

ACC 10000/148/5

10005/TCU

CONFERENCES. RAILWAYS

AUG. - OCT. 1943



| File | Date     | Ref.          | From / To                 |
|------|----------|---------------|---------------------------|
| 1    | 23 Aug.  | 15AG/USIS/10M | From 177th Helicopter     |
| 2-4  | 30 Aug.  | 5000/100      | From HQ 100               |
| 5    | 3 Sept.  | 5000/100      | To 177th - 15 Aug group   |
| 6-7  | 14 Sept. | 5000/100      | From 177th - 15 Aug group |
| 8-9  | 13 Sept. | 5000/100      | To 177th - 15 Aug group   |
| 10   | 17 Sept. | 5000/100      | To 177th - 15 Aug group   |
| 11   | 13 Sept. | 5000/100      | To 177th - 15 Aug group   |
| 12   | 22 ..    | 15AG/DMV/100  | To 177th - 15 Aug group   |
| 13   | 24 ..    | 10000         | From AFHQ - 15 Aug        |
| 17   | 1 Oct.   | 10000         | From AFHQ - 15 Aug        |
| 18   | 16 Oct.  | 10000         | From 177th - 15 Aug       |



HEADQUARTERS 727TH RAILWAY OPERATING BATTALION  
A.P.O. 758 - U.S. ARMY

*file*

FTO/ges  
26 October 1943

SUBJECT: Railway Supplies.

TO : Ing. TUCIO, Director  
Sicilian Railways  
Palermo

1. Attached is list of materials purchased or drawn by this organization up to and including October 6, 1943, for use on the Italian state railways in Sicily. Price when available has been shown.

F. S. OKIE  
Lt. Col., T.C.  
Commanding

22 Oct 43.

*This should be filed in R.R. file. It can be used to check against R.R. request for advance of funds. ARN.*

267

20



## MATERIAL PURCHASED OR DRAWN BY 727TH RT OPH RS FOR RAILROADS IN SICILY

| DATE    | MATERIAL PURCHASED                                                                        | FIRM                                      | AMT.    | DELIVERED TO                                 |
|---------|-------------------------------------------------------------------------------------------|-------------------------------------------|---------|----------------------------------------------|
| 8/17/43 | 12M Leather belting 3/8"                                                                  | Vincenzo-Bazan, Palermo                   | \$ 4.20 | Deposito Locomotive,                         |
| 8/17/43 | 48 Cylinders, Oxygen                                                                      | G. Paratore & Co, Palermo                 | 58.75   | Deposito Locomotive,                         |
| 8/17/43 | 39 Cyls. Oxygen 3 Cyl.<br>Acetylene                                                       | " " " " "                                 | 79.60   | Used by En. forces of<br>at Palermo, Licata, |
| 8/18/43 | 7.40M belting 3/8"                                                                        | Pedone, Palermo                           | 2.81    | Deposito Locomotive,                         |
| 8/24/43 | 200 Shovels                                                                               | " "                                       | 265.00  | Magazzino, Palermo                           |
| 8/24/43 | 285 Kg Mariatic acid                                                                      | Cantieri Navali Giunitti,<br>Palermo      |         | Magazzino, Palermo                           |
| 8/19/43 | 37 Kg. Composition Packing<br>18 boxes Grinding Compound<br>20250 Kg. Graphite rope pack. | Pedone, Palermo                           | 118.07  | Deposito Loco., Lic<br>Licata.               |
|         | 12 Kg. Bar iron 19mm                                                                      |                                           |         |                                              |
|         | 18 " " " 22mm                                                                             |                                           |         |                                              |
|         | 26 " " " 25mm                                                                             |                                           |         |                                              |
|         | 35 " " " 28mm                                                                             |                                           |         |                                              |
|         | 40 " " " 30mm                                                                             | Cantieri Navali<br>Giunitti, Palermo      |         | Deposito Loco. Calta                         |
|         | 48 " " " 35mm                                                                             |                                           |         |                                              |
|         | 60 " " " 40mm                                                                             |                                           |         |                                              |
|         | 135 Flues 52 x 47 x 5100                                                                  |                                           |         |                                              |
|         | 50 " 52 x 47 x 5900                                                                       |                                           |         |                                              |
| 9/9/43  | 79m Leather belting 1cm<br>7.20 " " 20 cm                                                 | Societa Piedigrotta<br>Caltanissetta      | 63.96   | Deposito Loco., Pal                          |
| 9/9/43  | 32.90 m " " 60 cm                                                                         | " "                                       | 205.30  | Machine Shop, Cant                           |
| 9/18/43 | 50 gal. SAE 50 Lub. Oil                                                                   | Quartermaster                             | -----   | Deposito Loco., Pal                          |
| 9/18/43 | 1 channel iron 300mm wide<br>100mm lip, 10mm thick,<br>2250mm long.                       | Cantieri Navali<br>Giunitti, Palermo      | -----   | Deposito Loco. Pale                          |
| 9/19/43 | 500gal. SAE 30 Lub. oil                                                                   | Quartermaster                             | 2222    | Magazzino, Palermo                           |
| 9/20/43 | 50 gal. Mariatic Acid                                                                     | Cantieri Navali<br>Giunitti, Palermo      | -----   | " "                                          |
| 9/21/43 | 4m Leather Belting 3cm                                                                    | Societa Piedigrotta<br>Caltanissetta 3.20 | 3.20    | Deposito Loco. Pale                          |

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## MATERIAL PURCHASED ON DRAWS BY 727TH HY OPN BN FOR RAILROADS IN SICILY

|                           | FIRM                                 | AMT.    | DELIVERED TO                                                                 |
|---------------------------|--------------------------------------|---------|------------------------------------------------------------------------------|
| mm                        | Vincenz-Brown, Palermo               | \$ 4.20 | Deposito Locomotive, Palermo                                                 |
|                           | G. Paratore & Co, Palermo            | 53.75   | Deposito Locomotive, Palermo                                                 |
|                           | " " " " "                            | 79.60   | Used by En. forces on railroad work<br>at Palermo, Licata, and Caltanissetta |
|                           | Pedone, Palermo                      | 2.81    | Deposito Locomotive, Palermo                                                 |
|                           | " "                                  | 265.00  | Magasins, Palermo                                                            |
|                           | Cantieri Navali Ciunitti,<br>Palermo |         | Magasino, Palermo                                                            |
| aking<br>ound<br>pe pack. | Pedone, Palermo                      | 118.07  | Deposito Loco., Licata, Catania & Caltan-<br>issetta.                        |
|                           | Cantieri Navali<br>Ciunitti, Palermo | 266     | Deposito Loco. Caltanissetta                                                 |
| 00<br>00                  |                                      |         |                                                                              |
| va                        | Societa Fiedigrotta                  |         |                                                                              |
| on                        | Caltanissetta                        | 63.96   | Deposito Loco., Palermo                                                      |
| na                        | " "                                  | 205.30  | Machine Shop, Cantieri                                                       |
| il                        | Quartermaster                        | -----   | Deposito Loco., Palermo                                                      |
| vide                      | Cantieri Navali                      |         |                                                                              |
| s.                        | Ciunitti, Palermo                    | -----   | Deposito Loco. Palermo                                                       |
| l                         | Quartermaster                        | 2222    | Magasino, Palermo                                                            |
|                           | Cantieri Navali                      |         |                                                                              |
|                           | Ciunitti, Palermo                    | -----   | " "                                                                          |
|                           | Societa Fiedigrotta                  |         |                                                                              |
|                           | Caltanissetta 3.20                   | 3.20    | Deposito Loco. Palermo                                                       |



