

acc 10000/148/217

209/TN/1

ITALIAN RAILWAY & UNITS

July 1945 - July 1946

209/Tw.I.

ITALIAN RAILWAY E. UNITS

Opened: 22 July 45.
Closed: 2 July 46.

00121

Declassified E.O. 12356 Section 3.3/NND No. 785031

Opened: 22 July 43
Closed: 6 July 46

10000 / 148 / 217

THIS FOLDER

CONTAINS PAPERS

FROM JULY 45

TO JULY 46

CATALOGUE

Tel: 489081
Ext: 937

LWL/oc

HEADQUARTERS ALLIED COMMISSION
APO 794
Industry and Utilities Branch

O/B/NO/PWU

6 July 1946

SUBJECT: Pontoon Bridge - Piacenza

TO : Ministry of Public Works
(Attn: Mr. P. Ghiszi)

4202

1. Confirming our conversation, there is enclosed herewith a copy of the report dated 24 June 1946 pertaining to possible irregularities in connection with the operation of the Pontoon Bridge over the Po River at Piacenza.

2. It is noted that the Pontoon Bridge is under the supervision of the Italian Military Engineers at Piacenza.

We would appreciate information on the action taken by your Ministry in this matter.

Louis W. Laughlin
LOUIS W. LAUGHLIN
Major, O.E.
Acting Deputy Director

2 Enclosures - Letter dated 24 June 1946, file reference AO-H/CEM/20/1834, from C.E.M. Milan to C.I.O. Lombardia (Italian and English)

cc: ~~Ministry of Transport~~
Transportation Sub-Commission ✓
~~Mr. Ghiszi~~
~~C.I.O. Lombardia (Italian and English) - C.O.~~

203

CAPTURED ENEMY MATERIALS BRANCH
MILAN OFFICE
at
HQ LOMBARDIA LIAISON GROUP
ALLIED COMMISSION
APO 794

AC-M/CEM/20/1834

24 June 1946

SUBJECT : Pontoon Bridge PIACENZA, MR Italy Road Map 1:200,000
No. 8.6216.

TO : C.L.O. Lombardie Liaison Group, Allied Commission

4201

Following your request I forward the report on the
pontoon bridge at PIACENZA.

1. The above mentioned bridge is a pontoon constructed by the Genio Militare Italiano of Piacenza and is the only bridge crossing the R. Po between MANTOVA and PAVIA. Moreover, it is the only crossing over the R. Po on the main north-south route ROME-BOLOGNA-MILAN.
2. At the side of the publicly owned pontoon is a privately owned ferry service which the owners run in the hope that the pontoon should become unserviceable.
3. On two occasions I have crossed on this pontoon only after using my authority with the bridge maintenance party to rejoin the pontoons which had been disconnected on the excuse that the river was running high. On these occasions, civilians crossing at the same time had to give a considerable tip to the bridge maintenance party.
4. On 23 June 46 at 1900 hrs I went to cross the pontoon after visiting the large CEM Dump of MODENA, and was told that the bridge had been cut at 1600 hrs, but that I could use the privately owned ferry 100 yards away by paying 1,000 lire. I then went to examine

the bridge and found that the pontoons had been cut and that two additional pontoons were necessary to bridge the gap. I saw the colonel of the Italian Military Engineers of PIACENZA (Col. MONTARETTO) who started telling me all kinds of technical details that were untrue, believing that I would be confused by such technicalities. When I told him that I was a military engineer he was very servile and surprised and said that he would be able to find the additional pontoons on the following day and that the bridge would be in commission on the day after.

5. Since military engineers are used to dealing with tidal rivers requiring the addition and extraction of pontoons twice a day and since it is the duty of the bridge maintenance party to have ready at least four pontoons by the side of the bridge so that any alteration in the level of the river can be adjusted within half an hour, I am surprised and suspicious as to why the colonel:

- (a) Did not have the pontoons ready. 4200
- (b) Did not have the bridge open at 19.00 hrs i.e. three hours after the rise of the level;
- (c) Could not commence work before the following day.
- (d) Could not have the work completed before 25 June 1946.

6. All military vehicles between 1600 hrs 23 June 1946 and 25 June 1946 must now make a detour of 42 1/2 miles (68 Km) in order to reach MILAN, TURIN etc. on a secondary road which has been heavily bombed in many places. Civilian traffic, given the shortage of petrol, must now use the privately owned ferry at extortionate prices which, at the rate of vehicles passing at the time of my visit, would ensure 200,000 lire daily for the proprietor.

7. Therefore, the action of the Colonel of the Genio Militare of PIACENZA shows at least a criminal negligence at a time when road transport, conservation of petrol; etc. is most necessary in reconstruction.

(sgd) T. I. Roworth
Major RE
O. 1/c/ Milan Office
CEM Branch
HQ Allied Commission

R/w

CAPTURED ENEMY MATERIALS BRANCH
MILAN OFFICE

at

HQ LOMBARDIA LIAISON GROUP
ALLIED COMMISSION
APO 794

24 Giugno 1946

OGGETTO : Ponte galleggiante - Piacenza -
Carta Italia 1:200,000 N° 8.6216

4199

All'Ufficiale Capo del Gruppo di Collegamento - Lombardia -
Commissione Alleata.

A seguito V/s richiesta, trasmetto il rapporto riguardante il ponte galleggiante a Piacenza.

- 1) Il suddetto ponte, del tipo pontone galleggiante è stato costruito dal Genio Militare Italiano ed è il solo esistente nel tratto del fiume PO fra Mantova e Pavia. Tale ponte costituisce inoltre il solo attraversamento del Po sulla grande arteria Nord-Sud ROMA-BOLOGNA-MILANO.
- 2) A fianco del pontone, che è di proprietà pubblica, si trova un servizio di traghetto disposto dai suoi proprietari nella speranza che il pontone divenga inservibile.
- 3) In due occasioni ho attraversato il suddetto pontone ed ambedue le volte dovetti usare della mia autorità con il personale addetto alla manutenzione del ponte, per far ricommettere i vari elementi galleggianti che erano stati sconnessi con il pretesto che il fiume era in piena. In queste stesse occasioni, dei civili che attraversavano il pontone dovettero pagare una congrua mancia al personale addetto alla manutenzione.

