

ACC 10000/148/221 213/TN/1

GENERAL PLANNING - Rails

June 1945 - March 1946

0182

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

3A
3B
2A
5 (with 6 sheets)
6 (with 14 sheets)

Ext. 482

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING BRANCH

WHS/fm

AC/213/7/Tn.1

23 March 46

SUBJECT : Return of Railway Equipment Dutch Origin.

TO : Captured Enemy Material Branch,
HQ. AC.

1. Reference your C.E.M./92.4/11 of 19th March.
2. The people who can give you the information requested are E.C.I.T.O.-
C.R.M.O.A., Rome under whose auspices a complete inventory of all rolling stock
has just been completed.
3. E.C.I.T.O. are dealing with all exchange of railway equipment.

WALTER P. SCOTT
Lt. Colonel, GRC.
Director

4314

HEADQUARTERS ALLIED COMMISSION
AFO 394
CAPTURED ENEMY MATERIALS BRANCH

CEM/92.4/11

19 March 1946

SUBJECT: Return of Railway Equipment of Dutch origin.

TO : Headquarters Allied Commission
Transportation S/C

Reference the attached correspondence.

1. Will you please advise this Branch of any Dutch rolling stock at present in use in Italy.

2. There were at one time many railroad cars in the North full of material, perhaps you can inform us as to whether (a) these are now empty and (b) whether they were of Dutch origin.

John D. L. King

J.A. CAMPBELL
Lieut.-Colonel
Director
CEM Branch

2 Encl. 1 Copy letter 1458 dated 14 March 46.
1 Copy list of missing material.

4313

1458.

14 March 1946.

12, via Omero, Valle Giulia
Tel.: 377195.

To : Headquarters Allied Commission
Captured Enemy Materials Branch.

From : Netherlands Chargé d'Affaires A.I.
Rome.

Subject : Return of railway equipment of Dutch origin.

With reference to letter of March 9th, 1946,
No. C.E.M./32.4/9:

1. I attach herewith copy of an incomplete list of Dutch railway material, removed from Holland by the Germans; it has been found impossible to give exhaustive information as some material is still on its way back from Germany, so that a full account of losses can only be given at a later date.
2. According to technical personnel of the Netherlands Railways the material in Italy should be mainly composed as follows:
electrical and diesel-electric passenger cars and stream-line train units; ordinary rolling stock for steam traction both for passengers and goods transport; parts of catenary system; parts of sub-stations (transformers) and switch-stations.
3. Of the ordinary rolling stock tens of thousands are missing, so that it is impossible to give their numbers; all this material is marked "H.S." and should therefore be easily identified.
4. Interrogated at Munich, a German named Rossmüller, who was responsible for the removal of Dutch railway material during the occupation, has declared that a considerable amount of electrical equipment had been sent to Northern Italy and the Tyrol. According to Rossmüller it was the intention of Hitler to withdraw to the so-called "Adlershorst" in the South-German mountains in case of defeat. In order to facilitate this retreat the railways leading to "Adlershorst" were to be electrified, mainly with Dutch equipment, which has been sent to the a/m regions.

From : Netherlands Chargé d'Affaires a.i.
Rome.

Subject : Return of railway equipment of Dutch origin.

No. C.M.M./92.4/3:
With reference to letter of March 9th, 1946,

1. I attach herewith copy of an incomplete list of Dutch railway material, removed from Holland by the Germans; it has been found impossible to give exhaustive information as some material is still on its way back from Germany, so that a full account of losses can only be given at a later date.
2. According to technical personnel of the Netherlands Railways the material in Italy should be mainly composed as follows:
electrical and diesel-electric passenger cars and streamline train units; ordinary rolling stock for steam traction both for passengers and goods transport; parts of catenary system; parts of sub-stations (transformers) and switch-stations.
3. Of the ordinary rolling stock tens of thousands are missing, so that it is impossible to give their numbers; all this material is marked "N.S." and should therefore be easily identified.
4. Interrogated at Munich, a German named Rossmüller, who was responsible for the removal of Dutch railway material during the occupation, has declared that a considerable amount of electrical equipment had been sent to Northern Italy and the Tyrol. According to Rossmüller it was the intention of Hitler to withdraw to the so-called "Adlershorst" in the South-German mountains in case of defeat. In order to facilitate this retreat the railways leading to "Adlershorst" were to be electrified, mainly with Dutch equipment, which has been sent to the a/m regions.

4312

(Baron W.J.G. Geyers)

Netherlands Chargé d'Affaires a.i.

RECEIVED
APR 11 1946
1315

Ext. 482

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING BRANCH

WPS/fm

23 March 1946

COL WALTON.

As per your request the following information is furnished on Italian Shipping:

a. Number of ships now in Italian Coastwise traffic Pool - 57 with a total tonnage of 121,787 tons.

b. Number of ships in hands of Allies and which Italians have no control - 71 with a total tonnage of 290,780 tons.

WALTER P. SCOGGINS
Lt. Colonel, QMC.
Director

4311

215

Ext. 462

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

AMS/bm

RS/6.00

March 1946

Dear Mr. Minister,

Advice has been received that eighteen oil tankers of a capacity of 12,000 barrels each are available for disposal.

Fourteen of these vessels were constructed during 1943 and four during 1944 and have a speed of ten knots.

These vessels will be made available at Shanghai or Manila.

The original cost of these vessels was approximately 90,000 U.S. dollars. The probable selling price would be from 25 to 30 percent of the original cost, depending on the condition.

We would appreciate hearing if your Ministry is interested in acquiring any or all of these vessels.

We shall be obliged if this matter may be treated as very urgent and a reply sent at the earliest practicable date.

Yours very truly,

APPROVED

WALTER P. SCOGGINS
Colonel, U.S.C.,
Director, Trans. & Ship. Branch.

CHARLES W. WALTON
Colonel, A.C.
Acting Vice President
Economic Section.

The Minister of Marine
Raffaels De Courton
Ministry of Marine
Rome.

4310

215?

TRANSLATION.

ES FILE 6.00

FROM : Minister of Navy
TO : Colonel Charles W. Walton - Acting Vice President
 A.C. Economic Section
THIS FILE : No. 1815
SUBJECT : .-.

13 March 1946.

Dear Colonel,

I thank you very much for your kind communication
 No. ES/6.00 dated 9th March 1946.

The matter presented by you is of a very large
 interest, but as the solution of it requests disponibility
 of values, I must first consult the Minister of the Treasury
 who actually is absent.

I reserve me to make you as soon as possible
 ulterior communications.

Very sincerely yours

sgd.

*Col. Walton:
 Original letter and original translation
 have been held in E. 6.00. You write
 the letter of 9 March and it pertained to
 the 18 out because that was round
 for disproof. This is an interim reply.*

4309

215

MEMORANDUM

11 January 1946

ES/601

SUBJECT: Manning Vessels with Italian Crews

TO : Acting Vice President

1. You questioned why action on manning vessels with Italian crews must await your conversation with Ambassador Kirk.

2. The reason I made this statement was because of the following, quoted from your 5 January telephone conversation:

"Crews: I was asked to suggest to Ambassador Kirk that a cable be dispatched raising the question of using Italian crews in case ships cannot sail from the U.S. because of lack of crews. Mr. Hunt said he did not yet know whether the shortage of crews was simply due to the holidays or represented a general and continuing problem."

3. Colonel Buchanan has been asked to prepare a letter on this matter to the United States Embassy for your signature.

(Signed)

CHARLES W. WALTON

Colonel, AC

Chief, Supply Group

Colonel, AC
Chief, Supply Group

cc: Colonel Buchanan

4348
2/8

ELECTRIC L., NCE STREAMLINED PASSENGER CARS

Motorcars

Serial numbers:

mBz 9926; mBc 9910; mBd 9117, 9118, 9123, 9124, 9125, 9152, 9153, 9154, 9155, 9158, 9159, 9160, 9161; mBf 9952; mC 9011, 9012, 9014, 9019, 9024, 9025, 9030, 9032; mC 9412, 9413, 9414, 9419, 9420, 9426, 9430, 9433, 9435, 9445, 9447; mC 9907; mC 9120.