MATERIAL PURCHASED OR DRAWN BY 727TH HY OPN BN FOR RAILROADS IN SICILY

| DATE    | MATERIAL PURCHASED                           | FIRM                             | AMT.   | DELIVERED TO        |
|---------|----------------------------------------------|----------------------------------|--------|---------------------|
| 10/4/43 | 1250 gal. SAE 30 Lub. Oil                    | Quartermaster                    | ---    | Magasino Palermo    |
| 10/5/43 | 4.650 Kg. Sheet Packing                      | Antonino Vincenti<br>fu Vincenza | \$5.58 | Deposito Loco. Lica |
| 10/6/43 | 350 gal. 5190 oil<br>900 gal. Wagon Axle Oil | Quartermaster                    | ---    | Magasino Palermo    |

/s/ H. H. WITTEKIND

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PURCHASED OR DRAWN BY 727TH BY GPH MS FOR RAILROADS IN SICILY

| FROM                             | AMT.   | DELIVERED TO          |
|----------------------------------|--------|-----------------------|
| Quartermaster                    | ---    | Magazine Palermo      |
| Antonino Vincenti<br>in Vincenzo | \$5.58 | Deposito Loco. Licata |
| Quartermaster                    | ---    | Magazine Palermo      |

/s/ H. H. WITTKIND

265



ANGOT/10-05/TCU  
ANGOT Hq. SICILY  
1 Oct. 1943

Minutes of Meeting: Island Resources Board-Railways and  
Highways committee, 25 Sept. 1943,  
ANGOT Hq.

1. In compliance with instructions from Chairman I.R.B.  
at 25 Sept. meeting the following named officers met at  
2:00 P.M. for the purpose of indicating the 1st and 2nd  
Priority Military and Civilian Railroad lines and Highways.

2. Officers in attendance:

a. ANGOT

- (1) Lt. Col. L.B. Denmore D.F.C. and U.
- (2) Capt. C.E. Minard C.T.O.
- (3) Lt. R.E. Loeb Highway Engineer

b. 15th Army Group

- (1) Major L. Frankel, R.E., D.A.D.W. (L.R.)

c. No. 1 District

- (1) Col. G.W.D. Jennings C.E.

d. Island Base Section

- (1) Lt. Col. Smullen, Engineers
- (2) Lt. Col. E.P. Barnes, Ex; O. Transportation
- (3) Major W.M. Alsia, Engineer Section

3. Railroad Lines

a. The following were indicated by interested  
officers to be Priority Railroad Lines:

(1) No. 1 District

- (a) Ragusa - Siracusa - Catania - Riposto.



2.

16

(b) Catania - Gerbini

(2) I.R.S. (Western Sicily)

- (a) Palermo - Alcamo - Trapani
- (b) Alcamo - Castelvetro
- (c) Palermo - S. Stefano
- (d) Termini - Caltanissetta - Canicatti - Licata
- (e) Canicatti - Agrigento - Porto Empedocle
- (f) Caltanissetta - Gerbini -
- (g) Licata - Ragusa

(3) Civilian

(a) The above includes all the State R.R. lines now in operation except S.O. line Carleone - Palermo.

(b) It was agreed that repairs could be made on lines not now in operation provided use of labor and materials were not vital or required for repair, maintenance and operations of lines now in operation. No additional lines to be placed in operation by Military.

#### 4. Highways

a. The following were indicated by interested officers to be the Priority Highways:

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(1) No. 1 District (Eastern Sicily)

- (a) 1st Priority Military Highways (163 Miles)
  - Route 113 S. Stefano - Milazzo - Messina
  - Route 114 Messina - Siracusa
  - Route 115 Siracusa - Cassibile
  - Prov. Highway Catania - Gerbini
  - Route 116 Flumefreddo - Capo d'Orlando

- (b) 2nd Priority Military Highways (30 Miles)
  - Prov. Highway Carientini - Floridia - Siracusa



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Local roads in towns and serving depots.

(2) I.M.S. (Eastern Sicily)

(a) 1st Priority Military Highways (400 Miles)

Route 113 Palermo - Alcamo  
 Routes 121, 122, and 123 Palermo -  
 Roccapalumbo - S. Caterina - Galtanissetta -  
 Canicatti - Licata.  
 Route 115 Porto Empedocle - Licata  
 Route 113 S. Stefano - Palermo  
 Route 113 Alcamo - Trapani -  
 Borinzi Airport  
 Route 116 Agrigento - Corleone -  
 Bolognetti  
 Route 115 Licata - Gela - Ponte Olivo  
 Prov. Highway Agrigento - Casteltemini  
 - Roccapalumbo

(b) 2nd Priority Military Highways (95 Miles)

Route 115 Porto Empedocle - Castell-  
 vetrano  
 Route 119 Castelvetro - Alcamo  
 Prov. Highway Termini - Cerdia -  
 Montemaggiore - Alf-

Routes on which Military troops  
 have been assigned for repairs. No Military  
 troops available for other routes in I.M.S.  
 area.

(3) Civilian (ASSET)

(a) 1st Priority Highways (160 Miles)

Route 121 S. Caterina - Marsa -  
 Catania  
 Route 122 Galtanissetta - Marsa  
 Route 117 Stretto Bonasiti -  
 Ponte Olivo  
 Route 113 Gela - Ragusa - Modica  
 Route 124 S. Michele - Solarino

(b) 2nd Priority Highways (52 Miles)

Route 115 Modica - Casale



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4.  
5. It was agreed that there would be no objection on the part of the Military to the reestablishing by INCOF of the AASS organization to provide maintenance on the State Highway system in the Island.

6. I.B.S. stated that it was desirable that repairs and maintenance be handled by INCOF on all military routes in the I.B.S. sector except those marked with (1) in Para. 4. a. (2). (a) herein. In excepted routes Military to repair.

