between GATE and ATTIGLIANO (Line 65).

Granted.Proposal No. 119.

Provision of a pair of trains daily between AVERLINO and NOCERA (Line 283).

Granted.Proposal No. 120.

(a) To run daily present three-weekly trains 3908 and 3911/3913 from ROCHETTA to GIOIA del COLLE.

(b) Provision of a pair of trains daily between SPINAZZOLA and GIOIA del COLLE (Line 293).

(a) Granted.(b) Declined.Proposal No. 122.

Extension of trains 2691 and 2692 from MONTENAPOLEONE to MONTPELLA (Line 294).

651

(b) Granted.
(a) Declined.

Proposal No. 116.

Permission for passengers to travel on empty stock trains A.705 and A.702 between CONDELLANO and VITTORIO VENETO (Line 177).

Granted.

Proposal No. 117.

Permission for passengers to travel on railway workers' trains between ORTE and ATTIGLIANO (Line 65).

Granted.

Proposal No. 119.

Provision of a pair of trains daily between AVELLINO and NOCERA (Line 283).

Granted.

Proposal No. 120.

(a) To run daily present thrice-weekly trains 3908 and 3911/3913 from ROCHETTA to GICIA del COLLE.
(b) Provision of a pair of trains daily between SPINAZZOLA and GICIA del COLLE (Line 293).

(a) Granted.
(b) Declined.

Proposal No. 122.

Extension of trains 2691 and 2692 from MONTENAPOLEONE to MONTELLA (Line 294).

Granted.

Proposal No. 123.

Re-timing of several trains between MILAN and GENOA (Line 61).

Granted.

The following proposals were declined for reasons stated :-

...../4.

Proposal No. 107.

A pair of trains daily between BREGAMO and MILAN (Line 147).

Deferred for ISR to state better case. AC reps not satisfied that this pair of trains is justified because two daily pairs already running on this line.

Proposal No. 113.

Provision of a pair of trains daily between PAVIA and COSENZA (Line 92 RIS).

Declined because AC reps consider not sufficiently important to justify cost.

Proposal No. 115.

Extension from MOCIGIO to TARVISIO of trains 1647 and 1630 (Line 71).

Declined. MR9 reps stated line was already working well up to capacity and this was the heaviest graded section. ISR reps, when questioned, had no idea how much traffic was passing over this line at present or what its capacity was.

Proposal No. 118.

Provision of a pair of local trains daily between CAMPICELLA and GROSSETO (Line 50).

Declined. AC reps consider existing service on this line is sufficient.

Proposal No. 121.

Extension from BRINDISI to LECCE of trains 1731 and 4718/1834.

Declined. AC reps consider existing service to LECCE is sufficient.

The Chairman, addressing the ISR reps, stressed the fact that all members of this Committee fully realised the necessity for providing the maximum civilian passenger service possible but it must be realised that, where bottle-necks existed as at BOLIGNA, no new facilities could be granted until the existing congestion cleared and the movement of military traffic was satisfactory.

He suggested it was essential that the ISR send reps to this Meeting who are au fait with the conditions existing in the various Compartimenti and who knew present line capacities, and to what extent they were being utilised now.

At present the ISR reps quite fail to see the reason for some refusals, even when explained to them, because they

Extension from MCGGIO to PARVISIO of trains 1647 and 1630 (Line 71).

Declined. MRS reps stated line was already working well up to capacity and this was the heaviest graded section. ISR reps, when questioned, had no idea how much traffic was passing over this line at present or what its capacity was.

Proposal No. 118.

Provision of a pair of local trains daily between CAMPICLIA and GROSSETO (Line 50).

Declined. AC reps consider existing service on this line is sufficient.

Proposal No. 121.

Extension from BRINDISI to LECCE of trains 1751 and

4718/1894. Declined. AC reps consider existing service to LECCE is sufficient.

The Chairman, addressing the ISR reps, stressed the fact that all members of this Committee fully realised the necessity for providing the maximum civilian passenger service possible but it must be realised that, where bottle-necks existed as at BOLIGNA, no new facilities could be granted until the existing congestion cleared and the movement of military traffic was satisfactory.

He suggested it was essential that the ISR send reps to this Meeting who are au fait with the conditions existing in the various Compartimenti and who knew present line capacities, and to what extent they were being utilised now.

At present the ISR reps quite fail to see the reason for some refusals, even when explained to them, because they are working entirely on their peace-time knowledge of the railway and have not a clear view of present conditions.