Trailercars

Serial numbers:

Adc 8515, 8516, 8534, 8536, 8538, 8539, 8540, 8541, 8543, 8544, 8550, 8554, 8555, 8556; Bc 8501, 8503; Cz 8005, 8014, 8017, 8018; Ces 8102, 8108; Gee 8509, 8511, 8516, 8520, 8529, 8530, 8531, 8536, 8538, 8540, 8541, 8544, 8547, 8550, 8589, 8592.

ELECTRICAL STREAMLINED UNITS

2 car units

Serial numbers:

201, 204, 207, 212, 215, 219, 221, 233, 234, 301, 303, 304, 305, 306, 307, 308, 310, 313, 314, 423, 424, 425, 426, 401, 404, 405, 406, 407, 410, 417, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

3 car units

4 car units

5 car units

postal cars

DIESEL ELECTRIC STREAMLINED UNITS

3 car units

Serial numbers:

DL3 13, 18, 19, 22, 24, 26, 28, 30, 31, 35, 36, 38, 41, 43, 44, 48, 52, 53, 54, 56, 57, 58, 60, 61, 62, 63, 64, 67.

5 car units

Substations

25 transformers 10,000/1500 Volts or 25,000/1500 Volts, 1200 Amp.
manufacturer Smit-Nijmegen.
15 mercury arc rectifiers, 1500 Volts, 6 and 12 anodes,
manufacturer M.B.C. (Brown Boveri Comp.) and G.E.C. (General
Electric Corporation).
20 substation transformers, 75 K.V.A., 10,000/220 or 25,000/380 Volts
manufacturer Smit-Nijmegen.
30 interphase transformers, 150 cycles, 600 K.V.A.,
manufacturer B.B.C., G.E.C. and Smit-Nijmegen.
40 diverse transformers 220/220 Volts, 500 $\pm$ 600 V.A. and
10 $\pm$ 20 V.A.,
manufacturer Smit-Nijmegen, G.E.C. and B.B.C.
25 waterpumps with drums and tubes for watercooling rectifiers.
25 high tension a.c. oil switches 10,000 and 25,000 Volts,
manufacturer B.B.C., Coq-Utrecht and Hazeneyer-Reynolds.
30 switches 1500 Volts a.c.,
manufacturer B.B.C., G.E.C. and Delie.

ADc 8515, 8516, 8534, 8536, 8538, 8539, 8540, 8541, 8543,
8544, 8550, 8554, 8555, 8556;
Bc 8501, 8503;
Cz 8005, 8014, 8017, 8018;
Ces 8102, 8108;
Cee 8509, 8511, 8516, 8520, 8529, 8530, 8531, 8536, 8538,
8540, 8541, 8544, 8547, 8550, 8559, 8592.

ELECTRICAL STREAMLINED UNITS

2 car units Serial Numbers:
201, 204, 207, 212, 215, 219, 221, 233, 234, 301, 303, 304,
305, 306, 307, 308, 309, 310, 313, 314.
3 car units 401, 404, 405, 406, 407, 410, 417, 418, 423, 424, 425, 426,
427, 428.
4 car units 601, 602, 603, 604, 605, 606, 607, 608, 610, 611, 613, 614,
615, 616, 617, 618, 619, 620, 623, 624, 625, 626, 627, 628,
629, 630, 631, 632, 636.
5 car units 802, 804, 807, 809, 811, 813, 816, 820, 822, 823, 824, 825.
postal cars 8505, 8507, 8508, 8509, 8510, 8511, 8512, 8513, 8514.

DIESEL ELECTRIC STREAMLINED UNITS

3 car units Serial numbers:
DE3 13, 16, 19, 22, 24, 26, 28, 29, 31, 33, 35, 36, 38, 41, 43,
44, 48.
5 car units DE5 52, 53, 54, 56, 57, 58, 60, 61, 62, 63, 64, 67.

Substations

25 transformers 10,000/1500 Volts or 25,000/1500 Volts, 1200 amp.
manufacturer Smit-Nijmegen.
15 mercury arc rectifiers, 1500 Volts, 6 and 12 anodes,
manufacturer B.B.C. (Brown Boveri Comp.) and G.E.C. (General
Electric Corporation).
20 substation transformers, 75 K.V.A., 10,000/220 or 25,000/220
manufacturer Smit-Nijmegen.
30 interphase transformers, 150 cycles, 600 K.V.A.,
manufacturer B.B.C., G.E.C. and Smit-Nijmegen.
40 diverse transformers 220/220 Volts, 500 $\pm$ 600 V.A. and
10 $\div$ 20 V.A.;
manufacturer Smit-Nijmegen, G.E.C. and B.B.C.
25 waterpumps with drums and tubes for watercooling stations.
25 high tension a.c. oil switches 10,000 and 25,000 Volts,
manufacturer B.B.C., Coq-Utrecht and Hazemeyer-Reginald.
60 switches 1500 Volts a.c.,
manufacturer B.B.C., G.E.C. and Belle.

-2-

several hundred relays, manufacturer D.B.C. and G.B.C. miscellaneous switchpanels, volts and amp. meters d.c. and a.c., 0 - 10 k.v., 0 - 25 k.v., 0 - 2000 V., 0 - 5 amp., 0 - 2000 amp., manufacturer D.B.C., G.B.C., NIBAP, and so on.

Switchgear

1500 V.a.c. switches, manufacturer D.B.C. and G.B.C. diverse relays, B.B.C. or G.B.C. testing resistances (10,000 ohms and more).

Other equipment

reels with transmission wire 100 sq.m.m. electrol. copper suspension cables, bronze, 70, 95, 150 sq.m.m. miscellaneous insulator sockets, insulators, automatic tension equalizers, breakerswitches (horn type) with motor control cabinets, interrupters, besides thousands of different small parts.

4306

TN.
INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: MOV 145

Date/Time of Origin: MARCH

Message Centre No: H/977

Date Time Rec'd: MARCH 21 1030

Precedence: ROUTINE

FROM: AC LIAISON TRANSPORTATION OFFICER VENICE

TO : ACCEPT MILAN , INFO/ ALCOM ROME FOR AC TPT

UNCLASSIFIED/

Subject controlled lines. ISR Venice informed by ISR Rome
that line Verona-Bologna and Milano-Piacenza no longer controlled.
Being without your instructions. Please signal reply.

AC DIST

INFO ACTION - TPTM2

INFO - CHIEF COMMISSIONER

ECON 2

FILE 2

FLOAT

INFO - ACTION



4305

213

TRANSLATION

IS FILE 18.05

FROM : Interministerial Price Committee
TO : Ministry of Transportation
& for info : Ministry of Industry and Commerce
Economic Section A/C
Presidency of the Council.

THEIR FILE : No. 671

22 February 1946.

SUBJECT: Revision of rates of Bari-Barletta tramway line and
S. Spirito-Bitonto railway.

1. In relation with the request forwarded by the Managing Company the Bari-Barletta Tramway line for the purpose of obtaining a 50% augment of the present passenger rates, we herewith inform you that this Committee authorizes the following augments, that correspond to those proposed by the Bari Compartmental Inspectorate
Lire 1.390 per Km per person in 1st class
Lire 0.960 " " " " " 3rd class

2. This Committee furthermore authorizes the Company Managing the S. Spirito-Bitonto Railway to apply a 300% augment on the 1942 prices of passenger fares .

3. Will your Ministry please issue the relative authorization in due form, forwarding it for information to this Committee.

Nat. Gest.

For the President
Gronchi.

213/

213/m1

Bureau of Requirements and Distribution

Ref. RD/15.02

16 February 1946

SUBJECT: Italian State Railways Rehabilitation Programme

TO : Executive Assistant to Chief of Mission

1. Reference your requests of 11 January 1946 for information and our comments concerning the above subject, raised by letter Tn S/C, AC/E13/4/Tn 1 of 30 November 1945.

2. Originally, Tn S/C, AC requested the ISR to prepare their plan for the reception, storing and dispersal of those supplies and materials arriving under the ISR Rehabilitation Programme (See AC/371/Tn 4 of 19 October 1945, copy attached). You will note that the possibility of these supplies being dealt with by UNRRA was mentioned in this letter to the ISR.

3. The reply of ISR, stating their ability to take direct receipt of these materials and outlining briefly their plan for handling them (see A/13/825/ICCA.7125/9 of 10 November 1945, copy attached), was passed by Tn S/C to UNRRA for confirmation by letter AC/E13/4/Tn 1 of 30 November 1945.