4) Il 23 Giugno 1946, alle ore 19, dopo avere visitato il grande Deposito CEM di Modena, mi recai ad attraversare e il pontone e venni informato che quest'ultimo era stato tagliato alle ore 16 ma che, pagando 1,000 lire, avrei potuto usare il servizio privato di traghetto, disposto a meno di 100 metri di distanza. Mi recai allora ad esaminare il ponte e trovai che gli elementi galleggianti erano stati tagliati, e che due altri ne sarebbero occorsi per colmare il vuoto. Vidi inoltre il Colonnello del Genio Militare di Piacenza (Col. Montaretto) che cominciò a spiegarmi una quantità di dettagli tecnici, che risultavano inesatti, credendo di confondermi per mezzo di essi. Quando lo informai che ero un ingegnere militare rimase molto sorpreso e confuso e dichiarò che avrebbe trovato per l'indomani gli elementi galleggianti necessari e che il ponte sarebbe stato rimesso in servizio il giorno ancora successivo.

5) Dato che gli ingegneri militari sono abituati ai fenomeni di piena dei fiumi, ciò che rende necessario togliere od aggiungere due volte al giorno un certo numero di elementi galleggianti, e dato che è precipuo dovere delle squadre di manutenzione l'avere pronti almeno 4 elementi allo scopo di controbilanciare entro mezz'ora ogni variazione di livello, sono rimasto sorpreso e sospettoso del fatto che il Colonnello:

- 1) Non avesse pronti gli elementi galleggianti
- 2) Non avesse aperto il ponte alle 19, cioè tre ore dopo l'aumento del livello.
- 3) Non potesse iniziare il lavoro prima dell'indomani.
- 4) Non potesse terminare il lavoro prima del 25 Giugno.

6) Tutti i mezzi di trasporto militari transitanti fra le ore 16 del 23 Giugno ed il 25 Giugno 1946 debbono ora fare una deviazione di 42,5 miglia (68 Km) per raggiungere Milano, Torino ecc. attraverso un'arteria secondaria che ha sofferto gravi bombardamenti in diversi punti. Il traffico civile dovrà d'altra parte, a causa della scarsità di carburante, ricorrere al traghetto privato ad un esoso prezzo che assicurerà al proprietario 200,000 lire al giorno, tenendo conto dell'entità del traffico da me osservata in quell'occasione.

7) Il comportamento del Colonnello del Genio Militare di Piacenza dimostra pertanto almeno una criminale negligenza in un periodo durante il quale i trasporti stradali, l'economia di carburante ecc. ecc. sono fondamentali per la ricostruzione.

4197

(sgd) T. I. ROWORTH
Major RE
O. i/c Milan Office
CEM Branch
HQ Allied Commission

PGM/lc

TRANSPORTATION AND SHIPPING SUB COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
CMF

Tel. 843238
Ref. AC/377/Tn.4

4196
26 November 1945

SUBJECT : Railway Engineer Units.

Minister of Transport
R o m e

Dear Dr. La Malfa :

With reference to your letter dated 22 November 1945 regarding above subject, it has been agreed with the Minister of War that two Railway Engineer Companies would be retained, consisting of 6 Officers and 251 enlisted men each. A copy of a letter sent by M.M.I.A. to the War Ministry, dated 15 November 1945, is attached herewith for your information.

You will note that the location of these companies was to be decided by the Minister of War. It is therefore suggested that you should contact the Minister of War if it is desired to keep one company in the Pisa-La Spezia area.

L. A.

Director.

1 - Encl.
copy of Ltr.

(Letter shown to Major L. A. Patti, who concurred 24/XI.)

Subject : Italian Railway Engineer Units

Land Forces Sub Com, A.C. (MMIA)

SD/9

15 Nov 45

To : Ministry of War

Ref this HQ letters SD/9 of 2 Nov and 6 Nov 45.

1. You are authorised to retain in the ITI-ITI category two ⁴¹⁹⁵ Railway Engineer Coys (WE CM/836/1 - 6 offrs 251 ORs each) concerned.
2. Please state designation and location of those selected. They will be converted to ITI-ITI waf the date of disbandment of the BR-ITI unit. State whether you wish them to be carried as part 'B' temporary units vide MMIA letter SD/92/3 of 13 Nov para 1 and Appx. 'A'.

Major General,
M. M. I. A.

Copy to : GHQ, CMF
Tn (BR) O.M.F.
AC for Tn S.C.
MMIA LC NW ITALY MILAN
" " TURIN c/o 7 AGRA
" " c/o SIGNAL OFFICE, GENOA
" " BOLZANO c/o 60 SUB AREA
" " BOLOGNA c/o 217 AREA

Internal : A (two)
Q (three)
RE
SD/1/4
SD/92/3

LJNS/ar

INCOMING MESSAGE TN

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: FX40175
Date/Time of Origin: OCT 24 1453AMessage Centre No: G/1929
Date Time Rec'd: OCT 25 0900A
Precedence: PRIORITYFROM: AFHQTO : ALCOM INFO MMIA, TN SUBCOMMISSION AC, TN(MAIN) ROME

RESTRICTED.

From G(SD) CMF.

Reference our FX 46153 of 28 September and your 6791 of 9 October.

Remaining Italian railway engineer units will be disbanded with effect from 1 November unless Italian Government agrees to take over at that date. Our FX 41765 of 07 September refers.

DISTACTION: Tn SC 2
INFO: Chief Commissioner
Econ Sec 2
L. Forces SC
File 2
Float

ACTION

RESTRICTED

Finney, see this of War's letter of 18 Oct 45, asking
that 1 Hie Commission on 3 Bm be kept here 30 Apr 46.

A07/af

TO: INFORMATION SUB-DIVISION A.S.S.

(RAIL DIVISION)

C/o Transportation (Br) Main,

U.S.A.

Tel.: 843238

23 October 45

Ref.: 42/377/244

SUBJECT: Italian Railway Engineering Units.TO: AFHQ, G-3.

