

ACC 10000/148/244

430/TN/1

GENERAL RAILS

vol. I

JAN. - SEPT. 1945

URGENTALLIED FORCES HEADQUARTERSCONFIDENTIALG-4 (Mov & Tr)

SUBJECT : Operation and Control of Italian State Railways - Future Policy

G-4 (Mov 1/6) D/5

TO : DMRS ITALY

Tele FREEDOM 395

Director, Transportation Sub-Commission,
Allied Commission.

14 Sep 45

Ref DMRS letter TM.A 1/230 dated 22 Aug 45.

1. A meeting will be held in ROME at 1700 hrs, Wednesday 19 Sep 45 to discuss the above subject in order that necessary recommendations may be made to GAO.
2. The attached planning paper (three copies attached) has been prepared in consultation with your staffs as a basis for discussion at the meeting.
3. It is requested that DMRS makes the necessary arrangements for the meeting and informs all concerned.

TLB/dw

J. E. B. GIRLING
F. E. B. GIRLING, Colonel,
A/DMRS (Mov & Tr).

(draft approved).

Copy to: COT

Approved by M.A.S., as being
Wayham not available, to

1945 has Thurs 20 Sep.

Address Railway Board & the 16th has 20 Sep.

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THIRD DRAFTALLIED FORCE HEADQUARTERSCONFIDENTIALG-4 (Mov & Tr)

14 Sep 45

SUBJECT : Operation and Control of Italian State Railways - Future PolicyOBJECT

1. The object of this paper is to consider the method by which the operation and control of the Italian railway system can be handed over to the Italian State Railways and at what date and by what stages this handover can take place.

PRESENT SITUATION

2. The railways in ITALY are in fact already operated by the ISR, within the limits of the communications available to them. DMRS however exercised control by orders issued through his HQ at ROME and through his representatives in the various compartimenti, particularly as regards rolling stock and power. All rail capacity (based on wagon availability), except for certain areas in NORTH ITALY, is at present allotted either to traffic bid on military account or by Allied Commission on civil account.

RESPONSIBILITIES AFTER RETURN OF CONTROL TO ISR

3. When the control of the railways is returned to the Italian State Railways, there will be the following division of responsibilities:-

(a) ISR, on behalf of the Italian Government, will be fully responsible for the efficient control and operation of the railways: this will include the responsibility for ensuring that the movement of military traffic is given

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the limits of the communications available to them. DERS however exercised control by orders issued through his HQ at ROME and through his representatives in the various compartments, particularly as regards rolling stock and power. All rail capacity (based on wagon availability), except for certain areas in NORTH ITALY, is at present allotted either to traffic bid on military account or by Allied Commission on civil account.

RESPONSIBILITIES AFTER RETURN OF CONTROL TO ISR

3. When the control of the railways is returned to the Italian State Railways, there will be the following division of responsibilities:-

(a) ISR, on behalf of the Italian Government, will be fully responsible for the efficient control and operation of the railways: this will include the responsibility for ensuring that the movement of military traffic is given first priority and that essential civil traffic is moved in accordance with priorities laid down by the appropriate Italian ministries.

(b) Transportation Sub-Commission: Allied Commission, will advise ISR and exercise such supervision as may be necessary to ensure the efficient operation of the railways by ISR; it will also advise the Italian Government on whether essential civil traffic is being moved in relation to its economic priority.

Continued/.. (c) ..

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(c) DMRS, for as long as his organization remains, will be responsible for supervising the movement of military traffic only and ensuring that this traffic is being handled efficiently by the ISR.

MOVEMENT OF MILITARY TRAFFIC

4. When the handover takes place, G-4 (Mov & Tn) AMHQ, will inform the ISR through DMRS the number of wagons required daily to be loaded on military account and the capacity required for military movement on each main line. (In some cases this will be done on a compartment level from the Mov area or sub-area (through the MRS rep) to the Capo compartmento or his rep). The wagon allocation and allotment of capacity by lines will be revised at regular intervals as military commitments are reduced. This should be discussed at regular meetings between regts of G-4 (Mov & Tn), MRS, Transportation Sub-Commission and ISR.
5. It should be the general policy not to increase at any stage either the military wagon allotment or the capacity allotted to the military on any line. There will, however, be unforeseen military commitments and the ISR should be warned that it may be necessary to interfere with the civilian programme from time to time.

6. There will be the following stages in the relaxation of control of the ISR by DMRS as regards movement of military traffic:-

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Stage I From the date of handover, G-4 (Mov & Tn) will as present pass demands for military movement to DMRS who will give details to ISR. ISR will in turn issue the necessary orders through its own channels to compartmenti. DMRS will retain the necessary staff alongside HQ

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Stage I From the date of handover, G-4 (Mov & Tn) will as ^{present} pass demands for military movement to DMRS who will give details to ISR. ISR will in turn issue the necessary orders through its own channels to compartmenti. DMRS will retain the necessary staff alongside HQ. ISR to ensure military requirements are being met and also ^{NR} MRS reps in the more important compartmenti to ensure technical operation of military traffic is satisfactory.

Stage II As ISR control begins to work smoothly, DMRS will progressively withdraw his reps in the compartmenti and local Movement ^{Yes} Has will deal direct with the ISR regarding their day to day requirements.

Continued/.. Stage III ..

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Stage III Finally DMRS will withdraw his supervisory staff from

HQ ISR. Movements will then deal direct with ISR at *can and 1*

all levels. (This stage cannot take place until *straightly*)

either AFHQ moves to ROME or military requirements *yes in case, via*

have fallen to small tonnages). *L.D.*

7. It must be the general rule that military traffic is given first priority and there should be no departure from this rule without the specific case being referred to a military authority. *AFHQ. Major. No 10*

MOVEMENT OF CIVIL TRAFFIC

8. By the date of handover there are likely to be three types of traffic

other than Allied military traffic

- (a) Italian military traffic
- (b) essential civil traffic
- (c) other civil traffic.

It will then be the responsibility of the respective Italian ministries

to bid on ISR for movement of and to decide priorities for essential traffic. ISR

will use such spare capacity as is left after meeting Allied military traffic

requirements and traffic in (a) and (b) above to resume normal commercial services.

9. Allied Commission will supervise the priorities given for traffic by the *to achieve the best* **435**
Italian authorities and will ensure that the ISR is observing these priorities.

Allied-Commission will also give approval to the coal allocation for railway needs.

TECHNICAL SUPERVISION OF ISR

No

the technical supervision of ISR operation except as

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It will then be the responsibility of the respective Italian ministries to bid on ISR for movement of and to decide priorities for essential traffic. ISR will use such spare capacity as is left after meeting Allied military traffic requirements and traffic in (a) and (b) above to resume normal commercial services.

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Italian authorities and will ensure that the ISR is observing these priorities.

Allied Commission will also give approval to the coal allocation for railway needs.

TECHNICAL SUPERVISION OF ISR

10. After the handover, the technical supervision of ISR operation except as regards military movement will be the responsibility of the Rail Division, Transportation Sub-Commission. As the staff of Allied Commission is reduced or *if* it is replaced by a governmental mission, it will *(have to)* be left more and more to the Italian Government to supervise the efficient working of its railways.

11. It will be desirable in order to ensure efficient liaison that the ISR should appoint a senior official in each compartment to be the link between Movements and the ISR on all matters.

As regards control of traffic with the Rail Division, it will be necessary to have a senior official in each compartment to be the link between Movements and the ISR on all matters.

Continued/.. AREA OF CONTROL ..