4. The plain fact is that the matter should never have been referred, for confirmation or anything else, to UNRRA since it has to do with a program for which UNRRA has no responsibility. Our UNRRA interest is a general "watching brief" on the Italian RR system - which system will be improved when these supplies arrive.

Harlan Cleveland

HARLAN CLEVELAND
Deputy Chief of Mission

Incl.: - AC/Mat/14/24/Tn 4
A.13/825/ICCA.7125/9 of 10 Nov 45
AC/371/Tn 4 of 19 Oct 45

cc.: - Tn S/C (2) (without Incl.)

4303

HEADQUARTERS ALLIED COMMISSION
APO 394
Economic Section

Ref. ES/15.60

12 December 1945

MEMORANDUM :

SUBJECT : Report on Italian Railways
TO : Transportation S/C
(attn. Col. Buchanan)

1. Reference is made to the report of the Chief, Rail Division, Tn. S/C, of 3 December 1945, forwarded by this office to A/VP, Economic Section, under Memo ES/15.02 of December 1945 (copy attached).

2. You will note in particular my comments on Paras 1 (d), (e), (f), (h) and para 1 (j).

3. Will you please see that the necessary action outlined therein is effected and coordinated, and that, at the earliest practicable moment, the schedule outlined is presented by your office.

4. Letter AC/379/2 of 5 December 1945 noted is herewith returned to you for your retention with matters dealt with in the above report.

Charles W. Walton
CHARLES W. WALTON
Colonel, AC
Chief, Supply Group

Enclosures :-

/Memo ES/15.02 of December to Acting Vice President
/Letter AC/379/2 of 5 Dec. 45 from Mr. Moss.

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

Ref. ES/15.02

12 December 1945

MEMORANDUM:

SUBJECT : Report on Italian Railways
TO : Acting Vice President

1. I am forwarding forthwith Mr. Moss' comprehensive report, with the following recommendations and comments.
2. The report entails several general policy decisions as well as decision on specific matters.
3. Within my own shop, these matters are:

Para "1 (a)": Supply of Timber.

1. Decentralization of timber. Now under consideration is a British proposal to decentralize timber areas conditional upon satisfactory assurance from the Italian Government, that it will continue to meet the British requirements.
2. A letter to AFEC has been prepared for the signature of the Chief Commissioner requesting that credits be established for goods and services exported from Italy to support occupying forces in other countries (including Austria).

Para "1 (b)": Supply of glass.

A letter to AFEC has been prepared for signature of the Chief Commissioner objecting to the withdrawal by the military of supplies essential to the rehabilitation of the Italian economy. If the principle is agreed it would appear that the problem proposed by Mr. Moss will be resolved.

Para "1 (c)" and "1 (d)": "Coal" and "Control of Operation"

These paras have been extracted and sent to Coal Division for their comments and recommendations.

- 8 -

Para "1(d)", "1(e)" and "1(f)": "Control of Operation", "Control of Equipment (Passenger)" and "Control of Materials (Stores and Supply)".

A letter has been submitted for the signature of the Chief Commissioner on the balancing of exchange with Austria of box cars.

Tn. S/C has been directed to take appropriate action on the matters within these paras, to resolve the problems indicated or to show why no action is practicable.

Para "1(i)": "Derequisitioning on Industries essential to the Reconstruction of Railways"

This has been extracted and sent to Industry & Utilities S/C directing them to take such steps as are necessary to have these plants derequisitioned.

Para "1(h)": "Derequisition of ISR Property"

Tn. S/C has been directed to take steps necessary for the release of space in the Rome terminal.

Para "1(j)": "Conclusion".

We must agree with Mr. Moss that the Railroads in Italy are of vital importance to rehabilitation and that such remains to be done to insure their reconstruction.

I am instructing the Director of Tn. S/C to give the transportation problems presented in Mr. Moss' report his most serious consideration with a view to taking all possible steps toward their resolution.

He is being requested to set up a definite schedule of objectives and to submit that schedule to this office for further consultation and review.

You will be further informed ^(Signed) of the action taken.

CHARLES W. WALTON

Colonel, AC

Chief, *Supply Group*

CHARLES W. WALTON

Colonel, AC

Chief, Supply Group

4300

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

RM/ic

Sub
15.60

Tel: 843209
Ref: AC/379/2

5 December 45

SUBJECT:- Report - Director of Transportation (DMRS).

TO : Chief Supply Group Economic Section,
Through Director Tn Sub-Commission

See P. A. Moss
Chief

1. Your attention is directed to the following information taken from the October monthly report of the Director of Transportation (DMRS) submitted to the War Office London, 29th November 1945.
2. Par 33 (c) "After considerable discrepancies the wagon balance between Austria and Italy at Tarvisio has now been adjusted and firm figures established, and it has been agreed that ITALY SHOULD CARRY A DEBIT BALANCE OF 800 WAGONS TO ASSIST AUSTRIA".
3. Par. 56 (a) ITALY. The Coal Supply situation continues to be generally satisfactory.
(b) AUSTRIA. Railway coal requirements are now being handled by the solid Fuel Allocation Committee in Vienna. Due to a failure in supply of Hard Coal from the Ruhr it was necessary to despatch 3,000 tons Hard Coal from Italian Railway Stocks to Austria (Br. Zone). Considerable difficulty is reported in obtaining adequate supplies of Brown Coal."

R. P. Moss

R. P. MOSS,
Chief, Rail Division.

Tel. 376

HEADQUARTERS ALLIED COMMISSION
APO 394

PDGB/lr

Transportation and Shipping Sub-Commission

AC/213/6/Tn.1

4 December 1945

TO : Acting Vice President, Economic Section.
(through Chief Supply Group).

SUBJECT : Report on Italian Railways.

I forward herewith a report by Chief of Rail Division, this Sub-Commission, on the problems confronting the railways of this country as he sees them.

There is no doubt that the railways are in for a very difficult time during the next three or four months, and the existing resources will be severely overstrained.

I, personally, do not think, however, that the retention of such military control as still appertains to A.F.H.Q. will greatly affect the question of whether or no the railways can carry the load that will be imposed to them.

P.D.G.

P.D.G. BUCHANAN
Colonel,
Director.

0182

RPM/10

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

3 Dec
~~20 November 45~~

Tel: 843209
Ref: AC/

SUBJECT : Conference on Italian Railways.

TO : Acting Vice President
Economic Section,
through Director Tn Sub-Comm. &
Chief Supply Group (Col. Walton).

1. Referring to conference in the office of the Acting Vice-President, Economic Section, concerning matters pertaining to the Railways of Italy. The Acting Vice-President of the Economic Section requested that an agenda be submitted setting forth the problems which confronted the railways, and especially those practices or policies which were prejudicial to the operation. It is expedient that measures be taken, and taken immediately, if there is not to be a break down in late December, of the rail transportation in Italy. Enumerated below are the major problems and recommended action to be taken.

(a) SUPPLY OF TIMBER

Work shops of the Italian State Railways and private contract shops working for the Italian State Railways are working on a limited scale for the need of timber. The car repair program could be greatly increased with an adequate timber supply. The Italian State Railways alone face a deficit of 18,000 cu. meters of timber for the period Dec 1945 to May 46. Several million ties are required for reconstruction work; also the change out program, new ties for old, is several years behind schedule. In Italy the timber resources are very limited and before the war importation of timber was necessary to implement the supply.

Action : This Division brought up the matter at the Allied Railway Board in September. The U.S. Military decontrolled timber cutting zones under their control in the Sila (Calabria) area, also the Alto Adige (Tyrol) area. The British military decontrolled the

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Work shops of the Italian State Railways and private contract shops working for the Italian State Railways are working on a limited scale for the need of timber. The car repair program could be greatly increased with an adequate timber supply. The Italian State Railways alone face a deficit of 13,000 cu. meters of timber for the period Dec 1945 to May 46. Several million ties are required for reconstruction work; also the change out program, new ties for old, is several years behind schedule. In Italy the timber resources are very limited and before the war importation of timber was necessary to implement the supply.

Action: This Division brought up the matter at the Allied Railway Board in September. The U.S. Military Decontrolled timber cutting zones under their control in the Sila (Calabria) area, also the Alto Adige (Bolzano) area. The British military still control the cutting in certain zones in Calabria and North East Italy. Recommendation forwarded to the Director Tn Sub-Commission 19 November that the matter be handled with the S.A.C. for the British to decontrol all timber cutting zones in Italy under their control.