4193

1. Reference is to your G-38 091.711-1 (Italy) and exchanged signals.
2. The Minister of Transport has remained in favor of the continued operation of the Italian Railway Engineering Units, but it is quite obvious that he is not in a position to persuade the Minister of War to concur in this point of view.
3. It would appear to be useless to await any further discussions between the two Ministers, because in a matter of this kind the Minister of War must be responsible for making a decision, and we have therefore advised the Minister of Transport that there is now no alternative, but to accept the position.
4. We have, however, taken the opportunity to point out to the Minister of Transport that redeployment and release of Italian Military personnel is taking place, with the result that the original members of the Engineering Units have in many cases been released, and that the recruits are not in a position to render the same service and efficient work until a period of training has elapsed.
5. In addition to this, the disbanded members of the Units will obviously be seeking employment, and if the Italian State Railways continue their existing program of repair and rehabilitation, the many civilian contractors will undoubtedly be glad to employ the released military personnel who have had experience in railway repairs.
6. In the circumstances, this Sub-Commission is not prepared to continue support in favor of the maintenance of the Italian Railway Engineering Units, and it is suggested that they be disbanded.

For the Chief Commissioner

Acting Director

TO : AFMO, 0-5.

4193

1. Reference is to your 0-5: 031,711-1 (10-17) and exchanged signals.

2. The Minister of Transports has remained in favor of the continued operation of the Italian Railway Engineering Units, but it is quite obvious that he is not in a position to persuade the Minister of War to accept in this point of view.

3. It would appear to be useless to admit any further discussions between the two Ministers, because in a matter of this kind the Minister of War must be responsible for making a decision, and we have therefore advised the Minister of Transports that there is now no alternative, but to accept the position.

4. We have, however, taken the opportunity to point out to the Minister of Transports that redeployment and release of Italian Military personnel is taking place, with the result that the original members of the Engineering Units have in many cases been released, and that the recruits are not in a position to render the same service and efficient work until a period of training has elapsed.

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6. In the circumstances, this sub-Commission is not prepared to continue support in favor of the maintenance of the Italian Railway Engineering Units, and it is suggested that they be disbanded.

For the Chief Commissioners

Acting Director

Copy to: D.M.H.S.
M.M.I.A.

ACP/lnl

Very urgent

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

Tel. 843238
Ref. AC/377/Tn4

8 October 1945

H30/Tn 1
209

SUBJECT : Disbandment of Italian Railway Engineering Units.

TO : Director, Transportation Sub-Commission,
Attention: Lt. Col. W. P. Scoggins

4192

1. Reference is to attached correspondence and to correspondence which has been carried on by Mr. Gallo.
2. It appears that there is complete difference of opinion between the Minister of War and the Minister of Transports in regard to the disbandment of Italian Engineering Units, but it is essential that a decision be given at once, rather than prolong the matter, whilst the two Ministers continue their discussions.
3. I feel a letter should now be written to the Minister of Transports stating that the decision of the Minister of War should be regarded as the deciding one, and that the disbandment of the Engineering Units would possibly have an advantageous effect.
4. Redeployment of Italian military personnel is in operation, with the result that the original engineers have now been released, and the recruits are not in a position to give the same efficient work. The released engineers are available for employment by civilian contractors, and this would further assist in the circulation of money, and shifting of the cost from the Government to the private contractors.
5. If you favor this course, please say if you will write the letter to the Minister or whether you desire it to be prepared in this Office.
6. We are being strongly pressed by AFHQ for a definite decision.

Arthur May
for Chief, Rail Division

Attachment:

As stated in Paragraph 1.

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: **EX 46153** Message Centre No: **G 373**
 Date/Time of Origin: **SEPT 28/1430A** Date Time Rec'd: **OCT 8/1600A**
 Precedence: **ROUTINE**

FROM **AHQ SIGNED SACRED CITE FHGCT**
 TO : **HQ ALCOM INFO: MMIA TN SC TN MAIN ROME**

UNCLASSIFIED.

your 6081 of 25 september not to all, and MMIA SD 2982 of 27 september.

1. There appears to be conflict between ministry of transportation which requests retention 3 rly engr units and Ministry of War which understood to be opposed to retention as military units.

2. decisive ruling required from Italian government between conflicting ministries. Essential you obtain this and signal answer earliest

DIST

ACTION :TN SC (2)

INFO : CHIEF COMMISS OVER
 EX COMMISSIONER (2)
 ECON SEC (2)
 FILE (2)
 FLOAT



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

10 October 45

Tel: 843238
Ref. AC/377/Tn 4

Doctor Ugo La Malfa
Minister of Transports,
Rome.

4190

My dear Dr La Malfa :

I would refer to the correspondence which has passed on the subject of Italian Railway Engineering Units and the various conversations which have taken place on the subject.

We are being strongly pressed by AFHQ to give a decision in respect of the continued operation of these units and the time has come when a definite answer must be given.

It would appear that the difference which exists between the Minister of War and yourself is not likely to be solved, and I feel that the Minister of War is essentially responsible and his decision will have to be accepted.

The disbandment of these engineering units will possibly have an advantageous effect, for redeployment and release of Italian military personnel is taking place with the result that the original members of the units have now been released and recruits would not be in a position to give the same service and efficient work until a period of training had elapsed.

The disbanded members of the units must be available for employment by civilian contractors and as financial authority is now given by you in respect of repair work, the opportunity of offering employment of this kind rests to a certain extent in your hands.

I have undertaken to see that a definite decision will be given to AFHQ within the next few days, and whilst, I regret that it has not been possible to persuade the Minister of War to accede to your request, I can only say at this time that I feel the Minister of War's decision must be accepted.

For the Chief Commissioner :

WALTER P. SCOGGINS
Lt. Colonel, QMC
Chief, Admin Div.

Transposition

ABA/sem

Ref: 8276/26/30

20 September 1945

SUBJECT: Italian Fly Engine

TO : MMIA (attn: Major Copleston)

1. Your reference SD/9 of 14 Sep and confirming conversation, 189 Copleston-White, this date.
2. It is suggested that MMIA and En S/C co-ordinate their views and submit to Executive Commissioner signal to AFHQ presenting the views of A.O.
3. Your attention is directed to AFHQ signal FX 41765 of 8 Sep stating that two units be discharged by 25 Sep.