Having no further business the Meeting closed at 16.00 hours.

MINUTES OF THE TANK SUB-COMMITTEE, TRAFFIC SUB-COMMITTEE
ALLIED RAILWAY BOARD, HELD IN OFFICE OF A.D.M. (CPB)
MILITARY RAILWAY SERVICE, AT 1430 HOURS 11 OCTOBER 45.

Present

Military Railway Service.

Lt-Col M.D. Gardiner CHAIRMAN

Major J.A. McCreedy.

Mr & Mrs. AFHQ

Capt. R.M. Marshall

Allied Commission.

Major P.G. Watson

Major A.G. King

Italian State Railways.

Ing. Sottile.

Det. Lensel.

In opening the meeting the Chairman said he wished to bring to the notice of the Committee the fact that the operation of the lines RAIL - NAPLES and BARI - ANCONA - BOLSONA was very bad and that, until the operating was improved by the I.S.R. application from the I.S.R. for additional passenger services for these lines would have very little consideration.

The shortage of coal was also stressed and it was pointed out that, until coal consumption was decreased no proposed additional civilian passenger services, involving coal burning power to any extent, would be agreed.

The Committee first considered a number of proposals which had been previously declined but which the I.S.R. had put up again for consideration.

Proposal No. 4.

Pair of fast trains daily RAIL - ANCONA - NAPLES - four engineless diesel cars hauled by steam engine first class passengers only. (lines 89/92). Declined because of increased coal consumption required and no justification for this service.

Allied Commission.

Major F.O. Watson
Major A.C. Fling

Italian State Railways.

Ing. Sottile.
Dott. Lenzl.

In opening the meeting the Chairman said he wished to bring to the notice of the Committee the fact that the operation of the lines BARI - RAPOLI and BARI - ANCONA - BOLCONA was very bad and that, until the operating was improved by the I.S.R. application from the I.S.R. for additional passenger services for these lines would have very little consideration.

The shortage of coal was also stressed and it was pointed out that, until coal consumption was decreased no proposed additional civilian passenger services, involving coal burning power to any extent, would be agreed.

The Committee first considered a number of proposals which had been previously declined but which the I.S.R. had put up again for consideration.

Proposal No. 4.

Pair of fast trains daily ROMA - ANCONA carrying four engineless diesel cars hauled by steam engine first class passengers only. (Lines 89/97). Declined because of increased coal consumption required and AC consider no real justification for this service.

Proposal No. 5.

Extension of tri-weekly service RAPOLI - ROMA - BARI to be daily service. Lines 91/95. Declined because of bad operation by I.S.R. of line 86, also increased coal consumption.

Proposal No. 6.

One pair of slow trains ROMA to ANCONA daily. (line 87) Granted.

...../2

Proposal No. 15

Extension of trains 1465 and 1456 MILAN - BRESCIA
to VERONA (line 53).
Granted but not to begin before 22 October 1945.

Proposal No. 28

One pair of trains daily between COMBIANO and
VIGEVANO VERDE (line 177).
Granted.

Proposal No. 31

One pair of local trains daily between PIACENZA -
PARMA and PARMA - BOLOGNA (line 65)
Granted but not to begin before 1 Nov 1945.

Proposal No. 32

Additional pair of trains between BOLOGNA - RIMINI
(line 86).
Declined until such time as ICR can improve the
operation of this line.

Proposal No. 33

Two pairs of trains daily between BOLOGNA -
PRATO (line 65).
Granted, but not to begin before 1 Nov. 45

Proposal No. 34

One pair of trains daily between BOLOGNA -
CESTIGLIA (Line 65).
Granted providing oil burning power is used.

Proposals 40, 48
and 51.

Twice weekly trains 1262, 1264, 1263 and 3241/1253
MILAN - ALESSANDRIA via MORTARA be run daily (line 58).
Twice weekly trains 1273 and 1270 between PAVIA -
ALESSANDRIA be run daily (line 55/61).
Granted but not to begin before 22 Oct 45.

Of 22 new proposals submitted by the I.C.R. the
following were agreed as shown:-

Proposal No. 85A

8493

Granted but not to begin before 1 Nov 1945.

Proposal No. 32.

Additional pair of trains between BOLOGNA - RIMINI
(line 86).
Declined until such time as IRR can improve the
operation of this line.

Proposal No. 33.

Two pairs of trains daily between BOLOGNA -
PRATO (line 65).
Granted, but not to begin before 1 Nov. 45

Proposal No. 34.