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Furthermore, arrangements should be made for the movement of timber from the Styria and from the Carinthia zones (South Central and South Eastern Austria). It is believed Italy has already established a credit in Austria by the shipment of materials, supplies, fruits to Austria for the use of occupational troops. Also, the matter of credit for rail transportation for the movement of all MILITARY and Civil supplies to Austria as well as all troops to and from Austria should be verified and credit established. Letter submitted to the Director Tn Sub-Commission dealing with this subject this date.

(b) SUPPLY OF GLASS

There is a complete lack of this material. Every effort has been made by the ISR to procure glass and without success. The reconstruction of station buildings, roundhouses, workshops etc. as well as the repair to passenger coaches cannot be carried out until glass is made available. Many living quarters, without heat, are still without glass in the windows.

Action : The whole production of the glass factory in Vietri sul Mare (near Salerno) is controlled by the British military. It has been definitely established that the majority of this glass has been shipped out of Italy over a period of many months. The matter has been handled with AFHQ and it is hoped the factory at Vietri will be derequisitioned by the military authorities shortly. ALL of the production of this plant should be made available to the Italian Government. The Industry and Utilities Sub-Commission should undertake a survey to see what can be done to increase glass production. There are many small plants whose production could perhaps be increased. Also any other plants under control of military authorities should be derequisitioned.

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(c) COAL

This situation stinks. From the time the foreign allocations are made in Washington until the coal is actually used in Italy we hear a lot about coal, coal and more coal. Presumably the country whose representatives attending the foreign allocations conference shouts the loudest gets the most coal. France for instance with the production from the Ruhr and its IMPORTS now enjoys an 80 percent of its pre-war amount of coal. Italy has had available in the past few months approximately 40 percent of the pre-war amount of coal.

On the railway side of the question. It was established that Austria would be supplied with coal from the West. Yet during September, October and November some 10 or 12,000 tons have been shipped from Italy to Austria through the Tarvisio gateway. It has been stated that this coal was from military supply. This is true but it was from supply intended for Italy or it would not have been here. Given below are the December Railway Coal allocations:

Civil (Inc. Venezia Giulia) Y.B.	66,000 tons
Br Military	32,000 tons
US Military	20,000 tons
	<u>118,000 tons.</u>

Attached hereto is letter from the Director Military Service to the Italian State Railways regarding coal allocation. This total allocation to the ISR by MRS for the month is only 79,200 yet 118,000 tons is programmed to go to the Railways. The Railways have been given the job of operating the railways but we are being foolish when we think they can do the job successfully with this kind of business. Also, it is known to you that 2,500 tons of coal per month is allocated to the Swiss Railways for the operation of the Medlock service through that country. There is only a 26 days supply of coal for the Railways in Italy at the present.

Action: It is recommended that a lump allotment of coal be made to the Railways and that the railways have the disposal of this coal as they see best for the service. Take the control away from any military authority so long as the Italians are charged with the operation of the Railways. To accomplish this will need be handled on a high level.

(a) CONTROL OF OPERATION

With effect from 1st November 1945 the responsibility of operation of the ISR excluding the Compartimento of Trieste and the Line Trieste-Udine-Tarvisio was handed over to the ISR. The ISR act as agents for the MRS in the Trieste Compartimento and on the line

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This Sub-Committee is chaired by the Director of Operations MRS. This division has a member on the Sub-Committee; it is felt when the allocation of coal is made to the ISR to be used as they see fit, then the introduction of change of civil passenger trains should be left to their judgement. Also, the ISR should be free to introduce any civil freight schedules they deem necessary so long as they can do so and come within their coal allotment.

Action : If and when lump allotment of coal is made to the railways and they have the freedom without military authority for its use, that the ISR be given freedom for the movement of civil passenger and freight traffic as they see fit, first, protecting military priority traffic.

(e) CONTROL OF EQUIPMENT (PASSENGER).

Fifty passenger coaches of the ISR have been transferred to France for service between Toulon and the channel coast. This has been dealt with through the Chief Commissioner and the S.A.C. At this moment France is enjoying the excess of 75 percent of its pre-war traffic. Italy approximately 23 percent. There are three reasons for the low percentage in Italy :

- (1) Shortage of coal (reason set out in par. (c)).
- (2) Shortage of passenger stock
- (3) Line capacity.

The daily average kilometres run by civilian trains in Italy at this time is 73,000. The daily average for military passenger trains is 13,000. The percentage of military to civil is considered out of proportion in that the war in Italy has now been over almost 7 months. A break down on the military passenger km run is British 80 percent and American 20. Troops from other theatres are being landed at the heel ports and transported all the way across Italy and through Switzerland to the channel coast. This sort of operation eats up a coal supply and quickly.

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FREIGHT, EQUIPMENT

Box cars are in extreme short supply. In excess of six hundred box cars belonging in Italy are now in service in Austria. While at the same time we have in Italy about the same number of open top cars belonging to Austria. Box cars are always at a premium in the winter months, yet the Director of MHS agreed for Austria to maintain a balance of 200 box cars in Austria belonging to Italy.

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There is a movement of Polish troops from near Cancellio to Poland now under way which will require some 800 box cars. This equipment belonging in Italy will be used all the way to Poland. Thus we will lose about 24,000 car days.

I would like to point out that only 25 percent of the total number box cars ordered by the A.C. and UNRRA Warehouses 676 and 696 in Naples, have been furnished the past 14 days account shortage of box cars in the Naples Area. This affects the food supply of Italy.

Action : Recommend that action be taken to have returned to Italy the fifty coaches sent to France. Also that the military authorities review the requirements for military passenger service. It is an established fact that many of these trains are handling a very few troops compared to the capacity of the train.

Letter has been dispatched to the Director, M.R.S. pointing out the necessity of balancing the car exchange with Austria. The DMRS should cancel instructions that Austria hold 200-box cars belonging to Italy and maintain an equal balance of the interchange, type for type, and not trade box cars for open tops etc.

(f) CONTROL OF MATERIALS (STORES AND SUPPLY).

The ISR have been given the responsibility of operation and reconstruction of the railways. To successfully carry out this work and to do it in their own way, it is essential that they also have the control of the materials and supplies and to have the disposal of them in relation to the demands of operation and construction. The question of the MRS retaining control of the Stores Branch of the ISR was raised at the Allied Railway Board in October. A strong protest was made to the Chairman of the Board by the Chief, Rail Division. This protest of MRS holding control of the ISR Stores had the support of the D.C. ISR. The Chairman of the Allied Railway Board overruled the demand that MRS relax control, and a request was made that the matter be referred to S.A.C. for a decision. No results obtained. At the

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The Director General of the Italian State Railways has stated his position as being opposed to MRS control. It is felt that the ISR representative was coerced into such agreement. The Director General of the ISR has since stated his representative did not present the views of the Director General of the ISR. At this moment there are some ~~two to three hundred~~ MILES of complete track with ties in Tn Stores depots under the control of MRS in Italy. This Division tried without success to procure 20 miles of track for priority work in the Genoa port area and 90 miles of track for reconstruction work for the ISR. If MRS is so helpful why not release some of this track material? Some of it was brought in on lend-lease and rail and track material has been ordered to be shipped to Italy. Also, under the present arrangement the MRS would have the control of all supplies received in the future from America or England which are for the ISR account.

Action: It is recommended that a meeting be held between G-4 British G-4, American, Chairman Allied Railway Board Director MRS (British) Deputy Director MRS (American) Minister of Transport, Director General ISR and representatives of the TN Sub-Commission to examine this problem and determine if MRS control over the stores and supplies of the ISR is beneficial to the operation of the Railways.

(g) COMMUNICATIONS

Adequate telephone and telegraph communications are not available to the ISR for successfully carrying out the operation of the railways. Many such lines are in control of the military. While this Division does not have any responsibility in this matter a survey will be made when Captain Conway returns from LIAP and further report submitted as to action taken and recommendations.

(h) DEMANDS FOR ISR PROPERTY.

There are still some plants and buildings occupied by the Allied Military Units. A list is being compiled and when completed action will be taken

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(h) DEREQUISITION OF ISR PROPERTY.