E. M. White, Capt
Chief Staff Officer
to Executive Commissioner

Copies to:

En S/C
Ho Sec, attn: Lt. Aransy ^{ing} ref: Conversation this date)

*Recommended action
noted - MMIA - Ministry of Transport - 22/9/45
AFHQ - 22/9/45
Major Copleston called 1030 AM
referring to that a Col. Taylor of AFHQ
has all info in hand and will
resolve the question*

209

AFHQ

6791

9 OCT 45

ROUTINE

4188

RESTRICTED PD

PANA ONE PD YOUR SIGNAL FOX XRAY FOUR SEVEN SIX SEVEN ZERO
OF SIX OCTOBER IS SUBJECT PD

PANAM TO AFHQ FOR GEORGE PANAM SUGAR DOG PANAM CHARLIE MIKE
FOX FROM HQ ALCON SITE ACTIVE PANAM

ITALIAN GOVERNMENT BEING PREPARED FOR DECISIVE RULING AND
YOU WILL BE ADVISED OF ANSWER BY SIGNAL AS SOON AS RECEIVED PD

Copy to : NMIA

TRANSPORTATION 30

482

G.J. LEONE
CWO. U.S.A.
Asst. Adjutant

209/

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: *FX 47670*
Date/Time of Origin: *OCT 062050A*

Message Centre No: *G 343*
Date Time Rec'd: *OCT 080930A*
Precedence: *ROUTINE*

FROM *AFHQ FROM G(SD) CMF*
TO *ALCOM INFO MMIA TN SC TN MAIN ROME*

RESTRICTED

RESTRICTED

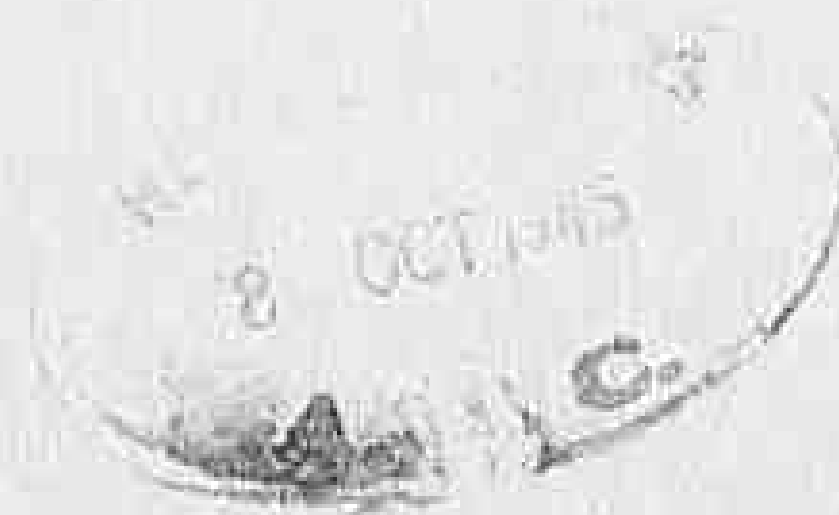
4187

Request you expedite reply to FX 46153 dated 28 September.

Dist

Action - Tn SC 2
Info - Chief Commissioner
Econ Sec 2
L Forces
File 2 Float

ACTION



RESTRICTED

209/

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: FX 46153
Date/Time of Origin: SEP 281050A

Message Centre No: F 9316
Date Time Rec'd: SEP 281430A
Precedence: PRIORITY

FROM: AFHQ SIGNED SACMED CITE FHGCT
TO: HQ ALCOM INFO MMIA TN SC TN MAIN ROME

RESTRICTED

RESTRICTED

4186

Your 6081 of 25 September not to all, and MMIA SD 2982 of 27 September.

1. There appears to be conflict between Ministry of Transportation which requests retention 3 rly Engr units and Ministry of War which understood to be opposed to retention as military units.

2. Decisive ruling required from Italian Govt as between conflicting Ministries. Essential you obtain this and signal answer earliest.

dist

Action - Tn SC 2
L Forces SC

Info - Chief Commissioner
Exec Commr 2
Econ Sec 2
File 2 Floor

RESTRICTED

HEADQUARTERS
28 SEP 1945

ACT

discussed with Dr. La Malfa & Mr. Muro
10/4/45 - La Malfa's office -
Dr. La Malfa must (he says)
have units retained as
military in spite of loss
of shells & personnel
due to release
will consent to war
with Murost
sit in know with
today -
1945

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: SD 2922
Date/Time of Origin: SEP 27 1745A

Message Centre No: F/9294
Date Time Rec'd: SEP 28 1400
Precedence: ROUTINE

FROM: MMIA
TO: AFHQ INFO ALCOM CITE ACTPT TN MAIN

RESTRICTED.

RESTRICTED

4184

War Ministry states railway battalions not wanted in Interim Army and no allotment made by them. No space in ITI - ITI Category now therefore if retained would have to remain a British commitment as B R - I T I. ALCOM signal 6081 of 27 Refers.

attached

DIST

INFOACTION TN SC 2
INFO CHIEF COMMISSIONER
EX COMMISSIONER2
ECOM SEC 2
FILE 2
FLOAT

INFO - ACTION

28 SEP 1945
NEW YORK

RESTRICTED

COPY

AFHQ CITE FHGCT

6081

25 SEPT 1945

PRIORITY

SECRET PD

PARA ONE PD YOUR SIGNAL FOX XRAY FOUR ONE SEVEN SIX FIVE OF EIGHT SEPTEMBER
IS SUBJECT PD

4185

PAREN TO AFHQ CITE FHGCT FROM HQ ALCOM CITE ACTPT PAREN

REFERENCE OUR SIGNAL EIGHT SEPTEMBER PD MINISTRY OF TRANSPORTATION REQUESTS
RETENTION OF THREE BATTALIONS DASH RAILWAY ENGINEER UNITS FOR HANDLING
NUMEROUS URGENT RECONSTRUCTION AND REHABILITATION PROBLEMS PD WE AGREE
WITH THIS REQUEST DASH UNDERSTAND MATTER NOW IN HANDS OF MINISTRY OF WAR
AND MMIA PD

COPY TO : MMIA HQ AC

TN MAIN ROMA

EXC COMM ECO SEC

TRANSPORTATION SC

482

G.J. LEONE
CWO U.S.A.
Asst. Adjutant

ACP/lml

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

Tel. 843238
Ref. AC/374/Tn4

20 September 1945

SUBJECT : Italian Engineering Units.

4183

TO : Executive Officer, Transportation S/C/

1. Reference is to correspondence in connection with the turning over of Italian Railway Engineering Units to Italian State Railways Control.