One pair of trains daily between BOLOGNA -
CETIGLIA (Line 69).
Granted providing oil burning power is used.

Proposals 40, 68
and 81.

Twice weekly trains 1262, 1264, 1263 and 3241/1253
MILAN - ALESSANDRIA via MONTARA be run daily (line 58).

Twice weekly trains 1273 and 1270 between PAVIA -
ALESSANDRIA be run daily (line 59/61).

Granted but not to begin before 22 Oct 45.

Of 122 new proposals submitted by the L.U.R. the 648
following were agreed as shown:-

Proposal No. 85A.

Daily train MAGLIE - ORTANO (and not PLY). Granted.

Proposal No. 85B.

Daily train TARANTO - M. FRANCA (and not PLY). GRANTED.

...../3

Proposal No. 86.

Extension from SALMERO to BATTLEFORDIA of trains 1943 and 1940 (line 98).

Granted.

Proposal No. 87.

Extension from CASERTA to SPARANIO of trains 3821 and 3824 (line 90).

Granted.

Proposal No. 88.

Provision of a pair of diesel rail car trains daily from ROVERE to PUNZOLICO (line 263).

Granted.

Proposal No. 89.

Provision of a pair of trains daily between ROVERE - PUNZOLICO in place of the existing mixed passenger and freight service (line 302).

Granted.

Proposal No. 90.

Extension of trains 1832 and 1839 from PUNZOLICO to PISA (line 312).

Granted.

Proposal No. 91.

Provision of a pair of diesel railcar trains daily from ROVERE to ADRIA (line 167).

Granted.

Proposal No. 92.

Provision of a pair of trains daily from ROVERE to PUNZOLICO (line 30).

Granted.

6457

Proposal No. 22.

Provision of a pair of diesel rail car trains daily from ROMA to FUSAGUINO (line 163).

Granted.

Proposal No. 23.

Provision of a pair of trains daily between ROMA - PERUGIA in place of the existing mixed passenger and freight service (line 362).

Granted.

Proposal No. 24.

Extension of trains 1632 and 1633 from PERUGIA to ROMA (line 313).

Granted.

Proposal No. 25.

Provision of a pair of diesel railcar trains daily from ROMA to ROMA (line 167).

Granted.

Proposal No. 26.

Provision of a pair of trains daily from ROMA to GALLARATE (line 30).

Granted.

Proposal No. 27.

Provision of a pair of trains daily from ROMA to CAPRANICA (line 258).

Granted on condition that a littering service is instituted.

Proposal No. 24.

X (a) Extension from CASERTA to BENEVENTO of trains 3921 and 8218 (line 31).

X (b) Extension from ARIANO to BENEVENTO of trains 6057 and 5080 (line 31).

X (c) Provision of an additional pair of trains between NAPLES - POGGIA line 31.

(a) and (b) Granted.

(c) Declined because of line capacity.

Proposal No. 25.

X (a) Tri-weekly trains 5052 and 5063 to run daily BARIETTA - SPIHAXZOLA (line 296).

(b) To make freight trains 7173 and 5060 BARIETTA - SPIHAXZOLA mixed freight and passenger.

(a) Granted.

(b) Declined because this freight train runs only when required, possibly only once weekly.

Proposal No. 26.

X Extension of trains 2331 and 2356 from LUCCA to PISA and trains 2332 and 2361 from PISTOIA to FLORENCE (line 213).

Granted.

Proposal No. 27.

X Provision of four pairs of trains (two daily and two tri-weekly) ORIGNOLA - ORIGNOLA C (line 300).

Granted.

Proposal No. 28.

X To make tri-weekly trains 4013 and 1444 ANCONA to NOVARA daily services (line 56).

Granted.

6448

Proposal No. 25.

- (a) Tri-weekly trains 3052 and 3063 to run daily
BARLETTA - SPINARELLA (line 236).
(b) To make freight trains 7173 and 3060 BARLETTA -
SPINARELLA mixed freight and passenger.

(a) Granted.

(b) Declined because this freight train runs only
when required, possibly only once weekly.

Proposal No. 26.

Extension of trains 2331 and 2336 from LUCCA to PISA
and trains 2332 and 2361 from PISTOIA to FLORENCE (line 213).

Granted.

Proposal No. 27.

Provision of four pairs of trains (two daily and
two tri-weekly) CHIUSOLA - CHIUSOLA C (line 300).

Granted.

6448

Proposal No. 28.