There are still some plants and buildings occupied by the Allied Military Units. A list is being compiled and when completed action will be taken for the derequisitioning of the plants and buildings.

Through action taken by this Division four parts of the Rome Terminal Station have been released by the military authorities.

The main waiting rooms and ticket offices are still used by the military for mess halls to feed troops in transit. This matter has been handled with G-4 (Nov) and in also the RAAC but the release of these rooms to the ISR has been denied. Only about 3000 troops per week are being fed. These mess halls.

There are approximately 350,000 civilians per week denied the use of this part of the station on this account. Conditions at this station are not good and are unsanitary. The baggage room is also held by the military.

Action: This division handled with those within its scope to procure the release of the waiting and baggage rooms of the Rome Terminal Station without success. It is considered necessary that Rome be used as a meal stop for troops in transit, alternate accommodations should be found. There is no doubt but the considerable pressure will be brought upon the release of these rooms especially when the weather is colder.

(1) DEREQUISITIONING ON INDUSTRIES ESSENTIAL TO THE RECONSTRUCTION OF RAILWAYS

Listed below is a list of firms who partially or totally cannot accept orders from the ISR as they are still under requisition by the Allied Military Authorities. These firms supplied the ISR with materials essential to the operation of the railways and are equipped for that purpose. As there is a shortage of materials for reconstruction work it is essential that these firms be made available to accept contracts from the ISR.

"RUFING"	Naples	Impregnated sleepers (cross ties)
"CLEDOA"	Venezia-Mestre	Impregnated sleepers (cross ties)
"SOFONE"	Petilia Policastro (Catanzaro)	Timber production
"PARTENOPE"	Naples	Accumulator
"SICE"	Leghorn	Electric conductors
"Soc.IND. CARBURIO DI ROMA"	Ascoli Piceno	Lime carbide
"LOCATELLI UGO- MILAN"	Rome	Oxygen
"CANTIERI METALLUR- GICI ITALIANI"	Castellammare di Stab.	Iron Work products

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"CLINDCA"	Venezia-Mestre	Impregnated sleepers (cross ties)
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"PARTENORE"	Naples	Accumulator
"SICE"	Leghorn	Electric conductors
"Soc. IND. CARBURO DI ROMA"	Ascoli Piceno	Line carbide
"LOCATELLI UCO- MILAN"	Rome	Oxygen
"CANTIERI METALLUR- GICI ITALIANI"	Castellammare di Stab.	Iron Work products
"ACCIAIERIE E FERRIERE PUGLIE- SI DI BARI"	Giovinazzo(Bari)	Metallic pipes
"CANTIERI RIUNITI NAVALI"	Palermo	Repairs to locomotives and boilers
"INDUSTRIE MECCANI- CHE MERIDIONALI"	Naples (Vasto)	Construction and repairs of coaches and cars.

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(j) CONCLUSION :

The physical condition of the railways in Italy is worse than any country in Europe : there are three reasons for this condition.

- (1) Deliberate demolition on the part of the enemy. (plus Allied bombing).
- (2) The taking out of Italy by the Germans materials and supplies essential to railway operation, maintenance and construction. Also the removal by the Germans of cars and locomotives. There is a large balance due Italy after sending foreign cars and locomotives to their home country.
- (3) Account hasty construction by the MRS due to military necessity, the lines now restored to service are considered to be in fair condition, or we will say operatable condition, and many portions now in service will need be given permanent reconstruction.

Account shortage of materials the reconstruction of the railways is being carried out very slowly and in many cases is practically stopped. Track material is vitally needed.

I would point out that the reconstruction of the railways is the key to the rehabilitation of all industries in Italy. This country depended upon tourist trade, international traffic, and the production of its manufacturing industries for its revenue. Raw materials were received by import and finished products exported. This situation was the reason for Italy's having one of the best rail transportation system in the world before the war. Therefore all industries in Italy, and their ability to produce, will be gauged by the capacity of the railways to handle raw materials to the mills and finished products for export and disposal in Italy. With the large import program coming up in December and following months, the railways are going to be on trial to handle the amount of material and supplies programmed for import, and I fear there is going to be a break down in rail transportation late in December.

It is criminal that now, seven months after the finish of the war in Europe that Italy is isolated so far as international traffic is concerned. This nation cannot survive without international trade. Only on November 20 was the first

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It is criminal that now, seven months after the finish of the war in Europe that Italy is isolated so far as international traffic is concerned. This nation cannot survive without international trade. Only on November 20 was the first international passenger service established. This amounts to ONE sleeper operating between MILAN and Paris twice per week, and the only reason it was established was because the military needed some accommodation. The extension of this sleeper to Rome, the capitol, has been denied up to the moment but it is hoped to extend the service some time in December. As a comparison, France has international passenger service to most of the continent of Europe including Vienna with connections to the Balkans. Also France is enjoying 30 percent of its pre-war passenger traffic.

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Italy has no international passenger traffic and its internal passenger traffic is 28 percent of its pre-war traffic. Civil freight traffic between the North and South of Italy cannot be increased until the Pisa-Genoa line is opened to traffic early in the next year, or there is a decrease in military passenger traffic. The lines North to South are now operating to capacity, there being a daily average of 101 trains through the bottle-neck Bologna. It must be taken into consideration that all of the North-South lines were previously double track and with automatic or semi-automatic block operation. All of these lines are now single track and not in good condition, with many slow orders, and with no automatic or semi-automatic block signals. Also, these lines were electrified. The operation is now carried out with steam power.

There should be a definite policy laid down so far as the railways are concerned. The military should not be concerned with the operation of the railways so long as military traffic is moved. I fear there is a lack of understanding between the American and British governments in this matter. This reasoning is based upon the following:

- (1) The first plan (nothing written, but a lot of talk) was for the MRS to withdraw from the operation of the railways. The Allied Commission would assist and advise the railways on technical matters.
- (2) The Allied Commission, Rail Division, now has NO responsibility so far as the railways are concerned. The directive issued by AFHQ states the Allied Commission will continue to give technical advice so long as its staff remains. There is a different policy being pursued by the United States and by the British. The Americans are leaving the country as fast as shipping is available. The British have made arrangements to bring in families of military personnel. The Americans are derequisitioning industries and billets. The British are hanging on. For example timber and glass, the Rueping plant at Naples, Cledca at Venezia, Sofone in Catanzaro. Cantieri Metallurgici Italiani at Castellammare, Acciaierie e Ferrerie at Bari, Ansaldo at Bagnoli, etc.etc.etc. This also applies to the personnel of the MRS there being very few Americans left in the MRS and at the moment there is 10 times as much American Railway equipment in the theatre than British. The Tn Stores Depots, controlled by the British, are full of railway materials and supplies. A large amount of this material and supplies was received on

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- (4) The British occupied Zone of Austria in under the command of AFHQ Caserta, and of course both Italy and British occupied Austria is considered one command function. As two nations are involved the procurement in Italy of supplies and sent into Austria should be credited to Italy and charged to the occupation of Austria.

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Action: Nothing the Rail Division can do. It is hemmed
in by the military.

Regret the length of this report.

R. P. Moss

R. P. MOSS,
Chief, Rail Division.

C O P Y

C O P Y

ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
Office of the Director (DMRSI)

Subject : Coal Consumption - I.S.R.

File: Tn.A.2/16/3.
21 November 1945

TO : Hq. I.S.R. (for Ing.Bracci)

copy to : D.M.R.S.
D.D.M.R.S.
Tn. Trieste
Tn.3 (M)

Tn.Sub-Commission, A.C.,
Coal Division, Commerce Sub-Division, A.C., Rome

1. It is noticed that despite the fact of increased use of oil burning locomotive and electric locomotive power being put into operation, the consumption of High Volatile Coal has risen over the past two months from 17,000 tons to 20,000 tons per week, i.e. approximately 3,000 tons per week, extra is being used.
2. In view of the global short supply of solid fuel and the great necessity to economise in its use a limit on the permitted consumption is to be imposed effective 1st December 1945.
3. The maximum permissible consumption of coal by Areas is set out below, and should the I.S.R. consumption exceed the quantities shown a detailed explanation is to be provided to this Hq giving the reasons for the increased use.
4. Further to this you will be required to accept the full responsibility for excessive consumption against the availability of supply.
5. The figures below do not take into account the coal saving due to the increased use of fuel oil and electric traction, but the position will be reviewed at a later date when the effective economy in the use of coal is better established.
6. It is again stressed that the limitation of consumption is necessitated by the world wide shortage and must become effective from 1st December 1945.