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AREA OF CONTROL

12. The above system of control and operation should apply to all the ISR network in ITALY except the TRIESTE Compartimento which comprises the Allied Zone of VENEZIA GIULIA, and the main rail L of C into AUSTRIA (line UDINE - TARVISIO). These will continue under control of MRS with ISR acting as the Allied agent.

TIMING OF HANDOVER

13. The following factors affect the date by which control can be handed back to the ISR.

- (a) It is the Allied policy to hand back the control of civil organizations incl public utility services to Italian authorities as soon as possible. *practicable.*
- (b) When control is returned to the ISR, Transportation Sub-Commission Allied Commission will initially supervise the ISR operations. It is possible that Allied Commission will be disbanded about end 45 or early 46 and even before that date their staff is being progressively reduced. Any Transportation mission which succeeds the Transportation Sub-Commission will ⁴³⁴ not have the organization to carry out this supervision so efficiently. It is therefore desirable that the handover should take place as early as possible.

- (c) Military Railway Service personnel are also becoming increasingly

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(c) Military Railway Service personnel are also becoming increasingly fewer and it will soon be difficult to retain efficiently the present system of control.

*to find a person
A.A. who speaks
S.A. Div. who speaks
S.A. Div. who speaks*
(d) The move of British formations into winter quarters is almost

complete, but there are three divisions to be redeployed in the near future. No firm plans are available, but it is possible this redeployment movement will continue until end 45. Otherwise there are no planned formation moves before 46. US redeployment of formations is already largely completed and by November there are only likely to be units remaining grouped around port areas (except 88 Div). There will however be the closing out of PBS LEGHORN, about December.

Continued/.. (e) ..

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- (e) The balance between military and civil traffic moving over main routes is at present approximately two thirds ⁷ military and one third civil. As Italian Army traffic will shortly be part of the civil bid and as military traffic is progressively reducing, present indications are that by November amounts of civil and military traffic will be almost equal, but that it will be end 45 before civil ^{??} traffic is definitely in the majority.

14. It is likely that up to November there will still be as much military traffic as civil moving and major formation moves will still be in progress, but in view of the close IES supervision of military movement No in Stage I (see para 6) and the desirability of handing over while Allied Commission and DMRS have sufficient personnel to assist ISR in the early stages, it is considered that the handover should begin as soon as possible.

It is therefore considered that the railways ^{if possible - 10} SOUTH of BOLOGNA should be handed over to the control of ISR on 1 Oct ¹⁹⁴⁵ and plans should be made for handing over railways in NORTH ITALY on 1 Nov (a decision on this date to be made to be made by 15 Oct). ^{1 Nov 45} ISR should be consulted that these dates are feasible from their point of view. DMRS should withdraw his reps from compartmenti progressively (Stage II), as he is satisfied that ISR control is working efficiently, ^{prior to the handing over to the DMRS (in) staff.}

COMMUNICATIONS

15. DMRS has requested Signals to provide private lines between ROULE

14. It is likely that up to November there will still be as much military traffic as civil moving and major formation moves will still be in progress, but in view of the close ISR supervision of military movement No in Stage I (see para 6) and the desirability of handing over while Allied Commission and DERS have sufficient personnel to assist ISR in the early stages, it is considered that the handover should begin as soon as possible.

It is therefore considered that the railways SOUTH of BOLOGNA should be handed over to the control of ISR on 1 Oct. ^{by private line} and plans should be made for handing over railways in NORTH ITALY on 1 Nov. (a decision on this date to be made to be made by 15 Oct.). ^{one 1 Nov/45} ISR should be consulted that these dates are feasible from their point of view. ^{one 1 Nov/45} DERS should withdraw his reps from

compartimenti progressively (Stage II), as he is satisfied that ISR control is working efficiently; ^{prior notice being given to G4 (Private In) ASST.}

COMMUNICATIONS

15. DERS has requested Signals to provide private lines between ROLE and the main compartimento HQ for ISR use. Signals will be able to allot three private circuits NORTH of ROME, which should give adequate service to the Northern Compartimenti. There will be one private circuit SOUTH to NAPLES and a private link from NAPLES to BARI, but it will be necessary for ISR to use a common user line to REGGIO. It is considered that these arrangements should give ISR satisfactory communications.

Continued/..FUTURE OF ALLIED ⁴³³ RAILWAY

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CONFIDENTIALFUTURE OF ALLIED MILITARY RAILWAY SERVICE

16. It is desirable, even under this new system of control, that the Military Railway Service should remain constituted on an Allied basis for so long as there are large tonnages of ^{these} US military stores moving on the railways.

FUTURE OF ALLIED RAILWAY BOARD

17. When control is handed over and is no longer a military responsibility, it is desirable that the chairmanship of the Railway Board should pass to the Allied Commission. The terms of reference should be revised and the necessity for the Sub-Committees reviewed. The Traffic Sub-Committee should continue to meet to discuss military and civil requirements for movement. (See para 4 above).

CONCLUSIONS

18. It is concluded that
- (a) the control of the Italian railway system should be handed over to the ISR as soon as possible and the Italian Government and ISR should assume full responsibility for the efficient working of the railways and the movement of ~~civil~~ traffic.
- (b) ^{skipping many} Allied Commission should supervise the technical ^{for being as they came} operation of the railways in the early stages and ensure that essential civil traffic is being moved.
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No

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- giving being for to long on the civil*
- (b) Allied Commission should supervise the technical operation of the railways in the early stages and ensure that essential civil traffic is being moved.

- (c) DMRS should be responsible initially for ensuring that military traffic is being moved efficiently: this supervision to be relaxed in stages as ISR working becomes more efficient.

- (d) The railways SOUTH of BOLOGNA should be handed over to ISR control on 1 Oct⁴⁵ and plans made to hand over control in NORTH ITALY on 1 Nov⁴⁵. These dates should be subject to agreement by ISR.

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HEADQUARTERS ALLIED COMMISSION
AND
TRANSPORTATION SUB-COMMISSION

Tel. 34-233
Ref. AC/320/279/Pn4

EST/1st
7 September 1946

Dottor Ugo La Malfa,
Minister of Transport,
Rome.

My dear Dr. La Malfa:

Authorization is granted for the repair and reconstruction of the Caspola-Benevento Section of Line 279, at an estimated cost of 156,000,000 lire.

This expenditure should be charged against Capitolo n.43 (spese per riparare danni di guerra dipendenti da azioni belliche) in the Budget of the Ministero delle Comunicazioni (Ferrovie dello Stato) for financial year 1944/45.

Very truly yours,

FRANK WYNN, Jr.
Director

Copy to: Rail Division, Civil Engineering
Director General, CEI
Finance Sub-Commission
Military Railway Service (Finance)

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MEETING HOLD AT MILAN, PALAZZO LITTA, Sept.6th 1945.

Presents: Colonel MOSS

Colonel BUCHANAN

Capt. HAYWARD, M.R.S., Milan

ENG. BIANCHI (Chief of Delegation I.S.R. N.-W. Italy

ENG. BONDAVALLI (Chief of Compartment, Milan)

ENG. PELAGATTI (Chief of Labour-Section ISR Rome)

ENG. LEVI (Chief of Traction-Service, Milan)

The following subjects were discussed:

Availability and repairs of coaches and Railway-cars;

Requirements of the traffic

Availability of materials

Utilisation of scraps.

Col. Moss asked the presents to express their opinion regarding the problem of coach-repairs, problem rather more difficult in the South than in the North for lack of materials and machineries as well as possibilities of transportation.