To make tri-weekly trains 4013 and 1444 AREZZO to
NOVARA daily services (line 50).

Granted.

Proposal No. 29.

Provision of a pair of trains daily from TORRE
ANNUNZIATA to GRACCIANO to connect with train 1534 REGGIO C
to NAPLES (line 28).

Granted.

...../5

Proposal No. 101.

Provision of a pair of trains daily between ROVERE and AVERZANO, and ROVERE and CARONNO (line 88).

Granted.

Proposal No. 101.

Provision of a pair of trains daily between VERONA and OSTIGLIA (line 62).

Granted but not to begin before 22 Oct 45.

Proposal No. 102.

The splitting of train 3655 AVERZANO - CARONNO at CARONNO and running forward to NAPLES in two parts (line 284)

Granted.

Proposal No. 103.

Provision of a pair of trains daily between OVINDO and MARCHESIA DI SAVOIA. (86)
Extra train not granted but permission given to make existing daily freight train a mixed passenger and freight train.

Proposal No. 104.

Provision of a pair of trains daily between VERONA and VERONA (line 62).

Granted.

The following proposals were declined for reasons stated.--

Proposal No. 105.

Provision of a pair of trains daily between VERONA and ROVERE (line 88/87).

Declined because of increase in coal consumption and present unsatisfactory operation by I.S.R. of line 85.

In closing the meeting the Chairman stressed that although all possible was being done to provide additional civilian passenger services, Allied military traffic still must take priority on all lines and that unless the present unsatisfactory

6445

X The splitting of train 2655 AVILA - CANCHIL at
CANCHIL and running forward to HAPLES in two parts (line 224)

Granted.

Proposal No. 101.

X Provision of a pair of trains daily between CANCHIL
and MARCHENA de SAVAL. (86)

Extra train not granted but permission given to make
existing daily freight train a mixed passenger and freight train.

Proposal No. 102.

X Provision of a pair of trains daily between THERMO and
VENOSA (Line 62).

Granted.

The following proposals were declined for reasons
stated.-

X Proposal No. 103.

Provision of a pair of trains daily between BOLICHA
and ROM (Line 66/87).

Declined because of increase in coal consumption and
present unsatisfactory operation by L.A.R. of line 86.

6445

In closing the meeting the Chairman stressed that
although all possible was being done to provide additional
civilian passenger services, Allied Military traffic still must
take priority on all lines and that unless the present unsatisfactory
operation of the railway in the Bolich area and between BANI -
BOLICHA - BOLICHA improved, the existing civilian passenger services
would have to be curtailed.

Having no further business the meeting of the sub-
committee finished at 1532 hours.

minutes of Time-Table Sub-Committee, Traffic Sub-Committee
 Allied Railway Board, held in office of AD TA Ops, Military
 Railway Service at 1430 hours, 27 September 1945.

ATTENDANCE.

Military Railway Service,
 Lt-Col R.A.C. Sutherland, Chairman.
 Lt-Col R.D. Gardner
 Major Harvey
 Captain H.N. Hoedle

Allied Commission,
 Major A.C. King,
 Major P.C. Nathan.

Italian State Railway,
 Dr. Lenzi

Opening the meeting the Chairman stated that he wished to bring to the notice of the Committee the fact that allocations of fuel for locomotives purposed to Italy were being subjected to drastic cuts, and that it would be necessary in future to consider the additional consumption of fuel involved when authorising new passenger services, and asked that the IRI keep this fact constantly in mind when submitting applications.

It was pointed out that after military requirements have been met it will have to be decided between JR and IRI what proportion of the remaining available fuel is used for civilian passenger and proportion for civilian freight work.

The Chairman also drew attention to the fact that the IRI were irregularly using box cars on the BUL - ACRVA service and had ordered 50 box cars to be sent from Milan to VERONA for passenger work. This was entirely irregular as no box cars were to be used for passenger work, other than those already authorised on certain branch lines and workers services. IRI to note and issue necessary orders to all concerned.

The Committee first considered a number of proposals which had been previously declined but for which the IRI ask reconsideration.

6454

Allied Commission.

Major A.C. King.

Major P.O. Watson.

Italian State Railway.

Dr. Lorenzi

Opening the meeting the Chairman stated that he wished to bring to the notice of the Committee the fact that allocations of fuel for locomotive purposes to Italy were being subjected to drastic cuts, and that it would be necessary in future to consider the additional consumption of fuel involved when authorizing new passenger services, and added that the IRI keep this fact constantly in mind when submitting applications.