IDD/sdb

L. D. DENSMORE  
Lt. Col. S.C.  
Chairman

261



Informal Routing Slip

HEADQUARTERS  
ALLIED FORCE HEADQUARTERS24 SEP 1945  
TN+C. M.  
AMGOT

DATE:

FILE:

SUBJECT:

Fill in each column, initial action, and draw a line across the sheet just below initials. Number each memo consecutively in first column. Use entire width of sheet for long memos.

| No. | From   | To          | Date         |
|-----|--------|-------------|--------------|
| 5   | SG MRS | CG MRS      | 18 Sept 1945 |
|     |        | Thru:       |              |
|     |        | CG 7th Army |              |

1. Returned approved except 3-2 which will be worded as follows:

"The allocation of railroad equipment, including power and cars, within the American sector will be controlled by the Commanding Officer, 727th Railway Operating Battalion as long as that battalion is in service on the island when it will then revert to the Island Base Section."

2. Paragraph 3-1 will be added as follows:

"As long as the 727th Railway Operating Battalion is on duty in Sicily, the operation and maintenance of the railways will be carried out by that battalion under the direction of G-4, Seventh Army."

cc: CG, 15th Army Group  
AMGOT, Sicily  
G of T (Amer), H. USA  
CG, 727th Ry Ops Bn

Office Form No. 3

CARL R. GRAY, JR.  
Brigadier General, USA  
Director General

260



Subject: Operation of Sicilian Railways.

TO: 7th Army.

*Ref 12*  
H.Q. Nov. 3. The  
Portbase.  
1500/2000/2000.5.  
22 September 43.

1. The procedure proposed in Island Base Section AG 131 (USSTO) dated 13th September regarding the operation of the Sicilian Railways in the U.S. Sector of the Island is not acceptable.

2. The report being prepared by Brigadier General Carl E. Gray, D.C.M.E.S., A.P.M.C., has not been received, but until the decision of A.P.M.C. on his recommendation is given, nothing will be done which is contrary to the proposals described in the Minutes of the Conference held at H.Q. 7th Army on the 3rd September at which all recipients of this letter were represented.



*H. Miller*  
Major-General,  
Major General i/c. Administration  
15 Army Group.

Copies to: C.C.S., NATUSA,  
I.B.C.

ANGOT - ANGOT/500/13 of 17th September refers.

259

7.6.10005

*total  
100  
+500*



HEADQUARTERS  
ISLAND BASE SECTION  
A.P.O. NO. 750

13 September 1943

AD 534 (INFO)

SUBJECT: Operation of Sicilian Railroads in United States Sector of Sicily.

TO : Commanding General, MATRONS (INFO: Commanding General, Fifteenth Army Group)

1. Conference was held this date at this Headquarters with a view to recommending future responsibilities for the operation of the Sicilian railroads in the United States sector of the Island.

2. The following officers were present:

Colonel JAMES M. ALANSON, Chief of Transportation, Island Base Section,  
Lt. Col. E. V. BAILEY, Executive Officer, Transportation, Island Base Section,  
Lt. Col. S. C. HILL, Chief of Rail Section, Island Base Section,  
Lt. Col. F. V. O'NEIL, Commanding Officer, 727th Railway Operating Battalion,  
Major E. B. HARTING, Chief of Mail Section, Seventh Army,  
Captain CHARLES B. HILLMAN, Transportation Officer, Civilian Supply Division,  
AMSCOT Headquarters.

3. As a result of this conference, the following were mutually agreed upon, subject to approval by higher authority:

- a. AMSCOT will supervise the operation of the railroads, which operation will be performed by Sicilian railroad officials and Sicilian labor, commencing October 1, 1943.
- b. The ISLAND BASE SECTION will furnish the necessary AMSCOT personnel for the supervision of the movement of military supplies on October 1, 1943.
- c. AMSCOT will continue to be responsible for all fiscal and civilian personnel matters pertaining to the railroad.
- d. The allocation of railroad equipment, including power and cars, within the American sector will be controlled by the ISLAND BASE SECTION.
- e. The movement of all trains, both military and civilian, will be controlled by the ISLAND BASE SECTION.
- f. During the period of the occupation of the American sector of the Island by the United States Army, the United States Army agrees to furnish fuel and lubricants for the operation of the railroads in the American sector.

g. Effective immediately, AMSCOT will secure such stores as are probably locally and which are required for the operation of the railroads in the American sector.

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1st. Col. R. C. Hill, Chief of Rail Section, Island Base Section,  
Lt. Col. R. C. Hill, Commanding Officer, 727th Railway Operating Battalion,  
Major Z. B. Harrison, Chief of Rail Section, Seventh Army,  
Captain William B. Hill, Transportation Officer, Civilian Supply Division,  
AMCOT Headquarters.

3. As a result of this conference, the following were actually agreed upon, subject to approval by higher authority:

a. AMCOT will supervise the operation of the railroads, which operation will be performed by civilian railroad officials and civilian labor, commencing October 1, 1943.

b. The ISLAND BASE SECTION will furnish the necessary AMCOT personnel for the supervision of the movement of military supplies on October 1, 1943.

c. AMCOT will continue to be responsible for all fiscal and civilian personnel matters pertaining to the railroad.

d. The allocation of railroad equipment, including power and cars, within the American sector will be controlled by the ISLAND BASE SECTION.

e. The movement of all tonnage, both military and civilian, will be controlled by the ISLAND BASE SECTION.

f. During the period of the occupation of the American sector of the Island by the United States Army, the United States Army agrees to furnish fuel and lubricants for the operation of the railroads in the American sector.

g. Effective immediately, AMCOT will secure such stores as are procurable locally and which are required for railroad operation in the American sector of the island. 258

h. Movement of all commercial rail tonnage will be bid by AMCOT and the priority for the movement of such tonnage will be determined by the ISLAND BASE SECTION.

4. Confirmation by higher authority, or such amendments thereto as may be directed, is desired at the earliest practicable date.

Copy to:  
727th Railway Operating Bn.  
AMCOT  
Rail Section, G-4, Seventh Army  
Rail Section, Island Base Section

R. SHAW,  
Col., Ord.,  
Commanding.



15 Sept.

D.L., C.B., & R. Div.

1--instructions with respect to above are requested.

2. R. DIVISIONS  
3. Cols. 2, 3, 4.

CONFIDENTIAL

This performance seems to be at cross-purposes with the conditions outlined at pp 6-7.

1.1.1. Gen. Gray's recommendations have not yet been made, but it was agreed that AMST would take over R.B. as a whole and not personnel.

All that Capt. Howard can do therefore until instructions are received from 15 L.C. is to advise, not to accept any responsibility.