Eng. Bianchi communicated that in the North we know very well what the position is in the South, but that in the we are heavily engaged for the Allied traffic especially for the "Medloc" trains, that is transport of troops to the Atlantic French Coast. Milan has taken from the own rolling stock 250 coaches for the requirements of "Medloc" and those of the South, whilst in the passenger-traffic are used box-cars instead of coaches. That is the reason why the journalists are complaining that Passenger-Service is worse now than at the beginning of the reopening of traffic. There are 200 coaches lacking; the monthly repairs in the north are 150 - 200 coaches.

Col. Moss pointed out that the Allied Commission should not and will not interfere into the organization of the I.S.R. and the decisions which the Minister will make. The A.C. offers only the opinion, but the decision is of the Minister.

The Minister asked which is the position of materials, and Eng. Bianchi answered that as to sanitary materials etc. results a diminution, but everything will be done to increase the repairs.

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The Minister's question if trains for repairs are arriving, Eng. Bianchi answered that they are arriving from the South as well as from the East.

Col. Moss referred that the requests for an increase of traffic in the South are for the next 30 days about the following:

Bari - Bologna - Alessandria (daily service).

Bologna - Verona

Roma - ~~Arezzo~~ - Ancona (daily service instead of every 2° day)

Battipaglia - Metaponte

Urban-Service of Rome-Area

- 2 -

The Minister said that it would be necessary to open Service Rome - Bari - Lecce.

The requirement of coaches for this increase of traffic, excluded the urbane Service of Rome-Area, is about 82 Coaches plus 16 baggage-vans.

Col. Moss told that rolling stock in the South is in terrible conditions; it has not been inspected in the workshops since 2 years.

Eng. Bianchi said that within a month we shall be able to send all 82 coaches required to the South, as we expect for this month to receive 120/130 coaches repaired.

As for the littorine, it was pointed out that at Milan there are about 15 littorine. Further there are littorine without motors, which have been heavily damaged. There are further about 20 littorine in worst conditions in order that repairs may not be convenient.

The Minister suggested to use for the Service Battipaglia-Metaponte and for the Service in the Rome-Area littorine. It was decided to send, within 2 weeks, 4 littorine to the South, that is littorine Diesel, not petrol.

The requirement of extra littorine for AC and M.R.S. is 3 littorine.

As for open cars, Eng. Bianchi communicated that in the North there is big need of open cars. The availabilities in all Northern Italy are 15'000 cars, whilst only for the requirements of Genova-harbour 15'000 cars are needed. It has been asked to send cars for repair from the South. The monthly repairs are about 800 cars in the North; 5000 cars are at present awaiting for repair in the North-West Area.

Col. Moss pointed out that from the South of Bologna could be sent about 1000 cars.

Ing. Castellazzi, Chief of the Vehicles-Association where all requirements from the I.S.R. as well as from the firms working for the I.S.R. are being collected, has been asked to take part at the meeting. It was pointed out to Eng. Castellazzi that it is absolutely necessary

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It was pointed out to Eng. Castellazzi that it is absolutely necessary to increase the repairs of coaches and cars. Eng. Castellazzi told that the number of the monthly car-repairs in North and South-Italy are about 1000, and Eng. Bianchi said that one has to arrive at 2000 per month.

The position in the South is this that there are 300 cars per month less than the month before because for 2 years they have not been inspected.

The Minister pointed out that the easy repairs will be executed in the South, the Workshops there not being provided for heavy repairs.

Eng. Bianchi communicated that till now the firms could choose between the cars and coaches to be repaired, and as for the different kinds of repairs are fixed the corresponding price, those repairs have been chosen which have the most convenient prices.

Col. Moss is of the opinion that the selection of the repairs should be made by the I.S.R.

Eng. Bianchi pointed out that the Railway-Workshops are the most efficient ones. At Turin it has been achieved to repair 1 coach per day, and at Voghera 54 per month, but now the repairs are being heavier ones.

The private firms are a little reticent with repairs; they prefer new constructions, for example the FIAT can make 7 baggage-vans per day but do not make repairs.

Col. Moss pointed out that the question of the materials is more difficult in the South than in the North, and it would be useful to meet with the requirements through the two purchase-Commissioners resident at Milan in order to keep in efficiency the workshops at Bari, Foggia and Benevento.

Col. Moss told that the Railways are needing nails, bolts, nuts, timber for the constructions and sheds, glass, paints, rails. The glass-manufacturing will begin in October next.

Eng. Bianchi reported that he has provided the supply from Switzerland of 700 cubic metres of timber and 65'000 sleepers. But he was obliged to assure that those materials will be used for lines having a certain interest for Switzerland, for example, the line Domodossola - Milano, Chiasso - Milano - Genova.

For the completion of the double-track-line Milano - Pavia are needed 7 - 8000 sleepers, the total-number of sleepers required between Milan and Genova is 50'000.

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Col. Moss communicated that after his opinion, these sleepers having been obtained thanks the good relations between Eng. Bianchi and the Director of the Swiss-Railways, Eng. Ballinari, they should be used as agreed. For the requirement of the South could perhaps be arranged supply of sleepers from the Bolzano-Area or from Calabria. When the line Avellino - Rocchetta will be open, big quantities of sleepers could be obtained.

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As for the line Savona - Altara, Col. Moss will speak with Capt. Conway in order to induce him to give permission that the three bridges broken on the old line which is already electrified, can be reconstructed and that he will make allocation of the necessary concrete. These three bridges will be repaired within 3 months. In this manner, electrification of the new line can be economised.

The Minister told that the 16 km of rails from the new line should be taken to Genova.

Col. Moss communicated that the rails and sleepers are in good conditions. The line Verona-Florence should be a double-track line, and this line will be electrified for the end of January; the line Rome-Naples, via Formia, is being electrified for the end of Gennaio.

Col. Moss reported that 500 km of track has been ordered in America and in England, but during the next 5 - 6 months, till the American products will arrive, must provide the national Industries (Breda, Falck etc.). He also hopes to get release for about 140 km rails with sleepers of the military type, that is 35 km/metre, within 2 weeks' time. This track could serve for lines of minor importance. The Minister suggested to use it in the Genoa harbour.

As for copper-wire, Eng. Bianchi communicated that at Milan there are about 1000 tons of copper-scrap which are being transformed in contact-wire. This conversion amounts about to 200 tons per month, which figure could be increased. It results that all copper-scrap will be converted within 4-5 months. We had asked copper scrap from the South, where are about 1000 tons too. It was pointed out that the firm CORRADINI at Naples is also working for the conversion, about 100 tons per month.

Eng. Bianchi told that upon request of Major Cubala at Rome, has been sent copper-wire for the line Bologna - Trento and Bologna - Ostiglia - Verona. Further has been sent copper-wire for the West-coast of Genova, that is for the line Genova - Ventimiglia which line should be taken in operation upon request by the Allies, and will be finished in October next. It is further intended to

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Eng. Bianchi told that upon request of Major Cubala at Rome, has been sent copper-wire for the line Bologna - Trento and Bologna - Ostiglia - Verona. Further has been sent copper-wire for the West-coast of Genova, that is for the line Genova - Ventimiglia which line should be taken in operation upon request by the Allies, and will be finished in October next. It is further intended to send copper-wire to the East-coast of Genova for the line Genova-La Spezia. Eng. Bianchi pointed out that the copper on hand is not sufficient for the electrification of these lines.

Col. Moss said that he will see that 5000 tons of spare-copper will be sent as soon as possible to the North. For the electrification in the next year are required about 6000 tons of copper.

Resumerating, the material on hand should be used for the line Genova - Milan.

For the line Milan - Turin are not required, for the moment, further improvements view the reduced traffic on this line.

The line Milano - Verona is in order till Brescia with double track.

The line Milano - Bologna is a simple-track line.