It was pointed out that after military requirements have been met it will have to be decided between all and IRI what proportion of the remaining available fuel is used for civilian passenger and proportion for civilian freight work.

The Chairman also drew attention to the fact that the IRI were irregularly using box cars on the Bari - ANCONA service and had ordered 50 box cars to be sent from Bari to VENICE for passenger work. This was entirely irregular as no box cars were to be used for passenger work, other than those already authorized on certain branch lines and workers services. IRI to note and issue necessary orders to all concerned.

6454

The Committee first considered a number of proposals which had been previously declined but for which the IRI ask reconsideration.

Proposal No. 1. Operation of couple of daily direct trains
BARI - ANCONA - BARI - LUGO. Agreed to couple of daily trains ANCONA - BARI - LUGO in place of present tri-weekly service, to connect at ANCONA with present BARI - ANCONA. On no account will BARI train be extended beyond ANCONA until (a) time keeping is improved (b) back log of North freight in ANCONA area is worked off.

...../2

Proposal No. 4. Operation of new couple of trains BOMA - KUMBE CALABUJA via POMBELE. Declined but authority given to increase by two coaches existing trains between BAPLELE and BEMBOLE.

Proposal No. 12. Operation couple slow trains VIMBULA - VIMBULA. Agreed.

Proposal No. 14. Operation couple slow trains POMBELE - TAMBULO. Agreed.

The following proposals re-submitted were again declined for reasons given previously.

Proposal No. 6 Proposal No. 15 Proposal No. 16

Proposal No. 17.

A total of 46 new proposals were submitted by the 1st of which the following were agreed in total or in part.

Proposal No. 39. One pair of slow trains daily BANGANG - BANGANG. Line 153.

Proposal No. 41. One pair local trains BANGANG - BANGANG - BANGANG. Line 153.

Proposal No. 43. One pair trains daily BANGANG - BANGANG. Line 153.

Proposal No. 44. Extension of present Daily train BANGANG - BANGANG - BANGANG to BANGANG.

Proposal No. 45. Extension one pair trains daily BANGANG - BANGANG with connecting service BANGANG - BANGANG. Line 153.

Proposal No. 46. Extension of existing trains 1530 and 1530 - BANGANG. Line 153.

Proposal No. 47. Daily mixed train BANGANG - BANGANG. Line 153.

Proposal No. 48. One pair of trains daily BANGANG to BANGANG. Line 153.

Proposal No. 49. One pair of trains daily BANGANG - BANGANG. Line 153.

8443

The following proposals re-submitted were again declined for reasons given previously.

Proposal No. 6
Proposal No. 15
Proposal No. 16
Proposal No. 17.

A total of 46 new proposals were submitted by the 1st of which the following were agreed in total or in part.

- ✓ Proposal No. 22. One pair of slow trains daily BUSOGA -
LUGO. Line 151.
- ✓ Proposal No. 41. One pair local trains BUSOGA - GORRILLA
VAL NORTHE. Line 153.
- ✓ Proposal No. 43. One pair trains daily AGUI - GORRILLA.
Line 155.
- ✓ Proposal No. 44. Extension of present Daily train GORRILLA -
LUGO. Line 157 to be 159.
- ✓ Proposal No. 45. Extension of present Daily train GORRILLA -
LUGO. Line 157 to be 159.
- ✓ Proposal No. 46. Extension of existing trains 153 and 155
LUGO - GORRILLA. Line 157.
- ✓ Proposal No. 47. Daily Mixed train ELABE - GORRILLA. Line 159.
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- ✓ Proposal No. 48. One pair of trains daily GORRILLA to
S. VALLEJO. Line 157.
- ✓ Proposal No. 49. One pair of trains daily AGUI - GORRILLA
LUGO. Line 157.
- ✓ Proposal No. 51. Present bi-weekly train ALMAYOR -
GORRILLA line 158 to be daily.
- ✓ Proposal No. 52. Present bi-weekly train GORRILLA -
LUGO line 158 to be daily.
- ✓ Proposal No. 53. Present tri-weekly service GORRILLA -
LUGO line 158 to be daily.