15-3.

/s/ C. J. Hayes  
Lt. Col.



All that Capt. [redacted] has done therefore until instructions are received from [redacted] is to advise, not to accept any responsibility.

1st Lt. [redacted]  
1st Lt. [redacted]



Subject: Operation of Sicilian Railroads

AMSC/3040/CS  
AMSC/3040/CS  
17 September 43

10  
J. J.  
Kaw

To: M. G. A.  
By: 15 Army Group

8.9

1. A copy is attached of the minutes of a conference held at Palermo on 13 Sept. These minutes were apparently forwarded to MATSUDA through 15 Army Group.
2. It will be observed that the recommendations contained in these minutes are at variance with those arrived at in the second conference held at HQ. Seventh Army on 2 Sept. at which Brigadier Fellows and Brig. General Carl E. Gray (AMSCS, AFM) were present.
3. It will also be observed that four out of the six officers attending the conference on 13 Sept. also attended the 2 Sept. conference. My representative, Capt. Hazard, was called to this meeting on 13 Sept. by telephone and could accept no responsibility on my behalf.
4. I do not accept the recommendations of this committee of 13 Sept., and I consider that the matter can be put right only by a direction from you to HQ. Seventh Army to the effect that the arrangements agreed at Brigadier Fellows' conference will stand.
5. I cannot accept the proposal in paragraph 3.3 of the minutes of the 2 Sept. conference which means in effect that Military Traffic will be carried entirely at the cost of AMSCS. AMSCS is not authorized to maintain or contribute to the maintenance of Allied land forces. In territories previously occupied, the principle has been adopted that allies should contribute to civilian railways their share of expenses; and I can see no reason why this principle should be abandoned.

Major General  
Chief Civil Affairs Officer

257

371

701  
18/9/43





AG 531 (IBSTC)

13 September 1943

SUBJECT: Operation of Sicilian Railroads in United States Sector of Sicily.

TO : Commanding General, NATOUSA (THRU: Commanding General, Fifteenth Army Group)

1. Conference was held this date at this Headquarters with a view to recommending future responsibilities for the operation of the Sicilian railroads in the United States sector of the Island.

2. The following officers were present:

- Colonel JAMES W. ADAMSON, Chief of Transportation, Island Base Section,
- Lt. Col. E. F. BAUMES, Executive Officer, Transportation, Island Base, Section,
- Lt. Col. E. G. HILL, Chief of Rail Section, Island Base Section,
- Lt. Col. F. W. Okie, Commanding Officer, 727th Railway Operating Battalion,
- Major E. R. PATTISON, Chief of Rail Section, Seventh Army,
- Captain CLAUDE R. MINARD, Transportation Officer, Civilian Supply Division, ANGOT Headquarters.

3. As a result of this conference, the following were mutually agreed upon, subject to approval by higher authority:

- a. ANGOT will supervise the operation of the railroads, which operation will be performed by Sicilian railroad officials and Sicilian labor, commencing October 1, 1943.
- b. The ISLAND BASE SECTION will furnish the necessary RTG personnel for the supervision of the movement of military supplies on October 1, 1943.
- c. ANGOT will continue to be responsible for all fiscal and civilian personnel matters pertaining to the railroad.
- d. The allocation of railroad equipment, including power cars, within the American sector will be controlled by the ISLAND BASE SECTION.
- e. The movement of all tonnage, both military and civilian, will be controlled by the ISLAND BASE SECTION.
- f. During the period of the occupation of the American sector of the Island by the United States Army, the United States Army agrees to furnish fuel and lubricants for the operation of the railroads in the American sector.

*to be continued*  
-1-



2. Effective immediately, AMDOT will secure such stores as are procureable locally and which are required for railroad operation in the American sector of the Island.
3. Movement of all commercial rail tonnage will be bid by AMDOT and the priority for the movement of such tonnage will be determined by the ISLAND BASE SECTION.
4. Confirmation by higher authority, or such amendments thereto as may be directed, is desired at the earliest practicable date.

R. SEARS,  
Col., Ord.,  
Commanding.

Copy to:  
727th Railway Operating Bn.  
AMDOT  
Rail Section; O-4, Seventh Army  
Rail Section, Island Base Section  
File

15 Sept

U. S. C. S. & R. Div

1. Instructions with respect to above are requested

L. B. Sansmore  
RCS

255

Coldensmore

This conference seems to be at cross-purposes with the committee - minutes at pp. 6-7.

Big Ben Gray's recommendations have not yet been seen, but it was agreed that AMDOT would take over RR as a whole and not piecemeal.

All that Capt Nimrod can do therefore until instructions are received from ISAB is to advise, not to accept any responsibility.

15/9.

Officer



**MOST SECRET**

83 319 646

10 SEP 1947  
5049/af

Kew

MINUTES SECOND CONFERENCE HELD H.Q. 7TH ARMY AT  
11.30 HOURS ON 2ND SEPTEMBER 1947, TO DISCUSS THE  
FUTURE ORGANIZATION AND OPERATION OF THE SICILIAN  
RAILWAYS.

- PRESENT:-**
- Brigadier Poleson.
  - Brigadier General Carl R. Gray.
  - Colonel Pettie.
  - Lieut-Colonel Connelley.
  - Major Gooding.
  - Captain Hayes.
  - Major Pattison.
  - Lieut-Colonel Orie.
  - Lieut-Colonel Turk.
  - Lieut-Colonel Barton.
  - Colonel Alderson.
  - Lieut-Colonel Selts.
  - Lieut-Colonel Hayes.

- D.G.M.G. (Mov. & Trn), 15 Army Group.
- D.G.M.G.S., A.P. H.Q.
- D.D.Trn, Fortugno.
- A.D.Trn, Portofino.
- A.D.Trn, Portofino.
- A.D.Trn, Portofino.
- 7th Army Rail Officer.
- 727 Railway Operating Battalion.
- 7th Army.
- 5625 Base Area Group.
- 5625 Base Area Group.
- 15 Army Group (AUGOT).
- 15 Army Group (AUGOT).

---oo---

1. (a) Brigadier General Gray said that, having studied the data provided at the first conference, he regarded the position as being divided into three phases:-

- (i) Present stage when stores were being collected to main depots.
- (ii) Mounting and maintenance of post HESKY Operations.
- (iii) Finally when traffic was put on a garrison basis, and military traffic had become comparatively light.

In all phases the essential civilian requirements must be considered, railway

(b) His mission was to release military personnel as quickly as possible by making the fullest use of the civilian railway employees. These civilian were available, and many were working at the present time under the supervision of American and British Military Railway personnel.