2. Attached hereto are two communications received from Military Railway Service, in respect of the various military equipment which has been used by the Italian Units and which is apparently still with them.

3. It is felt that any question of the return of this equipment to Military Railway Service is entirely a matter of concern by the military organization, but the point is made that if we lose this equipment, the units will cease to be of any efficient use for the purposes we have in mind.

4. It would appear, therefore, that it is essential that a very early decision should be made as to whether these Italian Railway Engineering Units are to be passed to the control of the ISR or are to be disbanded.

5. Please return attachments

Attachment:

As stated in Paragraph 2.

acting me
~~For Chief~~
Rail Div

209/



IL MINISTRO DEI TRASPORTI

2220-A.P.

Rome, 24 SET. 1945

4182

Dear Mr. Upman,

A few days ago I had a conversation with the Minister of War, in regard to the transfer of the Raggruppamento Genieri Ferroviari of the I.S.R.

The Minister is, personally, in favor of the transfer, but, he added, a definite decision will depend on conversations in course between his Ministry and the Allied Authorities.

I have solicited a favorable solution and I am awaiting for informations on the matter.

It would be opportune that you signal to the Allied Authorities the advantage of favoring the transfer.

Very cordially

THE MINISTER

SUBJECT: Italian Rly Engrs

Land Forces Sub-Com, AC (MMIA)

SD / 9

44 Sep 45

TO : Executive Commissioner,
Allied Commission.

Reference AFHQ signal EX 41765 of 8 Sep.

*181

1. MMIA recommended the disbandment of all rly engr units vide letter SD/9 of 25 Jul (copy att) and signal SD 2947 of 6 Sep (copy att).

2. As AFHQ has firmly announced that these units are not required by the Allies, and as the correspondence goes back to Jul, it is earnestly hoped that you will render assistance to get this matter cleared up.

3. To support the statements made in paras 1 and 2 above, below is extract of letter 16711/Ord/1 of 10 Sep from Ministry of War to this HQ:-

" As we are convinced that the entire Italian Army must be employed only for military purposes, we have taken the necessary steps to inform the Ministry of Transport so that they may understand the necessity to accelerate to the maximum the handing over to civilian organisations the work which is now being carried out by the Railway Engr. Group."

pd

Major-General,
MMIA.Copy to: Tn Sub-Commission, Allied Commission
RE, MMIA

~~SUBJECT: Italian Rly Engineers~~

Land Force Sub Commission A.C.
(M.A.I.A.)
SD/9

25 July 45

TO : ATHQ (3)

4180

Reference Tn (Br) Main letters Tn AL/100/8 of 14 Jul and of 22 Jul, and ATHQ Signal FX 25809 of 20 Jul.

1. The policy of ATHQ, as expressed in AG.091.711/115 SAC-O of 10 Jul, is NOT to employ military personnel where civilian manpower can be made use of. This HQ naturally supports the above policy and therefore recommends the disbandment of the Rly units in question when their usefulness to the Allies has been completed.

2. It is thought, however, that Italian Ministry of War would like to retain a small proportion of the above personnel within the Army, especially in view of the fact that before the War they employed an Operating Company on lines in the North and various other Rly establishments.

3. Even if such units were transferred to the ITI-ITI category, they would still have to be rationed, clothed and equipped by the Allies. It is recommended therefore, that the Italian Government should either employ key personnel in a civilian capacity or, transfer them to fill existing vacancies within such other BR-ITI units as are retained.

Copy to: Tn (Br) Main.
Tn Sub Commission A.C.

Internal Distribution

C of S

A

Q

SD/1/4

L. M. T. J. L. L. L.
Major General, M.A.I.A.
for H.C.H.

Reference Tn (Br) Main letters Tn A1/100/8 of 14 Jul and of 22 Jul, and AFHQ Signal TX 25809 of 20 Jul.

1. The policy of AFHQ, as expressed in AG-091.711/115 SAC-O of 10 Jul, is NOT to employ military personnel where civilian manpower can be made use of. This HQ naturally supports the above policy and therefore recommends the disbandment of the Rly units in question when their usefulness to the Allies has been completed.

2. It is thought, however, that Italian Ministry of War would like to retain a small proportion of the above personnel within the Army, especially in view of the fact that before the War they employed an Operating Company on lines in the North and various other Rly establishments.

3. Even if such units were transferred to the ITI-ITI category, they would still have to be rationed, clothed and equipped by the Allies. It is recommended therefore, that the Italian Government should either employ key personnel in a civilian capacity or, transfer them to fill existing vacancies within such other BR-ITI units as are retained.

Copy to: Tn (Br) Main,
Tn Sub Commission A.C.

Internal Distribution

C of S
A
Q
SD/1/4

A. M. T. Ingledand
for Major General, AFHQ, H-AL

TO HQ (Transportation Sub-Commission)

004700

ATTN:

MEMO

TO: HQ: GUY

08(.)

REFERENCE IS MADE SIGNAL ED 2907 SEP 67(.)

THE SUB COMMISSION AND THE COMMISSION AGREE WORK ON RAILWAYS IS CRITICAL **4179**,
THE PRIMARY REASON FOR INTEREST IN RAILWAYS IS AN URGENT REQUEST REPAIRS
OF AIRPORTS AND DISORDER FEDERAL LEADERS STATE RAILWAY (.) THESE ARE TRAINED
AND CAPABLE OF HANDLING REPAIRS URGENT RECONSTRUCTION AND RECONSTRUCTION PROGRAMS(.)
THEIR CONTINUED EXISTENCE AS UNITS WOULD WELCOMER ASSIST IN SPEEDY REPAIRS TO
ESSENTIAL VIEWS UNDER CURRENT CIRCUMSTANCES (.)

REPORT

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: SD 2947

Message Centre No: F/6804

Date/Time of Origin: SEP 061900B

Date Time Rec'd: SEP 071200B

Precedence: ROUTINE

FROM MMIA

TO : AFHQ INFO AC FOR TN SC, TN MAIN CMF

4178

UNCLASSIFIED

Request decision of MMIA letter SD/9 of 18 August.