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- ✓ Proposal No. 54. Present tri-weekly train CHIKVANSKY - NOVAYA to be daily (Su X) line 113.
- ✓ Proposal No. 55. Two pairs of trains daily MONDVI - POBSANO line 111.
- ✓ Proposal No. 56. Two pairs of trains daily TRO OCHILANSKY to TUMAC line 246. Added one mixed train daily only.
- ✓ Proposal No. 57. One pair of trains (LITERINS) daily VERNA - KASHOVA line 202.
- ✓ Proposal No. 58. Extension of present Leshorn - Jasco service to PISTOLA daily, line 218.
- ✓ Proposal No. 59. One pair of trains daily (Su X) COMMERCE - VALLEJO, line 207.
- ✓ Proposal No. 60. Present tri-weekly service CUBIC - BASSIA line 109, to be daily.
- ✓ Proposal No. 61. Present bi-weekly service TUMIN - OASALE line 113 to be daily.
- ✓ Proposal No. 64. Present bi-weekly service TUMIN - SANTINIA line 53 to be daily.
- ✓ Proposal No. 65. Present tri-weekly service ARCHA - SANCTA line 55 to be daily.
- ✓ Proposal No. 67. Present pair of bi-weekly services NOVAYA - MORTARA line 56 to be daily.
- ✓ Proposal No. 70. Present bi-weekly service VERDELLI - ALBIGNATE line 115 to be daily.
- ✓ Proposal No. 71. Present bi-weekly service VERDELLI - PAVIA line 116 to be daily (Su X).
- ✓ Proposal No. 72. Present tri-weekly service VERDELLI - NOVARA line 126 to be daily (Su X).
- ✓ Proposal No. 73. Two littering services weekly connecting MILAN - VERBA - BOLZANO - VIGON lines 53 and 54 to be operated for exclusive use of TAN personnel.
- ✓ Proposal No. 74. Operate an passenger service present empty stock operating daily VIGON - PESSALA line 84.
- ✓ Proposal No. 75. Two pairs of trains daily SANCTA - CIVIGNANO line 84. Agreed to one couple

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- ✓ Proposal No. 60. One pair of trains daily (in X) connecting -
VIMBORI - Line 267.
- ✓ Proposal No. 61. Present tri-weekly service GUNDO - BAMBHA
line 107, to be daily.
- ✓ Proposal No. 62. Present bi-weekly service TUMIN - DABAL
line 113 to be daily.
- ✓ Proposal No. 63. Present bi-weekly service TUMIN - DABAL
line 113 to be daily.
- ✓ Proposal No. 64. Present bi-weekly service TUMIN - DABAL
line 113 to be daily.
- ✓ Proposal No. 65. Present tri-weekly service ANCHA - DABAL
line 115 to be daily.
- ✓ Proposal No. 66. Present pair of bi-weekly services SEVADA -
MUMBAI line 116 to be daily.
- ✓ Proposal No. 67. Present bi-weekly service VIMBORI -
ALHAMBRA line 115 to be daily.
- ✓ Proposal No. 68. Present bi-weekly service VIMBORI -
PAVLA line 116 to be daily (in X)
- ✓ Proposal No. 69. Present tri-weekly service VIMBORI -
SEVADA line 125 to be daily (in X)
- ✓ Proposal No. 70. Two lettering services weekly connecting
MUMBAI - VIMBORI - DABAL - VIMBORI lines 53
and 54 to be operated for exclusive use of
ISS personnel.
- ✓ Proposal No. 71. Operate an passenger service present empty
stock operating daily VIMBORI - DABAL
line 84.
- ✓ Proposal No. 72. Two pairs of trains daily SEVADA -
DABAL line 114. Agreed to one couple
trains only.
- ✓ Proposal No. 73. Two pairs of trains daily SEVADA -
DABAL line 114. Agreed to one couple trains
only.
- ✓ Proposal No. 74. Two couples of trains daily DABAL -
PAVLA line 114. Agreed one couple
trains daily DABAL - PAVLA.
- ✓ Proposal No. 75. One pair slow trains DABAL - VIMBORI
line 116.

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Extension of present trains operating Bari-Meropol and Cuneo - Meropol line 86 to form through Bari - Meropol service.

One pair of trains daily Meropol - Cuneo line 87.

Present freight trains Meropol - Meropol line 88 to become fixed.

Retention of present Meropol - Meropol train to Meropol. Second part of this proposal, namely extension of present Meropol - Meropol service to Meropol declined. Line 89.

The following applications submitted to the Committee were declined for reasons given.

Proposal No. 40. Present bi-weekly train Meropol - Meropol via Meropol line 90 to be daily to give connection with newly instituted Meropol - Meropol service. Declined, for 100 HQ to investigate allegations of congestion on Meropol - Meropol line.