(c) He outlined the system under which the Sicilian railways were previously managed as part of the Italian State Railway System under the Minister of Communications at Rome. He proposed to recommend that a similar organization and staff of control should be set up. There should be a Minister of Transport in the Sicilian Government, which in the present case was represented by AUGOT. This Minister of Transport should be an experienced railwayman who had held the post of General Manager of a railway or equivalent position. He should have a staff of experts representing the Traffic, Stores, Engineering, Mechanical and Finance branches to supervise the Italian Staff, and the running of the system in general. Priority would of course, be given to Military requirements.

(d) Military railway personnel would be withdrawn in stages as quickly as possible.

254

1. (a) Brigadier General Gray said that, having studied the data provided at the first conference, he regarded the position as being divided into three phases:-

- (i) Present stage when stores were being collected to main depots.
- (ii) Maintaining and maintenance of post H.Q. Operations.
- (iii) Finally when things was put on a civilian basis, and military traffic had become comparatively light.

In all phases the essential civilian requirements must be considered.

(b) His mission was to release military personnel as quickly as possible by making the fullest use of the civilian railway employees. These civilians were available, and many were working at the present time under the supervision of American and British Military Railway personnel.

(c) He outlined the system under which the Sicilian railways were previously managed as part of the Italian State Railway System under the Minister of Communications at Rome. He proposed to recommend that a similar organization and method of control should be set up. There should be a Minister of Transport in the Sicilian Government, which in the present case was represented by AKOT. This Minister of Transport should be an experienced railwayman who had held the post of General Manager of a railway or equivalent position. He should have a staff of experts representing the Traffic, Stores, Engineering, Mechanical and Finance branches to supervise the Italian Staff, and the running of the system in general. Priority would of course, be given to Military requirements.

(d) Military railway personnel would be withdrawn in stages as quickly as possible.

2. (a) Brigadier Fellowes said that such a proposal would have to be approved by D.O-in-C., and asked whether Brigadier General Gray's proposal applied to the British sphere of activity.

(b) Brigadier General Gray said the withdrawal of Military railway personnel should be carried out in the Eastern portion of the Island as well as the Western.

3. (a) Brigadier Fellowes agreed in principle, but stated that military control must continue during stages 1 and 2 though the number of military personnel could be reduced at an even increasing rate. He said that a District H.Q. under a Major-General was being established to take over SICILY and might begin to function in a few weeks time. He therefore suggested that the organization outlined in para.1(c) should be set up in the first place as the Transportation Staff of the District H.Q. Later when control could be handed over to AKOT this staff could be transferred. By so doing continuity would be ensured.

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## 3. (Contd).

6/ It was considered that a small number of military railway personnel would have to be retained to cover emergencies and to strengthen the railway in the event of air attacks. It would be undesirable for AMGOT to take over the system too quickly.

(c) Military guards on the railway would continue to be provided through British Movement Control and the U.S. Branch of the Staff which performed the corresponding functions.

## 4. Colonel Pettie concurred.

5. (a) Brigadier General Gray was of the opinion that his proposed recommendation would meet the situation.

(b) Brigadier Fallowes still considered that military control would be necessary, and suggested that either the Americans or British should supervise the running of the railway for the whole Island so that the complete system could be operated uniformly.

(c) Brigadier General Gray said that he would include Brigadier Fallowes' views in his recommendation.

6. (a) Colonel Pettie raised the question as to the method of supplying stores to the railway.

(b) Brigadier General Gray said that the present system would have to continue until such time as the Committee came into being.

7. (a) Colonel Seitz asked whether under this temporary control, AMGOT would be allotted sufficient power and stock for the movement of essential civilian goods and AMGOT exports.

(b) Brigadier General Gray said the demand for and supply of power and stock would be co-ordinated by the Committee according to prevailing circumstances.

(c) In reply to Colonel Seitz, Brigadier General Gray said he agreed that the railway system should be handed over to AMGOT in due course as a whole and not by sections.

8. (a) Brigadier Fallowes asked Brigadier General Gray for his recommendations regarding the financial aspect of the railway under AMGOT control.

(b) In reply, Brigadier General Gray said that he proposed to recommend that AMGOT should bear the expenses and take the revenue from civilian traffic. The difference between the total of expenses and receipts from civilian traffic would represent the cost of moving American and British military traffic. Such a system would reduce accounting and paper work to a minimum.

9. Brigadier Fallowes thanked Brigadier General Gray for all he had done and said that the British Representatives were in entire agreement with the proposed recommendations.

(c) Brigadier Fellowes still considered that military control would be necessary, and suggested that either the Americans or British should supervise the running of the railway for the whole Island so that the complete system could be operated uniformly.

(o) Brigadier General Gray said that he would include Brigadier Fellowes' views in his recommendation.

6. (a) Colonel Pottle raised the question as to the method of supplying stores to the railway.

(b) Brigadier General Gray said that the present system would have to continue until such time as the Committee came into being.

7. (a) Colonel Soitz asked whether under military control, AMGOT would be allotted sufficient power and stock for the movement of essential civilian foodstuffs and AMGOT exports.

(b) Brigadier General Gray said the demand for and supply of power and stock would be co-ordinated by the Committee according to prevailing circumstances.

(c) In reply to Colonel Soitz, Brigadier General Gray said he agreed that the railway system should be handed over to AMGOT in due course as a whole and not by sections.

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8. Brigadier Fellowes thanked Brigadier General Gray for all he had done and said that the British Representatives were in entire agreement with the proposed recommendations.

H.Q. 15 Army Group.

FIELD.

4 Sep 43.

DISTRIBUTION:-

Brig-Gen. Carl R. Gray. H.Q. 15 Army Group. (5)  
 Brigadier A.W.L. Fellowes. D.Q.M.G. (Mov. & Trn).  
 Colonel W.J. Muller. G-4, 7th Army.  
 Colonel Pottle. D.D.Tn., Fortbase.  
 Lt-Col. C.F. Tank. H.Q. 7th Army.  
 Lt-Col. F.W. Orie. 727 Railway Operating Bn.  
 Colonel J.P. Soitz. H.Q. AMGOT., PALFMD.

5 Spare Copies.  
 Col. Adams. 6625 Base Area Grp.

253

*W. J. Muller*

Brigadier,  
 D.Q.M.G. (Mov. & Trn).



DEPT.

3/9/43

CONFIDENTIAL

ASST/SEC/3

5

CRM

Res

TO: H.C.A., 15 Army Group.

A meeting at which Brigadier-General Carl R. Gray was present took place in Palermo on 30th August 1943 on the subject of the future of the Sicilian Railways. You have doubtless seen the Minutes of the Conference, which do not appear to get anything very much further forward. *The facts* appear to have been concluded that the railways in Sicily are to be taken over by the Civil Administration, ASSTOT.