1. MMIA has recommended disbandment of all Bns. Rate however would be governed by rate at which equipment can be handed over to Allied.
2. Understand Tn SC AC agree work on rlys is civilian commitment and only reason for desire to retain as military unit is ease of Acm and control.
3. For Tn SC. Please confirm para 2nd to AFHQ.
4. Tn (BR) main letter A1/100/8 of 29 August para 1 refers;

Dist

Info-Action - Tn SC 2
Info - Chief Commissioner
Econ Sec 2
File 2
Float

INFO - ACTION



INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: FX 41765
Date/Time of Origin: SEP 08

Message Centre No: F/6966
Date Time Rec'd: SEP 081700
Precedence: PRIORITY

FROM AFHQ SIGNED SACMED CITE FHGCT
TO : ALCOM INFO MMIA TN MAIN ROMA

SECRET

SECRET.

1. BR ITI RLY Engineer Units no longer required to work for
BRITISH ARMY. Understand possible that some of them required in interim
ITALIAN ARMY.

2. If not needed by Italian Govt propose disband all such units by
end October No 3 and No 6 RLY Engr Bn to be disbanded by 25 September.

3. Request you obtain definite requirements of Italian Govt of
number of such units to be transferred to their control.

ACTION

DIST

ACTION TN SC 2
INFO CHIEF COMMISSIONER
ECON SEC 2
L FORCES SC 2
FILE 2
FLOAT

Can find 12-24 (2nd) 12-24 (2nd) 12-24 (2nd)

HEADQUARTERS
12-SEP-1945

SECRET

Ext. 220

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

FU/lrv

200/79/Tn 1

4 September 1945

SUBJECT: Italian Railway Engineer Units 9Ref. G-5, 091.711-1 (Italy)
dated 22 August and 30 August.

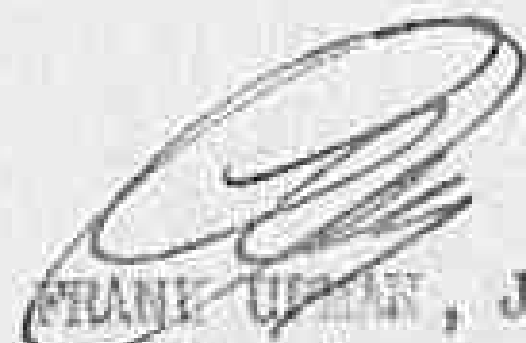
TO : G-5 Section, AFHQ

4376

1. Action on this matter to date has been as follows: The Minister of Transport was requested to discuss the matter with the Minister of War and convey to us as soon as possible their views. The Minister of Transport wrote the 25th August to the effect that the matter was in the hands of the Minister of War, and would communicate with us as soon as they had arrived at a decision.

2. Several efforts have been made to date to secure this information. However, the best we could get is that the Minister of War has the matter under consideration and expects to render a decision within a few days.

By command of the Chief Commissioner.


FRANK UZZAN, JR.
Director

FILE

10

Econ. Sec
2008

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

COB/prb

G-5: 091.711-1 (Italy)

30 August 1945

SUBJECT: Italian Railway Engineer Units.

TO : Headquarters, Allied Commission,
APO 394.

received 25-8-45

Reference G-5: 091.711-1(Italy) dated 22 August.

4175

1. An answer on this matter is required urgently for planning purposes.
2. Please request the Italian Government to expedite the presentation of its views.

For the Assistant Chief of Staff, G-5:

C. O. Benson
C. O. BENSON
Major, R.A.

Copy to: G-3 (reference your IRS dated 20 Aug. 45).

Per Sec 2359

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

COB/JJJr

Sub 15.02

G-5: 091.711-1 (Italy)

22 August 1945

SUBJECT: Italian Railway Engineer Units.

TO : Headquarters, Allied Commission, APO 394

TN 5/c 6/8

1. Ref this Headquarters even number dated 3 Aug 45.

4174

2. Please indicate when the report called for in para 2 of letter under reference may be expected.

For the Assistant Chief of Staff, G-5:

Charlton
C. O. BENSON
Major, R.A.

Copy to: - G-3 - with copy of letter referred to.

Migallo, TN 5/c

Translation

Subject: Railway Engineering Corps,

Dear Mr. Upman,

4173

I have received your letter No. 200/18/T.1 dated August 20, in reference to the Railway Engineering Corps and inform you that I have brought the attention of the Ministry of War on the matter.

I will communicate to you what will be done in regard.

Yours sincerely

Leggett Ugo la Malfa



IL MINISTRO DEI TRASPORTI

Roma, lì 25 Agosto 1945

n. F.S. 2457/O.O/4/S

OGGETTO: Raggruppamento Genio Ferrovieri.-

Caro Signor Upman,

ho ricevuto la vostra lettera, pari oggetto, ⁴¹⁷²
n° 200/78/Tn.1 in data 20 corrente e vi informo di
avere interessato sulla questione il Ministro della
Guerra.-

Mi riservo di comunicarvi quanto verrà stabilito
al riguardo.-

Vostro sinceramente

Sig. Frank UPMAN "Ju"

Direttore Sottocommissione Trasporti
della A.C.

R O M A

ml/DR

RPM/ic

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

9 August 45

Tel. 643409
Ref. AC/74/Tn 4

SUBJECT : Railway E.Units.

TO : Director,
Tn Sub-Commission

1. Transmitted herewith is complete file subject Italian Railway Engineer Units . 4171
2. Please refer to letter from Col. Dutto (Italian) to Military Railway Service 20 July, which is attached, wherein it is stated the number of Battalions will be reduced to 4 and stating the "Stato Maggiore" was willing that these troops be used for certain reconstruction work.
3. These Battalions are composed of Railway construction troops who have been used by the MRS for the past several months and are being released by the MRS.
4. It is the opinion of the Director General of the ISR and concurred in by the Rail Division that these troops be retained as a Military Unit and that they be used on the reconstruction work outlined in Colonel Dutto's letter.
5. As this is a policy matter, it is requested that it be handled with M.M.I.A. to retain these troops in Military Units for the purpose mentioned in para 4- The question of rations, and gasoline needs also to be settled.
6. These troops will have completed their assignment with the MRS by mid-August and prompt action is required if the troops are to be retained on reconstruction work.

R. P. Moss

R.P. MOSS,
Chief,
Rail Division.