At the question expressed by the Minister, if there is the possibility to take off rails on some lines it was pointed out that one must not forget the political effect of such an action. The Minister explained that he did not understand to take off the entire track but to convert eventually a double-track-line into simple-track-line.

Eng. Boncavalli suggested that on the line Piacenza - Castelvetro which is a double-track-line, could perhaps be taken off part of the rails.

Eng. Bianchi said that such a possibility does not exist for the lines in the North-West, but perhaps in the East where lines have been built on war purposes only.

Col. Moss told to make proposals in this regard and he will address the Authorities.

Col. Moss communicated that for the requests of increase of traffic will be held a meeting at Rome on 11th Sept, where decisions will be taken relating to the requests made. The meeting will be repeated every month about at the 11th. President of these meetings is Col. Wilson together with a representative of Casserta.

The requests for additional trains should arrive a week before the meeting because they must pass various authorities, and should be coordinated in such a manner that they may be dealt with like an unique problem

The Minister suggested to held a extraordinary meeting in which the North and the South will fix an only system of communication.

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Il Minister suggested to held a extraordinary meeting in which the North and the South will fix an only system of communication.

Requests for the traffic in the North are:

Torino - Milano, daily service instead of 3 times a week

Bari - Alessandria, daily service to start from October 1st.

Eng. Bianchi said that till October one could arrive till Milan.

Eng. Bianchi asked if we can continue, as we actually do, sending the iron-scrap to the Iron-and Steel-works in order to get siderurgic products for the I.S.R. The Minister told that this can be done without asking permission.

- 6 -

The Minister pointed out that the coal allotted to the firms is understood to serve for the whole production and not only for the I.S.R.- requests, and that we may run the risk that the scraps given by the I.S.R. will be used for other purposes that is for the requests from the Industry. He suggested to ask for the programme of the siderurgic production, as coal is being allotted on base of a scheme of the production. The Minister told that the contract concluded by the I.S.R. in this matter is not acknowledged officially.

Eng.Castellazzi said that he has achieved an agreement with the firm BREDA to supply for 1 kg of iron, 1,2 kg of scraps, that will be about 4000 tons of scraps per month, without supplying coal.

Eng.Bianchi pointed out that we have an exact record of the scraps supplied, and only the I.S.R. have the possibility and the convenience to supply scraps in consideration of the high price of wages. For this reason a certain pressure can be put on the firms.

T R A N S L A T I O N

GB/lmr

THE MINISTER OF TRANSPORTS

Rome 3 September 1945

Enclosures: 2

SUBJECT : Movement of grain from Genoa
to Switzerland.

Dear Eng. Upman

Director of Transportation Sub-Commission A.C.

R O M E

Reference is made to your letter No. 467/17/143 of the
24/8.

According to the agreements made with the "Swiss Railways"
about the transport of commodities discharged in the port of
Genoa, I attach hereto copies of a letter sent by the Director
of same railways, in which are specified the terms of the
agreements and of the note 15331 on same subject of the Italian
Foreign Office

The Allied Officers who were present at the meeting are
fully informed about what has been agreed.

As it has been communicated that on 4 September the Swiss
steamer Calandra will arrive at Genoa with 6600 tons of grain
the Swiss railways have engaged themselves to allocate at
once at Chiasso 120 rail cars per day, which ought to be
forwarded to Genoa to be loaded.

Trains will be railed thru Milan, Mortara, Alessandria,
Genoa and the coal will be supplied by the Swiss railways for
the rail branch Milan - Alessandria.

Best regards.

THE MINISTER
(sgd) UGO LA MALFA

424

430

TRANSLATION

GB/lmr

Eng. BIANCHI -
Special Commissioner of ISR

MILAN

Dear Engineer,

with reference to the agreements made in Milan and Genoa with you, with Director Piumatti and the President of the local Consorzio, at the presence of the Allied Officers, charged of the traffic reoperation from Genoa to the Swiss Border and viceversa, we confirm you what has been agreed and exactly :

1. ISR have agreed to transport daily 2000 net tons of commodities to Switzerland and exactly, 500 tons at the beginning, 1000 tons after the first month and 2000 tons starting from the third month. When the traffic will be reoperated it will be there possible to transport weekly from Switzerland to Genoa a maximum of 150 rail cars loaded with commodities which must be exported.
2. For the time being commodities will be railed exclusively thru Chiasso.
3. Until the ISR will have no coal and commodities must be railed on the steam line Alessandria-Mortara-Milan, combustible will be supplied by Switzerland. Two hundred kilos will be supplied for the outward and return trip of each wagon.
4. Cars will be supplied by Switzerland - ISR will contribute however, according to their possibilities, with italian cars.
5. The Swiss Commissioner of the Port of Genoa is authorized to transmit to the Chief of the ISR, thru the Movement Section of Genoa, with an Official signal all the urgent communications concerning the port and rail movement.

6. The traffic will be reoperated as soon as it will be cleared the eastern entrance of the port, more or less within two or three weeks.

Copy of this letter is addressed to Eng. Piumatti, director of the Genoa Compartment.

We thank you again for the kind welcome we had and for all the help we received. Best regards

sgd. BALLINARI

Berne 24 May 1945

Copy to :

Eng. Piumatti - Director of ISR Compartment-

GENOA

TRANSLATION

MINISTRY OF FOREIGN AFFAIRS

D.G.A.E. Uff. I
Ref. 15331

TO : Ministry of Marine - Cabinet
 " " " - Merchant Marine
 " " Industry and Commerce - Foreign Trade
 " " Transports
 " " the Reconstruction

SUBJECT : Movement for Switzerland thru Genoa and Savona.

For information we transmit you what has been
 communicated by the Swiss legation in Rome with a letter
 dated 25 July last on same subject :

"According to the conversations which have taken place
 in Berne at the end of June and at the beginning of July with
 a Delegation of the Allied Forces, including representatives
 of the AFHQ at Caserta, the Swiss Delegation has pointed out
 the interest for Switzerland to obtain the authorization to
 utilize in the possible limits, for its supplies the ports of
 Genoa and Savona. The Allied Authorities have declared
 themselves ready to grant facilities to Switzerland, as soon
 as the ports will be reoperated and until they will remain
 under the allied military jurisdiction. Representatives of the
 ISR were present at the meeting. Then the Legations informs
 that during the conversations with the Allied Authorities, these
 ones have declared to be ready to grant facilities at the
 passage of the Italian-Swiss border to persons who are travelling
 for their private reasons."

BY ORDER OF THE MINISTER
 sgd

Ref. F.IX/127/013885

Rome 16 Aug. 45

General Management of ISR Rome
 for information.

421

THE CHIEF OF CABINET
 sgd SIMONI



IL MINISTRO DEI TRASPORTI

Roma, lì 3 Settembre 1945

OGGETTO: Trasporti di grano da Genova in Svizzera.

All. 2

Caro Ing. Upman

Direttore della Sottocommissione Trasporti A.C.

R O M A

Rispondo alla vostra lettera n° 467/17/143 del 24/8.

In merito agli accordi presi con le Ferrovie Federali Svizzere per il trasporto di merci caricate nel porto di Genova, vi trasmetto copia della lettera inviataci dal Direttore delle ferrovie stesse, nella quale sono indicati i termini degli accordi medesimi e del foglio del Ministero degli Affari Esteri Italiano n° 15331, riguardante lo stesso argomento.

Di quanto è stato convenuto, sono a conoscenza anche gli ufficiali alleati che parteciparono alla riunione.