D.D.M.R.S.
Tn. Trieste
Tn.3 (M)

Tn. Sub-Commission, A.C.,
Coal Division, Commerce Sub-Division, A.C., Rome

0202

1. It is noticed that despite the fact of increased use of oil burning locomotive and electric locomotive power being put into operation, the consumption of High Volatile Coal has risen over the past two months from 17,000 tons to 20,000 tons per week, i.e. approximately 3,000 tons per week, extra is being used.
2. In view of the global short supply of solid fuel and the great necessity to economise in its use a limit on the permitted consumption is to be imposed effective 1st December 1945.
3. The maximum permissible consumption of coal by Areas is set out below, and should the I.S.R. consumption exceed the quantities shown a detailed explanation is to be provided to this Hq giving the reasons for the increased use.
4. Further to this you will be required to accept the full responsibility for excessive consumption against the availability of supply.
5. The figures below do not take into account the coal saving due to the increased use of fuel oil and electric traction, but the position will be reviewed at a later date when the effective economy in the use of coal is better established.
6. It is again stressed that the limitation of consumption is necessitated by the world wide shortage and must become effective from 1st December 1945.

to sheet 2

O - 2 -

Maximum Weekly Consumption by Areas

S.E. Italy		
Heel	-	4.700 tons per week.
Ancona	-	2.000 tons per week.
N.E. Italy.		
Venice, Verona	}	3.100 tons per week
Trieste excluding		
Venezia Giulia		
W. Italy		
Salerno and	}	2.500 tons per week.
Naples Divs.		
Rome Div.	-	1.000 tons per week.
Leghorn Div.	-	200 tons per week
N.W. Italy		
Genoa, Milan, Turin	-	5.300 tons per week
Total ITALY <u>excluding</u>		
Venezia Giulia)		18.800 tons per week.
		=====

/s/ D.R.H. CHAPLIN, Lt.Col.,
for Brigadier,
Director Military Railway Service.

(Copy)

Subject: Timber Requisitions of I.S.R.

Transportation (Br) Main,
C.M.F.
Tel: Firebox 9345.

Tn. A. 2/51.
24 November 45.

To: Chairman, Allied Rly. Board,
D.C.M.G. (Mov) G.H.Q., C.M.F.

Copy to: D.D.M.R.S.,
D.D.Tn.,
A.C. Tn. Sub-Commission,
File: Tn. A. 2/185,
Tn. A. 2/76.

1. Further to our Tn. A. 2/51, 6 November 45 and recent conversation Lt. Cols.
Willis - Chaplin.

2. In view of a deterioration in the already difficult timber supply situation
of the I.S.R. it is considered advisable to recapitulate.

Calabria area (former U.S. controlled zone).

I.S.R. maximum expectations are now assessed at 4,000 cubic metres.

B Belzano area (former U.S. controlled zone).

It is found that prior to decontrolling the area the U.S. Forces requisitioned
all sawn timber, which is now stockpiled at Leghorn. I.S.R. state that due to the
low price paid by the Allied Military, cutting in the forests has been restricted
to a minimum to avoid requisitioning or forced sale when sawn at an economical price.
In these circumstances I.S.R. have been able only to obtain 2000 cubic metres from
this source, logs are not available to cut further supplies and unless the winter
proves exceptionally mild the 2000 cubic metres will be the total forthcoming from
this source.

Leghorn (P.B.S. Stockpile).

P.B.S. have allocated to I.S.R. under U.S. M.R.S. arrangements 30 car loads of
mixed timber, estimated at 1000 cubic metres.

3. The total expected I.S.R. receipts from all sources is 7000 cubic metres
against an estimated requirement of 2000 cubic metres during period Dec. 45 to May 46,
i.e. a deficit of 13000 cubic metres.

4. Allied Commission advise they are still making enquiries in regard to supplies
ex Austria, although difficulties in connection with lire purchases have been forecast
by Economic Sub-Commission. In these circumstances we have suggested a barter basis
of exchange would yield the best results.

5. Since military responsibility for prevention of disease and unrest in Italy
terminated 1 Sept. 45, we are unwilling to place a military (Tn. Br.) demand on D.E.S.
at this date for supplies for the I.S.R. and consider such procedure could not be
justified on military grounds.

6. It is suggested that in addition to the A.C. exploration of supplies ~~in~~ Austria
that two other courses are open.
(a) To secure I.S.R. access to the Br. zone Calabria to enable them contract

1. Further to our Tn.A.2/51, 6 November 45 and recent conversation Lt. Col. Willis - Chaplin.

2. In view of a deterioration in the already difficult timber supply situation of the I.S.R. it is considered advisable to reappreciate.

Calabria area (former U.S. controlled zone).

I.S.R. maximum expectations are now assessed at 4,000 cubic metres.

Belzane area (former U.S. controlled zone).

It is found that prior to decontrolling the area the U.S. Forces requisitioned all sawn timber, which is now stockpiled at Leghorn. I.S.R. state that due to the low price paid by the Allied Military, cutting in the forests has been restricted to a minimum to avoid requisitioning or forced sale when sawn at an economical price. In these circumstances I.S.R. have been able only to obtain 2000 cubic metres from this source, logs are not available to cut further supplies and unless the winter proves exceptionally mild the 2000 cubic metres will be the total forthcoming from this source.

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4. Allied Commission advise they are still making enquiries in regard to supplies ex Austria, although difficulties in connection with live purchases have been forecast by Economic Sub-Commission. In these circumstances we have suggested a barter basis of exchange would yield the best results.

5. Since military responsibility for prevention of disease and unrest in Italy terminated 1 Sept. 45, we are unwilling to place a military (Th.Br.) demand on D.I.S. at this date for supplies for the I.S.R. and consider such procedure could not be justified on military grounds.

6. It is suggested that in addition to the A.C. exploration of supplies ex Austria that two other courses are open.

(a) To secure I.S.R. access to the Br. zone Calabria to enable them contract for limited supplies i.e. up to 15000 cub. metres for delivery Dec. 45 to May 45.

(b) That additional pressure be put upon P.B.S. to release further supplies ex Leghorn stockpile.

May suitable action please be taken.

/S/ D. R. H. Chaplin

D. R. H. CHAPLIN, Lt.Col.,
A.D.Tn. (Stores),
for Brigadier,

Director of Transportation

HEADQUARTERS ALLIED COMMISSION
APO 394
FUEL DEPARTMENT - COAL DIVISION

AC/CD/136.16/124

November 20, 1945

MEMORANDUM

TO: Acting Vice President, Economic Section
(Through Ind. & Utilities S/c and Supply Div.)

FROM: Colonel H. M. Walker
Chief, Fuels Department - Coal Division

SUBJECT: Materials for the Reconstruction and Rehabilitation
of the Italian State Railways

1. Reference to letter from Transportation Sub-commission
322/11/Tn/1 of the 2nd of November, 1945.

2. We cannot accept the statement in paragraph 3 thereof
which reads as follows:

" ... The rolling mills of the Falck and Breda plants
in Milan are now in production but on a limited scale,
due to inadequate allocations of coal. ..."

3. Upon learning of this statement, we immediately dispatched
a signal to Industry Sub-commission in Milan TAB A. The reply
attached at TAB B indicates that coal allocations to Falck and
Breda plants is sufficient to carry out their programs.

H. M. Walker

Attachments:

Tab A
" B

(5)

4285

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TO ALCOM MILAN FOR INDUSTRY ATTENTION MAJOR MACHAUGHTON - WRIGHT

8147

7 November 1945

IMMEDIATE

UNCLASSIFIED PD

PAREN TO ALCOM MILAN FOR INDUSTRY ATTENTION MAJOR MACNAUGHTON DASH
WRIGHT
FROM ALCOM CITE ACCOL PAREN

PARA ONE PD IT IS REPORTED BY TRANSPORTATION THIS HEADQUARTERS
THAT FALKE AND BRED A STEEL PRODUCTION IS LIMITED DUE TO SHORTAGE OF
COAL AND COKE PD REPORT IMMEDIATELY ON POSITION AND EXISTING
STOCKS OF FUEL IN THESE PLANTS PD

COMMERCE SUB-COMMISSION
Coal Division

327

Col. P. R. EVANS

G.J. LEONE
CWO USA
Asst. Adj.