Ext. 220

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

NJC/lrv

Phone 489081

200/76/Tn 1

20 August 1945

Dear Doctor La Malfa:

Referring to the subject of Italian Railway Engineering Units, it is our considered opinion that this is a matter for discussion between yourself and the Minister of War. We are prepared to recommend to AFHQ that they approve retention of the troops in question as a military unit. 170

We will appreciate making known to us your views and the results of your discussion with the Minister of War on this matter.

Yours very truly,


Frank Upman, Jr.
Director

Doctor Ugo La Malfa
Minister of Transport
Ministry of Communications Building
Piazza della Croce Rossa
Rome

FILE

(7)

AHS/ef

INTER-OFFICE MEMO .

SUBJECT : Railway E.Units.

TO : Chief Rail Division
Attn : Mr Moss.

1. Reference correspondence re (B.RI - ITI) 4109
2. I have consulted the Chief Engineer I.S.R. who told me that both he and the Director General I.S.R. are of the opinion that these men should be retained as a military unit and that they can be usefully employed on various works as detailed in Col. Dutto's letter.
3. These units before the war formed part of the I.R.S. strength.

A.M. Street
A.M. STREET, Lt. Col.

Transp. Sub-Commission (Rail Div.)
9th August 1945
Tel : 843239

(5)

WPM/10

TRANSPORTATION AND COMMUNICATION,
(RAIL DIVISION)
c/o Transportation (Br) Main
U.S.P.

2 August 45

Tel. 443409
Ref. 40/74/Tn 4

SUBJECT : Railway R. Units.
TO : Director,
The War Commission

1. Transmitted herewith is complete file subject Italian Railway
Engineer Units.

4168

2. Please refer to letter from Col. Datto (Italian) to Military Railway Service 20 July, which is attached, wherein it is stated the number of battalions will be reduced to 4 and stating the "State Engineer" was willing that these troops be used for certain reconstruction work.

3. These battalions are composed of Railway construction troops who have been used by the WRM for the past several months and are being released by the WRM.

4. It is the opinion of the Director General of the WRM and concurred in by the Rail Division that these troops be retained as a Military Unit and that they be used on the reconstruction work outlined in Colonel Datto's letter.

5. As this is a policy matter, it is requested that it be handled with E.S.I.C. to retain these troops in Military Units for the purpose mentioned in para 4. The question of rations, and gasoline needs also is to be settled.

6. These troops will have completed their assignment to the WRM by mid-August and prompt action is required if the troops are to be retained on reconstruction work.

R.F. MOSS,
Chief,
Rail Division.

(6)

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

TEJ.CCB.pc

3 August 1945

G-5: 091.711-1 (Italy)

SUBJECT : Italian Railway Engineer Units

TO : Headquarters, Allied Commission, APO 394

Reference Director of Transportation letters TM A.1/100/8 dated 14 and 23 July.

1. There is as yet no indication in this Headquarters of what would be the reaction of the Italian Government and the Director-General Italian State Railways to the scheme outlined in the above mentioned letters.

2. It is requested that any information available on this subject be forwarded. Particular points to clarify are whether the Italian Government consider such a scheme desirable, and whether the scheme would be practicable if the Units lost Military status.

For the Assistant Chief of Staff, G-5:

4 AUG 1945

T.D. JACMAN
Lt. Colonel.

Copy to:
G-4(B) (your ASD/923.2/3 dated 30 July refers).



4

C O P Y

SUBJECT: Italian Rly Engineers.

Land Forces Sub-Commission A.C.
(M.H.I.A.)
SD/9

25 July 45

TO : ATHQ (3)

Reference Tn (Tr) Main letter TW.A.1/100/8 of 14 Jul and
of 22 Jul, and ATHQ Signal FX 25809 of 20 Jul.

1. The policy of ATHQ, as expressed in AG.O91.711/115 SAC-O
of 10 Jul, is NOT to employ military personnel where civilian
manpower can be made use of. This HQ naturally supports the
above policy and therefore recommends the disbandment of the
Rly units in question when their usefulness to the Allies has been
completed. 4166
2. It is thought, however, that Italian Ministry of War would
like to retain a small proportion of the above personnel within
the Army, especially in view of the fact that before the War they
employed an Operating Company on lines in the North and various
other Rly establishments.
3. Even if such units were transferred to the III-III category,
they would still have to be rationed, clothed and equipped by the
Allies. It is recommended therefore, that the Italian Government
should either employ key personnel in a civilian capacity or,
transfer them to fill existing vacancies within such other III-III
units as are retained.

(SGA) S.M. INGLETON, Lt.Col.
for Major-General,
M.H.I.A.

Copy to: Tn (Tr) Main.
Tn Sub Commission A.C.

Internal Distribution

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1. The policy of AFHQ, as expressed in AG.O91.711/115 SAC-O of 10 Jul, is NOT to employ military personnel where civilian manpower can be made use of. This HQ naturally supports the above policy and therefore recommends the disbandment of the Rly units in question when their usefulness to the Allies has been completed.

4166

2. It is thought, however, that Italian Ministry of War would like to retain a small proportion of the above personnel within the Army, especially in view of the fact that before the war they employed an Operating Company on lines in the North and various other Rly establishments.

3. Even if such units were transferred to the ITI-ITI category, they would still have to be rationed, clothed and equipped by the Allies. It is recommended therefore, that the Italian Government should either employ key personnel in a civilian capacity or, transfer them to fill existing vacancies within such other ITI-ITI units as are retained.

(SGA)

S.M. THURLEW, Lt. Col.
for Major-General,
MIA.

Copy to: Tn (Gr) Main.
Tn Sub Commission A.C.

Internal Distribution

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(3)

ITALIAN RAILWAY ENGINE TROOPS INSPECTOR
Liaison Office
Military Railway Service

2. 1718/U.C.A.