Poichè è stato segnalato l'arrivo a Genova per il 4 corrente del piroscafo svizzero Calandra con 6600 tonnellate di grano, le ferrovie svizzere hanno preso impegno di consegnare subito, giornalmente, a Chiasso, 120 carri da inviare a Genova per il carico.

I treni saranno istradati per l'itinerario Milano, Mortara, Alessandria, Genova ed il carbone per il tronco Milano Alessandria sarà fornito dalle ferrovie svizzere.

Cordiali saluti.

420

I L M I N I S T R O

COPIA

Sig. Ing. BIANCHI

Commissario Straordinario delle F.S.

... ..

il 24 Maggio 45

Egregio Sig. Ingegnere,

Con riferimento alle trattative avute a Milano e Genova con Lei, col Sig. Direttore Piumatti e col Presidente del Consorzio del Posto, in presenza di Ufficiali Alleati inerenti alla ripresa del traffico da Genova alla frontiera Svizzera e viceversa, ci pregiamo confermare=

Le quanto convenuto e precisamente:

1. Le Ferrovie Italiane dello Stato (FS) sono disposte a trasportare giornalmente 2000 tonnellate nette di merci a destinazione della Svizzera e precisamente, in principio 500 tonnellate, dopo il primo mese 1.000 tonnellate ed a partire dal terzo mese 2.000 tonnellate.-
- A cominciare dal momento della ripresa del traffico potranno inoltre essere trasportati settimanalmente al massimo 150 carri con merci d'esportazioni dalla Svizzera a Genova.
2. Per il momento le merci dovranno essere istradate esclusivamente via Chiasso.
3. Fintanto che le F.S. non hanno carbone e che le merci devono essere istradate sulla linea a vapore Alessandria-Mortara-Milano, il combustibile sarà fornito dalla Svizzera. Per il viaggio di andata e ritorno di ogni carro si consegneranno 200 Kg. di carbone.
4. I carri saranno forniti dalla Svizzera. Le F.S. contribuiranno tuttavia nella misura possibile con carri italiani.
5. Il Commissario Svizzero del porto di Genova è autorizzato a trasmettere al capo principale dell'esercizio F.S., per il tramite del-

da Genova alla frontiera Svizzera e viceversa, ci preghiamo come

Le quanto convenuto e precisamente:

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4. I carri saranno forniti dalle Svizzere. Le F.S. contribuiranno tuttavia nella misura possibile con carri italiani.

5. Il Commissario Svizzero del porto di Genova è autorizzato a trasmettere al capo principale dell'esercizio F.S., per il tramite della Sezione Movimento di Genova, con telegramma di servizio, comunicazioni urgenti riguardanti il traffico portuale a ferroviario.

6. Il traffico sarà ripreso non appena sgomberata l'entrata del porto dal lato Est, ossia fra due o tre settimane.

Copia della presente viene indirizzata al Sig. Ing. Piumatti, Direttore del Compartimento di Genova.

Le esprimiamo ancora una volta i migliori ringraziamenti per la cortese accoglienza fattaci e per l'appoggio accordatoci e la pre-

oi/

100-1000

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L'espressione della massima stima e considerazione.

100-1000

f.to Ballinari

100-1000

Berna 24 Maggio 1945

100-1000

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COPIA

MINISTERO DEGLI AFFARI ESTERI

D.G.A.D. = Uff. I°

OGGETTO: Transito per la Svizzera
attraverso Genova e Savona

TELESPEDSO 15334

R. MINISTERO MARINA = Gabinetto
R. MINISTERO MARINA = Marina Mercantile
R. MINISTERO IND. E COMMERCIO
Commercio Estero

R. MINISTERO DEI TRASPORTI
R. MINISTERO RICOSTRUZIONE

Per opportuna conoscenza, si trascrive quanto ha comunicato la Legazione di Svizzera a Roma con sua nota del 25 luglio scorso in merito all'argomento in oggetto:

"In occasione delle conversazioni che hanno avuto luogo a Berne tra la fine di giugno ed i primi di luglio con una Delegazione delle FF.AA. Alleate, comprendere anche rappresentanti del Quartier Generale di Caserta, la Delegazione svizzera ha messo in rilievo l'interesse che presenta per la Svizzera l'autorizzazione ad utilizzare nei limiti delle possibilità esistenti i porti italiani di Genova e di Savona per i suoi rifornimenti. Le Autorità alleate si sono dichiarate in linea di massima disposte ad accordare alla Svizzera delle facilitazioni al riguardo non appena, i porti potranno essere nuovamente utilizzati e finchè essi resteranno sotto la giurisdizione militare alleata. Alle trattative hanno assistito i rappresentanti delle ferrovie italiane. Inoltre, la Legazione informa che, nel corso delle stesse conversazioni con le Autorità alleate queste ultime si sono dichiarate d'accordo circa la concessione di facilitazioni per il passaggio della frontiera italo-svizzera a favore delle persone che viaggiano per ragioni private o di famiglia.

d'ordine del Ministro

Per opportuna conoscenza, si trascrive quanto ha comunicato la Legazione di Svizzera a Roma con sua nota del 25 luglio scorso in merito all'argomento in oggetto:

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d'ordine del Ministro

f°.....

N° F.IX/127/013885

Roma 16 Agosto 1945

DIREZIONE GENERALE FERROVIE STATO = S E D E

.....per conoscenza e norma

IL CAPO DI CABINETTO

di/

f° Simoni 418

Subject:-- Italian Rly. Equipment and
Material requirements 1945/46.

Transportation (Br) Main,
C.M.F.
Tel: Firebox 9345
File: Tn.A.2/76/12.

To :-- Director,
Transportation Sub-commission AC.

5 August 45.

1. Reference Ministry of Transports letter 117 dated 11 Jul. 45 and lists of material requirements, for permanent reconstruction of the Italian Railways during 1945/46.
2. We are unable to agree that the detailed screening of the material requirements of the Italian Railways for rehabilitation purposes is the concern or responsibility of this Directorate. Minute 35, Allied Rly. Board meeting, 17 May 45, confirms that requirements under the "disease and unrest" heading, for which M.R.S., had a responsibility have already been covered by the detailed recommendations made in connection with the original demand for the second half of 1945.
3. In order, however, to render you as much assistance as possible in dealing with these rehabilitation requirements, we have arranged for the Technical and Stores branches of this Directorate to consider these lists and to comment in general terms. Copies of such comments are enclosed for your information.
4. It was agreed under Minute 35 that Sub-Committees would declare surpluses from Military stocks as that these could be taken into account in the final requisitions. It has not yet been possible to say what these surpluses will be to offset the finalised demands, of the Italian Rlys., since the responsibility for declaration of global surpluses over and above military requirements is vested in War Office, London and War Dept., Washington and to date these authorities have not declared their policy in respect of any global surpluses which may accrue in this theatre.

(R.D. WACHORN),
Brigadier.

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(R.D. WAGHORN),
Brigadier,
Director of Transportation.

Enc.

[Handwritten signature]
413/85

CopyInter Office Memo.Subject: I.S.R. Stores Demand 1945-46.Tn. A. 3. (R) / 17-95.28 July 1945.To: Tn. 2.