It also appears that Brigadier-General Carl R. Gray expressed the view that ASSTOT should charge for civilian traffic, but that British and American military traffic should be hauled free of charge. This is contrary to the usual practice and indeed contrary to the agreement which was tentatively entered into with the 15 Army Group at the time of the preparation of the *READY* operation. The proper practice appears to me to be to make book charges for military traffic on the lowest compatible rates as agreed by financial advisers. It is bad practice for any traffic to be carried free or without being accounted for.

But my principal comment on the meeting is that no programme appears to have been settled, or even discussed. I should like to know if you can assist me by letting me know, at any rate, what the repair programme, as far as 15 Army Group is concerned, is to be.

in Sicily are to be taken over by the Civil Administration, ASENT.

It also appears that Brigadier-General Carl R. Gray expressed the view that ASENT should charge for civilian traffic, but that British and American military traffic should be bailed free of charge.

This is contrary to the usual practice and indeed contrary to the agreement which was tentatively entered into with the 15 Army Group at the time of the preparation of the HSHI operation. The

proper practice appears to me to be to make book charges for military traffic on the lowest compatible rates as agreed by financial advisers. It is bad practice for any traffic to be carried free or without being accounted for.

But my principal comment on the meeting is that no programme appears to have been settled, or even discussed. I should like to know if you can assist me by letting me know, at any rate, what the repair programme, as far as 15 Army Group is concerned, is to be.

252

CB } I propose to send the if  
CFO } you have no objection.

3/5

*[Signature]*



MOST SECRET

HEADQUARTERS SEVENTH ARMY  
A. P. O. # 758 U. S. ARMY

Minutes of conference held at Headquarters Seventh Army at 1000 hours on Monday, 30 August 1943, to discuss the future organization and operation of the Sicilian railways.

PRESENT:

Chairman - Brigadier R. W. L. Fellowes, DCMG (Mov & Tr), 15th Army Group

Brig. Gen. Carl R. Gray, Jr.  
E. F. Barnes  
Col. James M. Adamson, T.C.  
Col. H. C. Pottle  
Lt. Col. J. H. Anderson, R.E.  
Major E. R. Gooding  
Col. C. K. Harding, T.C.  
Col. J. F. R. Seitz, USA  
Capt. Claude R. Linard  
Col. Daugherty  
Col. B. H. Grosland  
Picheo Tuccio  
Maj. R. P. Moss  
Lt. Col. F. W. Olie  
Lt. Col. C. F. Tank  
Lt. Col. B. H. Duoller  
Maj. D. I. Pattison  
Capt. James G. Hayes  
Col. W. J. Muller, CSO,

M.R.S.  
6625th Base Area Group (Prov)  
D.D. Th. FORTBASE  
C.O. Rev Opn. Group, R.E.  
D.A.D. Th. FORTBASE  
Hq 15th Army Grp (Tns Off.)  
Hq 15th Army Group (ALDOT)  
A G M, Mil Rev Serv to 5 A.  
A G M, (Eng) Hq Mil Rev S, USA  
Representative Sicilian Ry  
M. R. S.  
727th Rev Opn Bn  
Hq. Seventh Army  
Gen Supt Tns - Hq MRS - USA  
Rail Off., Seventh Army  
M. R. S.  
C-4, Seventh Army

Brigadier Fellowes opened the conference and stated that Brig. Gen. Gray had come over from AFHQ at the invitation of A G M, Fifteenth Army Group to report and make recommendations as to the future organization and operation of the Sicilian railway system.

The future use of the railways could be divided into two distinct parts, namely (1) capacity necessary to handle military demands during the next two months. (2) the organization and capacity necessary to handle essential civilian needs.

Further that the question of availability of locomotives and rolling stock for use elsewhere should be considered.

The representatives of FORTBASE, ALDOT and Seventh Army had brought to the conference estimates of their demands for rail transportation and these were available for Brig. Gen. Gray.

The rehabilitation of the railway through to Messina by the north and east coast routes was considered to be a long-term job in view of the many demolitions of bridges, etc., and Brig. Gen. Gray was asked to study this question in view of the large quantity of repair materials that would have to be imported and the availability of such materials.

Brigadier Yellowes said that he was in general agreement with Eric. Gen. Gray, but wished to point out that Gen. Alexander as Commander in Chief and Military Governor was responsible that



Minutes 30 Aug '41 Meeting re Sicilian Rlys (contd) 30 August 1941

essential civilian needs should be considered. In reality such needs were a military question. Brig. Gen Gray satisfied himself as to the present military and AMGOT functions in Sicily and pointed out that as an occupied country was being considered, it should be clearly understood now that the policy was to be for the civilians to work for the Allies and not the reverse.

He then asked for a brief idea of railway requirements from interested parties.

Col. Muller gave a brief description of the present and future American supply routes and explained how bases had been moved westward as Seventh Army moved from the east. These moves were to be completed by October next. Further that the damaged railway bridge at Gerbini made necessary the long haul from Palermo to maintain the air forces at Gerbini.

Brigadier Fellowes stated that the British Army required the railway from Syracuse to Riposta and it was not possible to work beyond this point as repairs would take several months. The capacity required was 1,500 to 2,000 tons per day.

Col. Seitz requested that the railway from the east to Syracuse should be made good as the damaged bridge at Gerbini necessitated a long haul for quantities of sulphur which AMGOT wished to export from Syracuse for the Allied war effort.

Col. Pottle stated that this bridge was in the British area and that a preliminary survey indicated that material on hand was insufficient to effect repairs, but that Middle East might be able to make the necessary steel available if Brig. Gen. Gray considered the re-building of this bridge to be necessary.

Brig. Gen. Gray examined the question of this bridge and agreed that its re-building would be to the interest of British, American and AMGOT traffic. He then enumerated the sections of railways that representatives had indicated were required for military and AMGOT use and then raised the question as to whether the financial aspects of the future had been examined.

Col. Seitz said AMGOT would like to take over the railways as soon as possible bearing all financial liability and charging the military authorities and the civilians for work done in moving traffic.

Brig. Gen. Gray said that he was in favor of AMGOT bearing all expenses and charging for civilian traffic but under these circumstances both American and British military traffic should be hauled free of charge.

In conclusion Brig. Gen. Gray said that he would endeavor to be helpful in finding material for the re-building of the damaged bridge and meantime he would study the railway requirements.

Palermo to maintain the Air Forces at Gerbini.

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Col. Seitz said AMGOT would like to take over the railways as soon as possible bearing all financial liability and charging the military authorities and the civilians for work done in moving traffic.