(5)

4284

C
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INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Ref. 66

Message Centre No. G3377

Date/Time of Origin Nov. 101015

Date Time Rec'd. Nov. 1111A

FROM: AC MILAN INDUSTRY S/C

Precedence ROUTINE

TO: ALCOM CITE ACCOL ROME DACH

UNCLASSIFIED.

Para 1. FALCK and BREDA coal availability refers.

Para 2. Coal stocks FALCK 1600 tons sufficient end November. 7000 tons October allocation are coming in. 1400 tons coke allocated.

Para 3. Coal stocks BREDA 1600 tons and 1500 expected against October quota. Requirement 2000 per month.

Para 4. Both plants continuing operate at October rate Falck 10000 and Breda 3000 tons steel.

DIST

ACTION: COAL DIV (2)

INFO: CHIEF COMMISSIONER
ECON SECTION (2)
FILE (2)
FLOAT

(5)

4283

HEADQUARTERS UNITED COMMISSION
NO 3/4
TRANSPORTATION SUB-COMMISSION

PDGR/177

Ref. 322/11/Tn 1

2 November 1945

SUBJECT: Materials for the Reconstruction and Rehabilitation of the Italian State Railways.

TO : Acting Vice President, Economic Section.

1. In mid-August a requisition was submitted for materials for the Italian State Railways covering the last half of 1945 and the year 1946.

2. The reconstruction of the Italian State Railways is and has been seriously delayed for the need of certain vital materials, including rail and copper. In certain sections of Italy labor is not being fully utilized in the reconstruction work because of the lack of these two items and immediate action should be taken for their importation from the outside. The reconstruction of the electrical railways system between Rome and Naples via Frosinone is practically at a standstill for need of copper. The same applies to other sections where the reconstruction of the electrified system is being undertaken.

3. The rail rolling mills at Bagnoli and Piombino should be ready for the production of rail in early December. (The rolling mills of the Falck and Breda plants in Milan are now in production but on a limited scale, due to inadequate allocations of coal.) It is of vital importance that the rail producing mills be operated and that a high priority be given to them when allocation of coal is made each month. The procurement of materials and supplies necessary for the reconstruction and rehabilitation of the railways should be given immediate attention, and direct action taken for the import of at least sufficient supplies to keep the repair program going.

4. It is requested that the early import of these materials be ensured by any means available, and your aid is solicited in making certain that this is done.

P.D.G. BUCHANAN, Colonel
Acting Director

CC: Coal Division
Industry & Commerce Division
Acting Vice President (Thru Supply Div)

COPY

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transmission 3/2

Ref. 303

ADMINISTRATIVE COMMISSION
APO 394
ADMINISTRATIVE SECTION
Requisition Branch

Ref. 303

24 November 1943

Ref: H-415.7/1

SUBJECT: Issues of Italian civilian supplies, 7th program, to AFHQ for Venezia Giulia

TO : AFHQ, C-5 Section, APO 312.

1. Reference your T-460, 23 60341.
 2. The following ships carrying coal for Italy under the 12 program have been unloaded at Trieste and the cargo landed to AFHQ for Venezia Giulia:
- | Ref. Number | Ship | Quantity | Number of tons | Date discharged |
|-------------|-------------------|----------|----------------|------------------|
| 22 | Albergo S. Alay | Coal | 639 | 12-14 Oct., 1943 |
| 24 | Enthos Sals | Coal | 1031 | 9-12 Oct., 1943 |
| 33 | Vicent Harrington | Coal | 527 | 16-18 Oct., 1943 |
3. It is our understanding that these supplies are to be replaced in kind and quantity.
 4. Will you inform us when the above mentioned supplies will be replaced, and what action Allied Commissions must take to insure that they will be replaced.

For the Chief Commission:

CHARLES W. WATSON
Col

Chief, Supply Division

CHARLES W. WATSON
Colonel
Chief, Supply Division

Distribution:
Inf. Finance 3/3
Industry & Public Works 2/3
Coal Division
Economic Section
Transportation 2/3

4281

21 November 1945
SUBJECT: Bureau of Italian Civilian Supplies, VS Program, TO Supply
for Venetian Shells

TO : AFHQ, C-2 Section, and 512.

1. Reference your T-1 670, SA 6041.
2. The following ships carrying coal for Italy under the IS Program have been unloaded at Trieste and the cargo landed to AFHQ for Venetian Shells:

<u>T.S. Number</u>	<u>Ship</u>	<u>Commodity</u>	<u>Number of Tons</u>	<u>Date Disembarked</u>
22	Alen G. Cley	Coal	607	12-14 Oct., 1945
24	Seaton Vale	Coal	1031	9-12 Oct., 1945
77	Vincent Harrington	Coal	527	16-18 Oct., 1945

3. It is our understanding that these supplies are to be replaced in kind and quantity.
4. Will you inform us when the above mentioned supplies will be replaced and what action Allied Commission must take to insure that they will be replaced.

(S/AFHQ)

CHARLES W. WATSON
Col
Chief, Supply Division
Colonel
Chief, Supply Division

For the Chief Commission:

Distribution:
Info: Finance 3/3
Industry & Public Works 3/3
Coal Division
Scientific Section
Transportation 3/3

4281

(5)

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 220

RU/11

213/4/TN 1

SUBJECT: Requirements for Italian
State Railways, 1945-46.

15 Sept. 1945

TO : Acting Vice President,
Economic Section.

1. Reference to my letter 213/3/TN 1, dated 21 August '45, transmitting ISB Requirements Program for last half of 1945 and for 1946, there appeared as a part of the requisition under this proposed material program, an item of 500 Nos. track less ties. The attached material gives a break-down on the rails and fastenings as originally estimated under the program. Items 5, 6, 7, and 8 shown on the attached list of track material are not American Standard, therefore, providing raw material is available, they should be manufactured in Italy, as the Italian manufacturers have the specifications.

2. I am informed that Mr. Secredoti, Head of the Technical Mission of the Italian Government is returning to the United States within a few days. It is felt that he should have this information in his possession while in the United States. Therefore, the attachments with our comments should be forwarded if the original material requirements program has gone forward.

FRANK URMAN, Jr.
Director.

1 encl: Material Break-down

RPM/lml

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

Tel. 843809
Ref. AG/275/Tn4

11 September 1945

SUBJECT : Track Materials Required for 1945/46 Program.

TO : Director, Transportation Sub-Commission.

1. With reference to letter 16 August with which was transmitted Italian State Railways Requirements Program for the last half of 1945 and the year 1946.

2. Appearing as a part of the requisition was an item of 500 Kms. of track less ties. This would include rails and all fastenings, but excluding ties. The weight of the rails as submitted on the requisition was 50,344 Kgs. per lineal meter.

3. There is a difference in the Italian Standard and the American Standard of track and fastenings, and submitted herewith is a breakdown of the materials required for 500 Kms. of track, divided between rails and fittings for the rails. Drawings of each item required with measurements indicated thereon.

4. Items 1, 2, and 3, Rails, Angle Bars and Bolts for Angle Bars with Nuts and Lock Washers, are of American Standard and can no doubt, be produced without much difficulty.

5. Items 4, 5, 6, 7 and 8, shown on the attached list which make up the 500 Kms. of track are not American Standard, and if they cannot be produced without too much delay, they can be manufactured in Italy provided the raw material is furnished. This is recommended as the manufacturers in Italy have the specifications.

6. Mr. Sacredoti, Head of the Technical Mission of the Italian Government is returning to the United States within a few days, and should have this information in his possession when endeavoring to buy track materials.

7. In this connection, the reconstruction of the railways of Italy is being delayed for the lack of rails and fastenings, and it is requested that this should be rushed and the shipment of rails and fastenings be delivered as quickly as possible.

(38)

R. P. Moss

R. P. MOSS
Chief, Rails Division

4279

Attachments: As Stated.

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

RDCB/lrv

213/3/Tn 1

21 August 1945

SUBJECT: Requirements for Italian State Railways 1945-46

TO : Acting Vice President, Economic Section

1. Further reference to my 213/2/Tn 1 of 14 August 1945. Now forwarded herewith is a copy of the Italian State Railways Requirements Programme for 1945-46. It was prepared by the I.S.R. and has been screened in this Sub-Commission; the resulting amendments and recommendations have been agreed with the I.S.R. A summary of the materials required by the various services is also attached; this has been checked against the work which it is proposed shall be carried out.