The requirements of materials for Railway reconstruction as stated in letter No. 117 dated 11th July 45 from the Ministry of Transport (I.S.R.) to Transportation Sub-Commission A.C., and the attached detailed lists of material have been examined insofar as material required for railway electrification is concerned and the following observations are made:-

1. No cognizance whatever appears to have been taken of existing stocks of raw material at present in Italy nor of the salvagable material which awaits recovery and repair. It is a fact that there exists several thousand tons (probably 5,000 tons) of scrap copper recovered from damaged contact line and high tension lines, some of which is at present being redrawn into new conductor. In spite of this however, 3,600 tons of copper are requested for ~~new~~ new contact line and 800 tons for high tension lines for 1945. The I.S.R. could not instal that amount of material this year.
2. The material shown under section VI "Power Plants, Substations and Cabins, "High Tension Lines", "Overhead Contact Line", is greatly in excess of requirements and it is considered unnecessary to import any raw material for the period July - December 1945.
3. For 1946 the quantities shown are excessive and again no account has been made of existing stocks and salvagable material. It is believed that existing stocks of copper scrap will be sufficient to meet all the work that will be carried out during 1946. Main Transformers and Rectifiers for substations already exist in various locations in Northern Italy where they have been stored for safe keeping. No account has been taken of these. There will definitely be a shortage of insulating materials of all kinds.
4. It is suggested that an ample supply of material to meet the needs of the period July-December 1945 and the year 1946 would be 50% of the insulating materials demanded for 1946 and shown in detail under section VI, "Power Plants", Substations and Cabins", "High Tension Lines" and "Overhead Contact Line".
All other specific machinery such as Generators, Transformers, Rectifiers etc. which are expensive items and of which some exist in good condition and some in salvagable condition, should be justified separately.

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J.C. KUBALE,
Major, RE.
D.A.D.Tn.3.(E).

Encl: Letter No.117 and enclosures.

416

COPY

THREE COPIES MADE.

Subject: ISR Demand for Materials on MO.

Encl. 3 (1) / 161.

To: Encl. 3.

26 July 1945.

1. Major Meister of AG in. Sub-Commission has consulted me on this matter. Whilst I have told him that I consider the whole thing as one entirely pertaining to the Allied Commission and beyond the terms of reference of IERS, I have assisted him as far as possible in the matter and pointed out certain things.
2. Firstly, it would appear that in general the ISR whilst treating themselves generously in the extreme, have at least made an effort to base their requirements on a true study of actualities rather than on guess work bulk figures - at least, I think this is true for the mechanical side.

3. In fairness to the I.S.R. I must point out that the English translation is in general most confusing and in many cases quite wrong and unless the original Italian is referred to, it is often impossible to understand what is intended.

4. Enclosure No. 6 gives figures for numbers of locos, wagons, coaches etc. available, together with estimated repair capacities, turn round estimates etc. In detail I disagree with almost all these figures - in particular in para. (a); where it is stated that ISR workshops can only repair 500 wagons/month - in Southern Italy alone we have been repairing 5000-6000/month including 1200 heavies. Their given capacities would all appear to be low. However, since (a) no further locos or rolling stock are being asked for and this merely supports the request to retain such locos and stock as already exist in Italy, with which I have already expressed my agreement, and (b) argument that ISR repair capacities are greater than stated would merely cause them to elevate their material demands, I do not propose to analyse the statement in detail and thereby weaken their case.

5. The list of machine tools for workshops given has been worked out by Ing. Cortellini on a basis of comparison of what they had before the war against what they have now plus a few additions.

Taken on the whole I do not disagree very radically with this 14 list except that I am not at all sure whether the available spare machinery now existing at MILAN at such firms as Pirelli's and others at Insalco's have been taken into account and offset in these lists. I believe not. Furthermore I do not believe that the machinery left by 755 PLY. Shop. En. at MILAN, has been offset against these demands.

In detail I do not agree with item 6 - hand drills for drilling firecrackers. This is an antiquated method. Tapping and drilling frames are much better and quicker and the quantity could be halved. As regards item 10, I consider that in general, workshops in this country are already heavily overstocked with power hammers and I should cut this item out. This also applies to item 3 in the next list for

generously in the extreme, have at least made an effort to base their conclusions on a true study of actualities rather than on guess work built figures - at least, I think this is true for the mechanical side.

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In detail I do not agree with item 6 - hand drills for drilling fireboxes. This is an antiquated method. Tapping and drilling frames are much better and quicker and the quantity could be halved. As regards item 10, I consider that in general, workshops in this country are already heavily overtooled with power lathes and I should cut this item out. This also applies to item 3 in the next list for Loco Sheds.

Item 13 in the workshop list coupled to item 1 in the Loco shed list is a gross extravagance - no less than 15 large loco wheel lathes being demanded. The idea is apparently to equip every small shed with a wheel lathe, an unheard of practice on British railways where the necessity is infinitely greater. I consider this total should be cut to 4. I further consider item 14, C & W wheel lathes should be cut to 4. I wonder if the ISN realize that 23 wheel lathes alone would account for about £250,000 of their dollar credit.

The leather belting is all unquestionably necessary. It is of course almost impossible to assess quantities required of the other items mentioned without knowing existing stocks in the country, but considering that it is for a period of 18 months concentrated rehabilitation they do not appear to be too exorbitant.

I would except the question of paints. They ask for relatively small quantities and I have seen larger quantities than these offered by the local Resources Board.

As regards timber, in my opinion no timber should be imported into Italy and the ISN should be made to purchase in the free cutting zone in Calabria and arrangements should also be made to permit importation from the Italian reservations in Austria.

415

(Signed) W.L. Topham, Colonel.
D. D. En. (Mech.).

Inter office memo. COPY

In.A.4/60.

Subject: I.S.R. requests for railway reconstruction material 1945/46 - Civil Engineering Materials.

To : In.2.

1. In scrutinizing the above requisition, it is possible only to carry out the most superficial examination.

To do more would require a close and extensive study of the economy and industrial conditions of Italy beyond the capacity of this branch. Please therefore accept what follows in that light.

2. Comments are given below on the main items required for the reconstruction of Way and Works:-

(a) Track Materials.

In the explanatory notes, it is stated that it will be necessary to import 500 Kms. of complete track. In the demand for raw material, pig iron, is requested for 600 Kms. of rail. Thus, during the 18 months under review, a supply of 800 Kms. of track is requested in one form or another. To carry out the reconstruction programme, this is not an unreasonable demand, but I doubt the capacity of the I.S.R. to organize a relaying programme of this magnitude at the present time. There is nothing the list concerning sleepers; and it is thought that 1,000,000 sleepers will have to be provided at the same time as the rail, if the programme is to be carried out.

I suggest therefore, that the I.S.R. be asked to guarantee that they can undertake the whole of the relaying in the time, and that if this so, steps should be taken to ensure the provision of sleepers to match the rail delivery, either from internal sources or by importing.

(b) Rail Fastenings.

The rail fastenings ordered appear to be approximately three times ~~more~~ that necessary to match the rail ordered. I see no reason for this. So far as I am aware there is no stock of rail and sleepers in this country rendered useless by lack of fastenings.

3. Bridging.

In the whole period, 38,000 tons of raw material are requested for the manufacture of metal truss bridges. This will correspond to 20,000 lineal feet of bridging. Again, whilst there is no doubt that this amount of bridging is necessary for the permanent rehabilitation of the railways outlined in the plan, it is extremely doubtful whether the I.S.R. are capable of fabricating and erecting the bridges in the time. If the time element is unimportant, then the figure is reasonable.

2,000 lin. metres of joists are requested for temporary bridging.

This is reasonable.

0 8 3 1

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2,000 lin. metres of joists are requested for temporary bridging. This is reasonable.

4. Bricks and Building Materials.

The request for bricks and cement appear to be excessive for essential works, though on the basis of permanent reconstruction of all buildings and structures on an elaborate scale, the figures could perhaps be justified. I consider, however, that they should be given careful examination. Presumably the demand is put in purely that fuel should be provided to enable the material to be produced from local sources.