Brit. Gen. Gray said that he was in favor of AMGOT bearing all expenses and charging for civilian traffic but under these circumstances both American and British military traffic should be hauled free of charge.

In conclusion Brit. Gen. Gray said that he would endeavor to be helpful in finding material for the re-building of the damaged bridge and meantime he would study the rail requirements which had been handed to him. He hoped to have recommendations ready for the next meeting on Thursday, Sept. 2.



Unione Fascista dei Lavoratori dell'Industria  
CATANIA

**Contratto Integrativo di Lavoro**  
per gli Impiegati della Industria  
—— della Provincia di Catania ——

*Estratto del "Foglio Annunzi Legali", N. 32  
del giorno 20 Ottobre 1939-XVII, pag. 403 N. 775.*



CATANIA  
STAB. TIP. F. LILIE VIAGGIO-CAMPO  
1939-XVII

249



N. 773 — A PAGAMENTO

R. Prefettura di Catania  
Div. Corporazioni - N. 108

Il Prefetto  
della Provincia di Catania

Visto il contratto di lavoro per gli impiegati addetti alle aziende industriali, Artigiane e Cooperative di questa Provincia, stipulato in data 29 settembre ultimo scorso fra la Confederazione Nazionale Fascista degli Industriali e la Confederazione Nazionale Fascista dei Lavoratori dell'Industria, debitamente rappresentate;

Ritenuta la regolarità sostanziale e formale dell'atto predetto che è stato depositato a norma di legge;

Sentito il parere favorevole espresso dall'Ispettorato Cooperativo di Catania con lettera num. 22462-36-241 del 14 corrente;

Visto l'art. 7 del R. D. 6 maggio 1928, num. 1251;

Ordina

La pubblicazione a tutti gli effetti di legge del contratto predetto sul Foglio Annuari Legali della Provincia di Catania.

Catania, 17 ottobre 1939 XVII

Il Prefetto  
Vitterelli

Contratto Integrativo di Lavoro  
per gli Impiegati dell'Industria  
della Provincia di Catania

Adil. 29 settembre 1939-XVII, in  
Catania;

Tra la Confederazione Fascista degli Industriali, agli effetti del presente contratto rappresentata, per delega del suo Presidente, dal Dr. Ing. Antonio Ferro, Presidente dell'Unione Fascista degli Industriali della Provincia di Catania, assistito dal Direttore Dr. Gavino Gallisay-Tola;

E la Confederazione Fascista dei Lavoratori dell'Industria, agli effetti del presente contratto rappresentata, per delega del suo Presidente, dal Dr. Cesare De Marco, Segretario dell'Unione Fascista dei Lavoratori dell'Industria della Provincia di Catania, assistito dal Vice Segretario Dott. Paolo Arena;

Con l'intervento della Federazione Nazionale Fascista degli Artigiani, agli effetti del presente contratto rappresentata, per delega del suo Presidente, dal Cav. Salvatore Nicoletti, Segretario dell'Artigianato Provinciale di Catania, assistito dal Vice Segretario Dr. Edoardo Schirato;

Sentite la Federazione Nazionale Fascista delle Cooperative di Produzione e Lavoro, la Federazione Nazionale Fascista delle Cooperative per la Trasformazione dei Prodotti Agricoli e la Federazione Nazionale Fascista delle Cooperative di Trasporto, rappresentate dal Dr. Ugo Pappalardo, Segretario Provinciale di Catania

dell'Ente Nazionale Fascista della Cooperazione.

Visto il contratto collettivo nazionale di lavoro per gli impiegati dell'industria, stipulato in Roma il 5 agosto 1937-XVI e pubblicato nel R. Uffinale del Ministero delle Corporazioni del 5 settembre successivo, fascicolo num. 169, allegato num. 1300.

E' stato stipulato il presente contratto collettivo di lavoro, integrativo del contratto nazionale suddetto, da valere per gli impiegati addetti alle aziende industriali, artigiane e cooperative della provincia di Catania, ai quali si applica il contratto nazionale suddetto.

Il presente contratto sarà depositato, nei modi stabiliti dalle vigenti disposizioni statutarie e di legge, entro il termine di 60 giorni da oggi.

#### Art. 1

##### Categorie e stipendi.

In relazione all'art. 3 del contratto collettivo nazionale di lavoro 5 agosto 1937 XV, i minimi di stipendio mensili, al lordo di ogni trattenuta di legge e di contratto, vengono determinati come appresso:

La categoria — Impiegati di concetto con funzioni direttive.

Dai 21 anni compiuti in poi

|                                 |         |
|---------------------------------|---------|
| Tecnici — uomini e donne        | L. 1450 |
| Amministrativi — uomini e donne | » 1450  |

2a categoria — Impiegati di concetto.

Dai 21 anni compiuti in poi

|                         |         |
|-------------------------|---------|
| Tecnici — uomini        | L. 1050 |
| donne                   | » 850   |
| Amministrativi — uomini | » 1050  |
| donne                   | » 850   |

Dai 18 anni compiuti ai 21

|                         |        |
|-------------------------|--------|
| Tecnici — uomini        | L. 680 |
| donne                   | » 620  |
| Amministrativi — uomini | » 680  |
| donne                   | » 570  |

Di età inferiore ai 18 anni

|                         |        |
|-------------------------|--------|
| Tecnici — uomini        | L. 430 |
| donne                   | » 400  |
| Amministrativi — uomini | » 430  |
| donne                   | » 380  |

3a categoria — Impiegati di ordine.

Dai 21 anni compiuti in poi

|                   |        |
|-------------------|--------|
| Tecnici — uomini  | L. 700 |
| donne             | » 650  |
| Amministrativi:   |        |
| Gruppo A — uomini | » 700  |
| donne             | » 550  |
| Gruppo B — uomini | » 600  |
| donne             | » 450  |

Appartengono al gruppo B gli impiegati di ordine adibiti a mansioni la cui esecuzione non richiede un certo grado di preparazione o di autonomia.

Dai 18 anni compiuti ai 21

|                             |        |
|-----------------------------|--------|
| Tecnici — uomini            | L. 420 |
| donne                       | » 400  |
| Amministrativi — uomini     | » 420  |
| donne                       | » 370  |
| Di età inferiore ai 18 anni |        |
| Tecnici — uomini            | L. 310 |
| donne                       | » 300  |
| Amministrativi — uomini     | » 310  |
| donne                       | » 280  |

Per gli impiegati laureati da non più di un anno (escluso il tempo eventualmente trascorso in servizio militare per obblighi di leva), è ammesso un periodo di tirocinio della durata di un anno, durante il quale saranno retribuiti con lo stipendio di L. 800 mensili per i primi sei mesi, ferme restando le altre condizioni contrattuali.