2009, 20 July 1945

SUBJECT: Employment of Italian
Railway Engineer Units. -

TO: Military Railway Service (Tn. 4)

Copy TO: D.M.R.S.
Major Stull

1. - Ref. Your letter Tn. 4/11 of July, 1945 and conversation with Lt. Col's Triffitt and McMurdo. -
2. - The "Stato Maggiore" is willing to employ the Italian Railway Units in accordance with the I.S.R. for the following works:
 - Reconstruction of the Here and Valino bridges on the line Terni-Rieti. -
 - Reconstruction of the line Pisa-Spesia-Genova-Ventimiglia. -
 - Reconstruction of the line Bologna-Ferrara-Monselice-Padova-Mestre. - 4105
3. - The number of battalions will be reduced to 4, each battalion with 3 companies as by present W.E. and the 9th operating section will be reverted to the previous status of operating company and employed on the Chiasso-Aosta line. -
4. - The two Group H.Q.'s, with reduced W.E. will be converted in engineering departments as detached sections of the Inspectorate, and will subordinate the work of the Railway battalions, wherever they will be employed, with the local Railway administration. -
5. - The Inspectorate will resume the Italian denomination of "Comando Raggruppamento Ferrovieri". -
6. - For the employment as above stated will be necessary for this M.R.S. to consider and provide our Raggruppamento with an adequate mechanical equipment as follow:

Bulldozers	4	(one for each Bdn.)
Cranes, wheeled, max load, 3-10 Ton.	4	" " "
Concrete mixing machines	4	" " "
Mobile mechanic shop, with power plant	4	" " "
7. - Each company be furnished by this M.R.S. with all the tools as by enclosed list.
8. - Each company should be made up to full vehicle W.E. - In case the Americans withdraw their lorries the shortage will be, considering the last report of:

23 lorries
5 motorcycles
9. - With the independent utilization of our Units it is of capital importance to know as to the future methods of refueling and foodstuff supply which at present are received through Allied sources. -
10. - We hope this Directorate will give great consideration to our request and obtain the approval of M.M.I.A. for what we consider the most suitable independent reorganization of our units and their future successful employment. -

2.- The "State Maggiore" is willing to employ the Italian Railway Units in accordance

with the L.S.R. for the following works:

- Reconstruction of the Fere and Velino bridges on the line Ternd-Rieti.-
- Reconstruction of the line Fisa-Spezia-Gelova-Ventimiglia.-
- Reconstruction of the line Bologna-Ferrara-Monselice-Padova-Venezia.- 4105

3.- The number of battalions will be reduced to 4, each battalion with 3 companies as by present W.E. and the 9th Operating section will be reverted to the previous status of operating company and employed on the Chiasso-Mosta line.-

4.- The two Group H.Q.'s, with reduced W.E. will be converted in engineering departments as detached echelons of the Inspectorate, and will co-ordinate the work of the Railway battalions, wherever they will be employed, with the local Railway administration.-

5.- The Inspectorate will resume the Italian denomination of "Comando Raggruppamento Ferrovieri".-

6.- For the employment as above stated will be necessary for this M.R.S. to consider and provide our Raggruppamento with an adequate mechanical equipment as follows:

Bulldozers	4	(one for each Bta.)
Cranes, wheeled, max load, 3-10 Tons	4	" " " "
Concrete mixing machines	4	" " " "
Mobile mechanic shop, with power plant	4	" " " "

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8.- Each company should be made up to full vehicle W.E.- In case the Americans withdraw their lorries the shortage will be, considering the last report of:

23 lorries
5 motorcycles

9.- With the independent utilization of our Units it is of capital importance to know as to the future methods of refueling and foodstuff supply which at present are received through Allied resources.-

10.- We hope this Directorate will give great consideration to our request and obtain the approval of M.M.I.A. for what we consider the most suitable independent reorganization of our units and their future successful employment.-

A True Copy

[Signature]

Major F. CARAFA
Liaison Officer

THE COLONEL INSPECTOR

signed: Umberto Dutto

(2)

Transportation (Br) Main,
C.M.T.

Tel: Firebox 44.
Outside Line 843062.

W...1/100/8.

22 July 45.

Subject: Italian Railway
Engineer Units.

To: G-3 GFE,
A.T.H.S. (through G-4 Nov & Tn) (2 copies).

Copy to: D.D.Tn., A.P.H.E.

In. Sub-Commission, A.C.

Land Forces Sub-Commission, A.C.

Director General, Italian State Railways.

Inspector, Italian Railway Engineer Troops.

4161

1. It is considered that the time has now come to decide whether the Italian Railway Engineer Units (ERI-ITI) should be disbanded or retained at a reduced strength.

2. Five battalions are at present employed under I.S.R. direction on reconstruction of railway lines of military importance. They will have finished this task by mid August, and their retention cannot be justified on military grounds after this date. Moreover, as demobilization of British and American units proceeds it will be increasingly difficult, if not impossible, to continue to administer and supervise the work of these units.

3. They could with advantage be used on lines which, though not of military importance, are required for the economic rehabilitation of the country. Such work would have to be done under I.S.R. sponsorship to the requirements of the Italian State Railways.

4. In view of the coming reorganization of the Italian Army, it is suggested that the Stato Maggiore may wish to re-establish the Railway Engineer Units which existed before the war and which form the nucleus on which the existing units have been built up. In such a case it would be advantageous to retain certain of the units in being and to employ them as indicated above.

It is understood that the Inspector of Italian Railway Engineers has already approached the Stato Maggiore and that the latter are willing that the Railway Engineer units should be employed on I.S.R. reconstruction projects.

5. In view of the above it is requested that a very early decision be made as to the future status and composition of these units.

Charles

(E.I. PARKES)

Colonel,

For Brigadier,

Transportation

1. It is considered that the time has now come to decide whether the Italian Railway Engineer Units (ERI-ITI) should be disbanded or retained at a reduced strength.

2. Five battalions are at present employed under I.S.R. direction on reconstruction of railway lines of military importance. They will have finished this task by mid August, and their retention cannot be justified on military grounds after this date. Moreover, as demobilization of British and American units proceeds it will be increasingly difficult, if not impossible, to continue to administer and supervise the work of these units.

3. They could with advantage be used on lines which, though not of military importance, are required for the economic rehabilitation of the country. Such work would have to be done under A.C. sponsorship to the requirements of the Italian State Railways.

4. In view of the coming reorganization of the Italian Army, it is suggested that the Stato Maggiore may wish to re-establish the Railway Engineer Units which existed before the war and which form the nucleus on which the existing units have been built up. In such a case it would be advantageous to retain certain of the units in being and to employ them as indicated above.

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5. In view of the above it is requested that a very early decision be made as to the future status and composition of these units.

Harold
(B.L. PARKES)
Colonel,
for Brigadier,
Director of Transportation,

0057