5. Civil Engineering tools and equipment.

Items requested are in reasonable quantity. There seem, however, to be many omissions. It may be recalled that the Italians possess no heavy plant such as Bulldozers and tracked cranes, which for the clearance of debris in station yards etc. are essential, if quick results are to be obtained.

No doubt they are relying on plant still owned by Italian

Contractors.

(J. Ratter) Colonel, -
D.D.Tn (Const.).

414

INTER OFFICE MEMO.En. A. 2/76/12.5 AUG. 45.Subject: L.S.R. Stores requirements, 1945/46.To: D.M.R.S.

1. The demands prepared by I.S.R. for the second half 1945 and all 1946 have been examined in the light of the information made available.

2. It is virtually impossible to give a concise and detailed opinion upon these demands due to the lack of information as to their scope or the basis upon which many of the quantities called for have been assessed.

3. Despite the remarks contained in the Minister of Transport's letter 117, 11 Jul. 45, it is our opinion that a most pessimistic view has been taken of local resources. It has been obvious to the Stores Section, M.R.S. for some time that little information has been available to the I.S.R. upon local resources in Northern Italy and until these have been fully explored we suggest these demands should not be accepted.

4. Specific attention is directed to the following items considered to be definitely available from Italian industry or commerce:-

- (a) Building materials.
- (b) Decauville material.
- (c) Electric Batteries, Cells and Lamps.
- (d) Timber for buildings.
- (e) Hemp.
- (f) Tin.

5. The items mentioned in para. 4 are a few of a very large number which can in our opinion be provided without import.

6. Considerable difficulty was experienced in determining what is required due to incomplete or incomprehensible specifications, e.g. Page 5/1945 - Steam Locomotives, Page 11/1945 - Road Haulage Vehicles. It is not understood for what purpose items are included.

7. It is noted that over the 18 months covered by these demands the following shortages of commodities and materials in heavy demand for Allied war purposes are called for:-

these demands due to the lack of information as to their scope or the basis upon which many of the quantities called for have been assessed.

3. Despite the remarks contained in the Minister of Transport's letter 117, 11 Jul. 45, it is our opinion that a most pessimistic view has been taken of local resources. It has been obvious to the Stores Section, M.R.S. for some time that little information has been available to the I.S.R. upon local resources in Northern Italy and until these have been fully explored we suggest these demands should not be accepted.

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7. It is noted that over the 18 months covered by these demands the following tonnages of commodities and materials in heavy demand for Allied war purposes are called for:-

(a) Coal	492,000 tons.
(b) Steel	171,000 "
(c) Cast Iron	41,000 "
(d) Copper	12,000 "
(e) Raw Rubber	1,037 "

From Stores Section, M.R.S. military experience in provisioning railway stores it is considered most unlikely that such supplies can expect to be provided from Allied resources and very much greater efforts will need to be made to secure Italy and reduce demands to reasonable proportions.

8. It is for consideration whether or not it is correct for the I.S.R. to include in their demands items of a general character and not required for direct use by the railways. There is a considerable danger of duplication of demands where the I.S.R. attempt to provide for the needs of feeder industries who may in turn be demanding through Commerce and Industry materials suited to Italy's economic life.

E. J. De Lisle
E.F. DE LISLE, Lt. Col.,
Asst. D.D. - Stores.

L. H. Chaplin
D.R.H. CHAPLIN, Lt. Col.,
A.D. Tn. (Stores).

Ref 430/57/TN4

COPY

/lr

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

Ref. R-28

DEL/En

SUBJECT : Railway Sleepers MGS-294-TC 23 July 45

TO : Headquarters Allied Commission
APO 394
(Attn. Transportation Sub-Comm.)

1. As indicated the letter of transmittal dated 7 May 1945 with which this Headquarters forwarded the Program of Essential Imports - 1945 to Combined Chiefs of Staff, WASHINGTON, Requisition MGS-294-TC is considered to be a Category B requirement. The channel of communication regarding Category B items is directly from AC to CCAC and not through this Headquarters.

2. With reference to the possibility of importation of railway ties from Brazil, your attention is invited to letter AG.091.3/053GEG-O issued by this Headquarters on 21 June 1945 subject responsibility for Italian Trade matters.

3. It is believed that the foreign trade section, Commerce S/C is the responsible Section within Allied Commission to negotiate for the purchase of the lumber required.

For the Assistant Chief of Staff, G-5 : 412

D.E. LATHROP,
Capt., CAC
Economic and Supply

Copy to : Economic Section
Commerce S/C

430 | TNL

0835

ACP/1c

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

Tel. 843238
Ref. AC/346/Tn 4

5 August 45

SUBJECT : Railway Sleepers (Ties).

TO : Director,
To Sub-Commission H3 AC

Has any reply yet been received to your letter 430/57/Tel of 13 July
to 2-5 AFM please?

at my may
for Chief,
Rail Division.

411
430/ Tn 4

Ext 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/lrv

430/71/Tn 1

10 August 1945

SUBJECT: Imported Coal for Italy

TO: Movements Division, Transportation Sub-Commission

1. Brigadier Fellows at AFHQ phoned me today that he had discussed with Brigadier Anderson, Economic Section, the proposed importation of 440 thousand tons of coal into Italy. It is understood that 6 thousand tons a day will pass through Genoa, and 2 thousand tons a day through Venice. Brigadier Fellows wished us to make certain that we should not overlook the difficulty of securing wagons to clear this tonnage from the ports. Will you please follow up with Colonel Evans of the Coal Division and make sure that everything is in order for the proposed import program.

M. B. Thomas
M. B. Thomas, Colonel
Deputy Director

cc: Port and Warehouse Division
cc: Rail Division

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/lrv

430/70/Fn 1

10 August 1945

SUBJECT: Wagons, Line 69

TO: Rail Division, Transportation Sub-Commission

1. When returning from Bolzano a few days ago I noticed that all along the line, particularly at Bolzano, Trento, and Rovereto, a number of wagons were standing in sidings. Some of them were nonrunners but the bulk appears to be in good order and certainly a large proportion of them were empty. In view of the great shortage of wagons in the south will you please follow up with MRS to ascertain the true position and find out whether these wagons could be transferred to the south.

*M. B. Thomas*M. B. THOMAS, Colonel
Deputy Director

cc: Movement's Division

409

Ext-376

HEADQUARTERS ALLIED COMMISSION

APC 394

Transportation Sub-Commission

/eh

Phone 489081

430/70/Tm 1

9 August 1945

SUBJECT: Rail Construction Priorities

TO : Addressees shown below

1. Below is given for information of addressees the Priority Groups for the reconstruction of sections of lines and works of the Italian railways, authorized for completion under Allied Commission auspices; construction under M.R.S. control takes precedence over AC commitments. The list is revised monthly and issued about the 7th of each month; each list cancels all previous issues. Applications for the revision of a priority should reach this Sub-Commission by the 1st of each month.