Nei limiti della terza categoria, al solo scopo di tenere al lavoro coloro che, per menomate condizioni fisiche, si trovano in condizioni di non poter dare il rendimento normale, si conviene che il 2 per cento della totalità degli impiegati della Azienda possa essere retribuito con uno stipendio inferiore ai minimi contrattuali. In tal caso la Ditta dovrà, entro un mese dalla data di applicazione del provvedimento previsto dalla presente norma, comunicare i nominativi di questi alla Unione Fascista degli Industriali che a sua volta li comunicherà alla Unione dei Lavoratori. Per quanto riguarda gli invalidi di guerra e i mutilati per la Causa Fascista.



valgano le disposizioni di legge in materia.

#### Art. 2

##### Periodo di prova

In relazione al penultimo comma dell'art. 4 del Contratto Collettivo Nazionale, la retribuzione mensile per gli impiegati di prima e seconda categoria in prova, potrà essere inferiore a quella minima nella misura del 10%. La differenza sarà però reintegrata all'impiegato che venga confermato in servizio.

#### Art. 3

##### Lavoro notturno

In relazione al terzultimo comma dell'art. 8 del Contratto Collettivo Nazionale, sarà considerato notturno il periodo compreso fra le ore 21 e le ore 6 del mattino.

In relazione al penultimo comma dello stesso articolo, nei confronti degli impiegati che lavorano in ore considerate notturne e comprese in turni regolari periodici, i minimi di stipendio si intendono maggiorati del 5 per cento.

#### Art. 4

##### Indennità di Cassa

Con riferimento all'ultimo comma dell'articolo 12, all'impiegato che ha normalmente maneggio di denaro, ove venga richiesta una cauzione od analoga garanzia finanziaria, verrà corrisposta una indennità pari al 7 per cento del minimo della categoria cui è assegnato.

#### Art. 5

##### Trasferte

In relazione al secondo comma dell'art. 14 del contratto collettivo nazionale, l'azienda ha piena facoltà di disporre o il rimborso delle spese di vitto e di alloggio a più di lista, ovvero la corrispondenza di una diaria, per ogni giornata intera con pernottamento e per la località con più di 100.000 abitanti, nella seguente misura:

| Impiegati di 1a categoria | R. 70 |
|---------------------------|-------|
| " 2a "                    | " 55  |
| " 3a "                    | " 45  |

Per le altre località la diaria intende diminuita del cinque per cento.

Le diarie saranno rimborsate di un terzo nel caso in cui l'impiegato non sia costretto a pernottare fuori sede, e di un altro terzo nel caso in cui non consumi fuori sede entrambi i pasti.

#### Art. 6

##### Condizioni di maggiore favore

Le parti danno atto che, nello stabilire i minimi di stipendio e tutte le altre clausole integrative al contratto nazionale, non hanno inteso modificare le condizioni più favorevoli in atto presso le aziende per gli impiegati in servizio, dalla cui applicazione saranno tuttavia esclusi gli impiegati assunti dopo la stipulazione del presente contratto.

#### Art. 7

##### Decorrenza e durata

Il presente contratto entrerà in vigore dalla data della sua pubblicazione ed avrà la durata di tre anni.

Esso si intenderà quindi tacitamente rinnovato di due in due anni, se non sarà disdetta da una delle parti nei modi di legge, almeno sei mesi prima della sua scadenza.

Letto confermato e sottoscritto.

p. La Confederazione Fascista  
dei Lavoratori dell'Industria  
Dr. Cesare De Marco

p. La Confederazione Fascista  
degli Industriali  
Dr. Ing. A. Ferro

p. La Federazione Nazionale  
Fascista degli Artigiani  
S. Nicoletti  
Dr. G. Gallisay-Tola

N. 24462 - 35 - 241b.

Visto di consenso agli effetti dell'articolo 6 del R. D. 6 maggio 1928 n. 1251.

Catania, 14 ottobre 1939-XVII

Il Capo Circolo  
Ing. A. Gorini



HEADQUARTERS

- 4 AUG 1943

26 AUG 1943

10 feet - Future Organization and  
of the Million Highway

AMGOT

1 - 7th Army  
Major

25 Aug 1945

7549 7635/1(10)

1. At the request of this Headquarters, Brig. Gen. Carl R. Gray, Jr., D.C.M. R.B., is visiting Sicily to make a survey of the railways and submit recommendations regarding their future operation and operation.

2. A meeting will be held at Valence at 1000 hours on Monday, 20 May. Attendance for this meeting will be arranged by 7th Army who will notify all addressees.

7th May and PUGHMAN will submit at the meeting a full written report on the railways in their respective zones including details of

(a) Numerous in locomotives, rolling stock, material, fuel, etc. available.

(b) Arrange to have and install, together with rough estimation, where possible, of the time, labor and material required for repair.

(e) The civilian railway personnel available for working the civilian sections of the line.

(d) Information from the Italian Railway Inspectorate regarding the deaths prior to operations and the passenger and freight equipment was forwarded. Detailed information regarding the deaths was forwarded.

4. JARPP will submit estimates of the traffic between the various countries, both freight and passenger, which is considered essential to meet the minimum needs of the civil population.

5. 7th Army: Early June Section and Purchases will submit forecasts of the monthly traffic over the various sectors of the line from the 15th of September to the 15th of November, assuming that during that period the garrison of the Island is progressively reduced to one division, together with the necessary administrative troops and the air formations necessary for the protection of the Island.

W. O. 25th Army Group

1974

Crystals top: D.C. 20.0, 1.5, 3.5  
D.C. 20.0 (100)

Re. Vt. fellows  
Gr. 4

Author: General J. A. Davidson

on the railways in their respective areas including details of

(a) Resources in locomotives, rolling stock, material, fuel, etc., available.

(b) Damage to lines and installations, together with rough estimates, where possible, of the time, labor and material required for repairs.

(c) The civilian railway personnel available for working the various sections of the line.

(d) Information from the Italian Railway Directorate regarding the traffic prior to operations and the passenger and freight schedules.

4. JMWTF will submit estimates of the traffic between the various centers, both freight and passenger, which is considered essential to meet the minimum needs of the civil population.

5. 7th Army, Sicily Base Section and WESTCOM will submit forecasts of the monthly traffic over the various sectors of the line from the 15th of September to the 15th of November, assuming that during that period the operation of the island is progressively reduced to one division, together with the necessary administrative troops and the air formations necessary for the protection of the island.

*W. D. Collins*  
677

f. Major General I/o Administration.

H.Q. 25th Army Group

FMFP

Original sent to D.C.M.H.N.

D.C.M. (Mr)

G (Ops)

G (Int)

G (Admin)

258



0860