Proposal No. 41. Two pairs mixed trains daily Meropol - Meropol line 91 declined on advice of A.C.

Proposal No. 42. One pair of trains daily Meropol - Meropol line 92 declined as existing service held to be adequate.

Proposal No. 43. Two pairs trains daily Meropol - Meropol line 93. Application withdrawn by 100.

Proposal No. 44. One pair of trains daily Meropol - Meropol line 94. Declined for 100 to investigate possibility of obtaining latterline to operate this service.

Proposal No. 45. Not considered as service covered by proposal No. 53.

Proposal No. 46. One pair train daily for workers Meropol - Meropol line 95. Declined until 100 make statement re alleged congestion this route.

Proposal No. 47. Present bi-weekly train Meropol - Meropol to be daily. Declined for reasons given.

Proposal No. 48. Present bi-weekly train Meropol - Meropol

Line 86.

The following applications submitted to the Committee were declined for reasons given.

- ✓ Proposal No. 40. Present bi-weekly train ALBANY - WILLIAMSBURG via ROUTE line 38 to be daily to give connection with newly instituted ALBANY - WILLIAMSBURG service. Declined, for ISB HQ to investigate allegations of congestion on ALBANY - WILLIAMSBURG line.
- ✓ Proposal No. 42. Two pairs mixed trains daily ALBANY - WILLIAMSBURG via ROUTE line 38 declined on advice of A.C.
- ✓ Proposal No. 50. One pair of trains daily TULLY - GUNNERS LINE 52 declined as existing service held to be adequate.
- ✓ Proposal No. 53. Two pairs trains daily ALBANY - WILLIAMSBURG via ROUTE line 38 declined withdrawn by ISB.
- ✓ Proposal No. 51. One pair of trains daily ALBANY - WILLIAMSBURG via ROUTE line 38 declined for ISB to investigate possibility of obtaining latterline to operate this service.
- ✓ Proposal No. 66. Not considered as service covered by Proposal No. 33.
- ✓ Proposal No. 57. One pair trains daily for western ALBANY - WILLIAMSBURG via ROUTE line 38. Declined until ISB make statement re alleged congestion this route.
- ✓ Proposal No. 65. Present bi-weekly train ALBANY - WILLIAMSBURG via ROUTE line 38 to be daily. Declined for reasons given 6/4/50.
- ✓ Proposal No. 61. Present bi-weekly train ALBANY - WILLIAMSBURG via ROUTE line 38 deferred for same reason.
- ✓ Proposal No. 63. One pair slow trains daily ALBANY - WILLIAMSBURG via ROUTE line 38 declined by advice of A.C.

Minutes of Time-Table Sub-Committee, Traffic Sub-Committee, Allied Railway Board, held in Office of AD Tn Ops, Military Railway Service at 1430 hours, 13 September.

PRESENT:

Military Railway Service.
Lt. Col. W. A. G. Suddaby, Chairman.
Major R. G. Wilson
Captain H. R. Headlee

Allied Commission.
Mr. R. P. Moss
Major A. C. Ping
Major P. G. Watson

Italian State Railways.
Dr. Lenzi

Meeting of the above committee was duly held and thirty-eight (38) applications for new service received from Italian State Railways were considered. Of these the following were agreed to, subject to final approval by Chairman, Traffic Sub-Committee:

27. ✓ Application No. 3. Present tri-weekly service, Rome - Ancona to be daily and extended to Alessandria.
- 44 ✓ Application No. 5. Present tri-weekly service, Naples-Brindisi, via Potenza, to be daily and extended to Lecce.
- 50 ✓ Application No. 9. Daily local train, Rome - Pisa. Agreed as extension of existing Rome-Civitavecchia workman service. One coach to be reserved for Civitavecchia workmen and attached at Civitavecchia.
- 65 ✓ Application No. 11. Present tri-weekly Orte - Arezzo service to be daily and extended to Rome as independent train.
- 69 ✓ Application No. 16. Daily local train Verona - Trento. No service at present on this section.