2. These requisitions cover several hundred thousand tons of raw materials and finished machine tools. In viewing the requisitions, it must be remembered that the materials and supplies involved are for the rehabilitation of the railways of a nation and a broad view must be taken by those examining the requirements. The railways of Italy suffered more damage per mile of track than any other country in the war.

3. Although certain sections of the railway have been opened to traffic the repairs to the majority of those lines were carried out with a time element involved due to military necessity. Such repairs can only be considered temporary. Permanent reconstruction must be carried out to ensure safe and continued operation, and to permit operation of traffic at the greater speed which is necessary for the economic life of the country.

4. The order for 500 kms. of complete track is considered justified to carry out the reconstruction work. Also the pig iron for the rolling in Italy of an additional 600 kms of rail; although there is now in Italy much scrap iron and steel, the majority of this is inaccessible to transport. It is unlikely that sufficient equipment will be available to transport scrap to the mills for several months.

5. The I.S.R. have submitted plans for the reconstruction of rails. The plans are sound and are based upon a need for transportation for the country as a whole. The reconstruction work will be carried out in four phases.

6. Provided coal is available, the industrial plants of Italy are now capable of manufacturing finished products. They can produce at a

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greater rate than the material can be used by the railways. The advantages of importation of raw materials are that plants now in Italy have specifications of finished products required by the railways. Also, the employment of labor is necessary to keep industries going.

7. The need for machine tools is also urgent. The productivity and full capacity of the workshops is vital to the rehabilitation program and future service depends upon the repair of some 32,000 damaged cars and the construction of new equipment.

8. The question of control of raw materials after arrival in Italy has been discussed with the Director of I.S.R. All materials should be consigned to the I.S.R. and should be distributed by them to the various industrial concerns. This will be coordinated by the I.S.R. with the Ministry of Industry.

9. The coal required, as shown on the attached requisitions, is that which it is estimated will be needed by the various industries in the fabrication of materials for the I.S.R. for the period indicated.

10. It is requested that provision action for the requirements indicated in this programme is undertaken without delay.

P. J. Buchanan
Frank Upman, Jr.
Director

Incl.
I.S.R. Requirements Programme
(Appendices "A", "B", & "C")

(Hand personally to the CI Quarters 21 Aug)
P. J. A.

FILE

4277

HEAD QUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel: 843209
Ref:

RPM/mvm
18 August 1945

SUBJECT: Italian State Railways Requirements Programme

TO : Director
Transportation Sub Commission

1. Reference letter of 23 July 1945, File 255-1/3/Tn2 concerning Italian State Railways Requirements Programme.

2. The requests for materials, tools and supplies as submitted by the I.S. R. have been examined by officers of the Rail Division and certain alterations have been made confirming the actual amount of materials required for the work to be accomplished.

3. These requisitions cover several hundred thousand tons of raw materials and finished machine tools. In examining these requisitions, it must be taken into consideration that the materials and supplies involved are for the rehabilitation of the railways of a nation and a broad view must be taken by those examining the requisitions. The railways of Italy suffered more damage per mile of track than any other country in the war.

4. Although certain sections of the railway have been opened to traffic, the repairs to the majority of these lines were carried out by a time element involved due to a military necessity. Such repairs effected are considered temporary. Permanent reconstruction must be carried out to ensure safe and continued operation and to permit operation of traffic at greater speed which is necessary for the economic life of the country.

5. The need for machine tools is urgent. The productivity and full capacity of the work shops is vital to the rehabilitation program and future service depends upon the repair to some 32,000 damaged cars and the construction of new equipment.

6. The order for 500 kms. of complete track is justified to carry out the reconstruction work. Also pig iron for the rolling in Italy for an additional 600 kms of rail; although there is now in Italy much scrap iron and steel, the majority of which is inaccessible to transport. It is doubted that sufficient equipment will be available to transport scrap to the mills for several months.

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7. Provided coal is available, the industrial plants of Italy are now capable of manufacturing finished products received by import. They can produce at a greater rate than the material can be used by the railways. The advantages of importation of raw materials are that plants now in Italy have specifications of finished products required by the railways. Also the employment of labor is necessary to keep industries going.

8. The I.S.R. have submitted plans for the reconstruction of rails. The plans are sound and are based upon a need for transportation for the country as a whole. The reconstruction work will be carried out in four phases.

9. Transmitted herewith is copy #1 of the I.S.R. Requirements Programme together with notes and comments by the Chief of the Mechanical and Civil Engineering Sections. A summary of materials required by the various branches of service are also attached.

10. The question of control of raw materials after arrival in Italy has been discussed by the Director of I.S.R. All materials should be consigned to the I.S.R. and should be shipped by them to the various industries for the finished products. This will be coordinated by the I.S.R. with the Ministry of Industry.

11. The coal required as shown on the attached requisitions is the total which it is estimated will be needed by the various industries in the fabrication of raw materials for the I.S.R. for the period indicated.

R. P. MOSS, Chief
Rail Division

Attachments:
As stated in para 9.

4275

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 220

FU/hl

SUBJECT: Requirements of Railway
Reconstruction Material
1945-1946

213/2/TS 1

14 Aug. 1945

TO : Economic Section, Att'n: Lt.Col. Quartier.
Requisition Branch

1. Delay in screening of requirements of railroad reconstruction material for 1945 and 1946 is caused by misunderstanding on the part of Military Railway Service with reference to the function of their men as members of the various Sub-Committees of the Allied Railway Board.

2. This has been clarified and screening of this report is in process. Mr. Moss, Director, Rail Division, reports this morning screening should be completed within the next two days.

Frank Upman, Jr.
Acting Director.

cc: Mr. R.P. Moss,
Chief, Rail Division

File

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4274

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 220

MHT/h1

430/60/TN 1

SUBJECT: Requirements of Railway
Reconstruction Material
1945-1946

24 July 1945

TO : Acting Vice President,
Economic Section

1. Attached hereto is Reconstruction Program for
Italian State Railways covering years 1945-1946.

2. This program is now being screened by the various
Sub-Committees of the Allied Railway Board to determine:

- a) The necessity for the materials required,
and
- b) Availability of materials from surplus theater
stocks.

Screened program is estimated to be available 6 August.

MERRITT H. TAYLOR,
Director.

1 Att: Program

1st. Ind.

RB 450

HQ:lsk

Tel. 549

HQ ALCOM, Economic Section, Requisition Branch, 9 August 1945.

TO: Transportation Sub-Commission
Attention: Director

1. It is requested that the screened program be furnished this office as
soon as possible so that it may be forwarded to Allied Commission Agencies in the
North for inclusion in the preparation of the 1946 Program of Essential Italian
Imports.

H. G. QUARTIER
Lt. Col., QMC
Economic Section

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ADP/ic

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

8 August 49

Tel. 843238

SUBJECT : Economic Section Meeting.

NOTES FOR DIRECTOR :

1. Rehabilitation Demands for IER are in process of screening in conjunction with appropriate Sub-Committees of Allied Railway Board.

2. We are continuing our efforts to get a civilian rail service between Rome and the North. From 11 August tri-weekly civilian passenger train operating Rome-Ancona will be extended to Bologna, giving a service to Bologna via Florence and Ancona on alternate days. We are negotiating a connection with the train to operate Ancona-Bari.

The question of train service into Milan will be again dealt with at Traffic Sub-Committee meeting on Friday.

----- R. P. Moss

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

Tel. 843402
Ref. AC/275/Tn 4

16 June 45

SUBJECT : Rehabilitation of Italian Railways -
Short and Long Term projects.

A meeting will be held in the Lower Conference Room,
HQ Allied Commission on WEDNESDAY next 20 June 45 at 0930 hours.

The Director desires that all Tn Sub-Commission and
ISR representatives on the five Sub-Committees of the Allied
Railway Board should attend.

Arthur May
Director

Dist: ✓ Director Tn Sub-Comm.
Deputy Director Tn Sub-Comm.
Tn Rail Div Lt Col Lindberg.
Maj Street
Maj Long
Maj Baister
Mov (Rail) Lt Col Baker
Planning Div
Ing di Raimondo ISR.

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213/TN1

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