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- 64 ✓ Application No. 18. Daily steam train, Verona to Rovigo. This to be in addition to present daily littorina service.
- 53 ✓ Application No. 20. Daily train, Venice to Padua. Agreed, present daily workers' train, Mestre - Padua, to be made civilian passenger train and extended Mestre to Venice.
- 25 ✓ Application No. 21. Daily train Padua to Monselice.
- 54 ✓ Application No. 22. Daily train Venice to Fossalta.
- ✓ 111/10 ✓ Application No. 23. Daily train Treviso to Casarsa, (via Lines 181-187).
- ✓ 176 ✓ Application No. 25. Daily service Padua to Montebelluna.
- ✓ 176 ✓ Application No. 26. Daily service Treviso to Feltre.
- ✓ 174 ✓ Application No. 29. Daily service Venice to Ciamon del Grappa. Agreed present workers' service, Mestre-Castelfranco be made civilian passenger train and extended Mestre to Venice and Castelfranco to Ciamon del Grappa.
- ✓ 61 ✓ Application No. 30. Daily service Savona to Imperia.
- ✓ 69 ✓ Application No. 35. Daily service San Pietro in Casale to Bologna.
- ✓ 219 ✓ Application No. 36. Present two trains daily Pisa Empoli to be two through trains Florence to Pisa via Line 219.
- ✓ 87 ✓ Application No. 37. Present facilities for transporting railway workers Foligno to Terni and Fabriano to Foligno to be made available for civilian passengers.
- ✓ 65 ✓ Application No. 38. Present facilities for railway workers Chiusi to Arezzo to be made available for civilian passengers.

The following applications were declined by 6449 sub-committee for the reasons shown:

- ✓ 86 ✓ Application No. 1. Daily train, Bologna-Bari-Lecce declined due to the density of traffic at present using Line 86 Central and in the Bari area.

- ✓ 86 Application No. 2. Daily train, Bologna - Foggia, declined for same reason as Application No. 1.
- ✓ 89 Application No. 4. Daily train, Rome - Reggio, declined as there are already two trains scheduled over this route.
- ✓ 91 Application No. 6. Daily train, Naples - Brindisi, via Foggia, declined account present congestion in Naples Area and high density of traffic on Benevento-Foggia route.
- ✓ 94 Application No. 7. Daily train, Naples - Bari, declined for same reasons as Application No. 6.
- ✓ 87 Application No. 8. Daily train, Rome - Ancona, declined as one service already operating.
- 95 Application No. 10. Daily service, Taranto - Reggio Calabria, considered unnecessary by Allied Commission.
- ✓ 83 Application No. 12. Daily train, Verona - Venice, declined as one service already operating on this route.
- ✓ 94 Application No. 14. Daily service, Taranto - Potenza, declined as this line covered by daily Naples - Lecce train previously agreed to. (Application No. 5).
- ✓ 83 Application No. 15. Daily service, Brescia - Verona, declined account heavy use of this route. Application to be reconsidered after opening of the Piacenza Bridge.
- ✓ 69 Application No. 19. Additional litterina service, Verona - Rovigo, declined in view of approval of steam service this line. (Application No. 18).
- ✓ 71 Application No. 24. Daily train, Udine-Venice, declined as service already operating over this line.
- ✓ 80 Application No. 27. Treviso to Cittadella, declined by Allied Commission who did not consider service justified until bridge repairs would enable through service to Vicenza.

Application No. 28. Daily service, Conegliano to Vittorio Veneto (Line 177) declined by Allied Commission as too short a journey to justify service.

65 Application No. 31. Daily train, Piacenza to Bologna, declined as extension of Rome-Ancona service to Alessandria will cover. (Application No. 3).

86 Application No. 32. Daily train, Bologna - Rimini, declined, same reason as Application No. 31.

217 Application No. 33. Two trains daily, Bologna to Prato, declined until engineering work and electrification of this route completed.

69 Application No. 34. Daily train, Ostiglia-Bologna, declined in view of introduction of Bologna-Verona service.

W. A. G. SUDDABY
Lt. Col., R.E.
Chairman

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Minutes of Time-Table Sub-Committee, Traffic Sub-Committee, Allied Railway Board, held in Office of AD Tn Ops, Military Railway Service at 1430 hours, 13 September.

PRESENT:

Military Railway Service.
Lt. Col. W. A. G. Suddaby, Chairman.
Major R. G. Wilson
Captain H. B. Eadlee

Allied Commission.
Mr. R. P. Moss
Major A. C. Ping
Major P. G. Matson

Italian State Railways.
Dr. Lensi

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6426

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- Application No. 22. Daily train Venice to Fossalta.
- Application No. 23. Daily train Treviso to Casarsa, (via Lines 181-187).
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Application No. 7. Daily train, Naples - Bari, declined for same reasons as Application No. 6.

Application No. 8. Daily train, Rome - Ancona, declined as one service already operating.

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W. A. G. SUDDABY
Lt. Col., R.E.
Chairman

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