2. M.R.S. commitments are as follows:

No. of Line	Section of Line	Target Date
50	Turin - Modane	Uncertain
71	Gemona - Villach	Open
88/188	Trieste - Udine	Open
71	Venice - Udine - Gemona	Open
53	Vicenza - Mestre	Open
65/59	Bologna - Alessandria	Uncertain
69	Verona - Innsbruck	Open
66	Portofino - Villach	Open
65/59	Bologna - Verona	Open

3. Allied Commission commitments are as follows:

Priority	No. of Line	Section of Line	Target Date
1	219	Pisa - Empoli - Florence	15-10-45
1	65	Permanent repair	30-10-45
1	65	Orte - Chiusi	30-8-45
1	246	Rio Torto Viaduct	15-8-45
1	242	Giulianova - Teramo	30-8-45
1	245	Albaicima - Civitanova	30-8-45
1	277	Porto d'Ascoli - Ascoli Piceno	30-8-45
1	277	Terni - Rieti	30-10-45
1	277	Antrodico - L'Aquila	15-11-45
1	Priv. Rly.	Lauria Viaduct	30-10-45
1	Priv. Rly.	Terni - Todi - Perugia	30-10-45
1	241	Bastia - Ellera	30-9-45
1	Priv. Rly.	Ellera - Pietrafitta	30-8-45
1	Priv. Rly.	Cancello - Benevento	Open

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No. of Line	Section of Line	Target Date
50	Turin - Modane	Uncertain
71	Gemona - Villach	Open
88/188	Trieste - Udine	Open
71	Venice - Udine - Gemona	Open
53	Vicenza - Mestre	Open
65/59	Bologna - Alessandria	Uncertain
69	Verona - Innsbruck	Open
66	Fortezza - Villach	Open
65/59	Bologna - Verona	Open

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Priority	No. of Line	Section of Line	Target Date
1	219	Pisa - Empoli - Florence	15-10-45
1	65	Permanent repair	30-10-45
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1	246	Rio Torto Viaduct	15-8-45
1	242	Giulianova - Teramo	30-8-45
1	245	Albaola - Civitanova	30-8-45
1	277	Porto d'Ascoli - Ascoli Piceno	30-8-45
1	277	Terni - Rieti	30-10-45
1	Priv. Rly.	Antrodoco - L'Aquila	15-11-45
1	Priv. Rly.	Lauria Viaduct	30-10-45
1	244	Terni - Todi - Perugia	30-10-45
1	Priv. Rly.	Bastia - Ellera	30-9-45
1	Priv. Rly.	Ellera - Pietrafitta	30-8-45
1	* 65	Cancello - Benevento	Open
1	61	Florence - Arezzo	30-9-46
1	65	Genoa - San Remo	30-9-45
1		Prato - Vernio permanent repairs	Uncertain
1		Permanent bridge River Ostiglia	Uncertain
2	281	Avellino - Benevento	30-10-45
2	294	Avellino - Rocchetta	30-9-45
2	291	Torre Annunziata - Cancello	30-9-45
2	88	Ofanto viaduct	30-6-45
2		Pescara - Chieti	Open
2		Biferno bridge	30-9-45
2		Bridge Naples Central	30-9-45
2	88	Naples Scali	30-9-45
2		Rome - Avezzano	30-9-45

Priority	No. of Line	Section of Line	Target Date
2	50	Spezia - Genoa	28-2-46
2	50	Viareggio - La Spezia	Uncertain
2	50	Dispensa River Bridge	Uncertain
2	279	Ferrazzano tunnel (Campob)	Uncertain
3	260	Rome - Ciampino - Albano	30-10-45
3		Loco Depot, Leghorn Centr.	30-8-45
3		Loco Depot, Rome Smistamento	30-8-45
3	* 220	Chiusi - Sinalunga - Empoli	30-2-46
3		Central station Civitavecchia	15-10-45
3		Loco Round House Rome - San Lorenzo	30-8-45
3		Warehouse Rome Tiburtina	30-8-45
3		Yard, Rome Smistamento	30-8-45
3		Priv. Rly. P. San Giorgio - Amendola	--
3	* 279	Campobasso - Benevento	30-9-45
3		Various Bldgs. Naples	30-8-45
3		Bridge, Torre Annunziata - Castellammare	Uncertain
3		Priv. Rly. Antrodoco - L'Aquila	15-11-45
3	258	Cecchina - Velletri	Uncertain
3	221	Montepescali - Roccastrada	--
3		I.S.R. Offices, Naples	--
*		Line 65 (Florence - Arezzo); Line 220 (Chiusi - Sinalunga - Empoli); and Line 279 (Campobasso - Benevento) will be reconstructed on a two-phase basis:	

Phase 1 - Clearance of permanent way, destroyed buildings and bridges and construction of bridge piers to springing level.

Phase 2 - Completion of line when materials become available.

Only Phase 1 work is now in progress.

For the Chief Commissioner:

[Signature]

M. B. THOMAS, Colonel
Deputy Director

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3	* 279	Amendola	30-9-45
3		Campobasso - Benevento	30-8-45
3		Various Bldgs. Naples	
3		Bridge, Torre Annunziata -	Uncertain
		Castellammare	15-11-45
3		Priv. Rly. Antrdoco - L'Aquila	Uncertain
3	258	Cecchina - Velletri	--
3	221	Montepescoli - Roccastrada	--
3		I.S.R. Offices, Naples	

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For the Chief Commissioner:

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M. B. THOMAS, Colonel
Deputy Director

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Minister of Transport

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

439/70/Ta1

4th August 1945
Tel : 843239
Ref : AC/Tn/71/10/C.E.

SUBJECT : Rail construction -
priorities.

TO : Planning Division
Attn: Major Richardson.

1. Herewith please find revised list of priorities and dates of completion.

2. M.R.S. commitments are as follows:

Priority	No of line	Section of line	Target Date
	50	Turin-Modane	Uncertain
	71	Gemona-Villach	open
	88/188	Trieste-Udine	open
	71	Venice-Udine-Gemona	open
	53	Vicenza-Mestre	open
	65/59	Bologna-Alessandria	31-7-45 - ^{uncertain}
	69	Verona-Innsbruck	open
	66	Portezza-Villach	31-7-45 - ^{open}
	65/69	Bologna-Verona	open

3. Allied Commission commitments are as follows:

Priority	No of line	Section of line	Target Date.
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2. M.R.S. commitments are as follows:

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	88/188	Trieste-Udine	open
	71	Venice-Udine-Gemona	open
	53	Vicenza-Mestre	open
	65/59	Bologna-Alessandria	31-7-45 - <i>uncertain</i>
	69	Verona-Innsbruck	open
	88	Portezza-Villach	31-7-45 - <i>open</i>
	65/69	Bologna-Verona	open

3. Allied Commission commitments are as follows:

<u>Priority</u>	<u>No of line</u>	<u>Section of line</u>	<u>Target Date.</u>
1	219	Pisa-Empoli-Florence	15-10-45
		Permanent repair	30-10-45
1	65	Orte-Chiusi	30-8-45
1	65	Rio Torto Viaduct	15-8-45
1	246	Giulianova-Teramo	30-8-45
1	242	Albacina-Civitanova	
1	245	Porto d'Ascoli -	
		Ascoli Piceno	30-8-45
		Terni-Rieti	30-10-45
1	277	Antrodocoli-Aquila	15-11-45
1		Lauria Viaduct	30-10-45
1		Terni-Todi-Perugia	30-10-45

507

- 2 -

<u>Priority</u>	<u>No of line</u>	<u>Section of line</u>	<u>Target Date</u>
1	244	Bastia - Ellera	30.9.45
1	Priv. Rly.	Ellera - Pietrafitta	30.8.45
	Priv. Rly.	Cancello-Benevento	opened
1	65	Florence-Arezzo	30.3.46
1	61	Genoa-San Remo	30.9.45
1	65	Prato-Vernio per-	Uncertain
		manent repairs	
1		Permanent bridge river	
		Ostiglia	Uncertain
2	281	Avellino-Benevento	30.10.45
2	294	Avellino-Rocchetta	30.9.45
2	291	Torre Annunziata-Cancello	30.9.45
2		Ofanto viaduct	30.8.45
2	88	Pescara-Chieti	opened
2		Biferno bridge	30.9.45
2		Bridge Naples Central	
		Naples Scali	
2	88	Rome-Avezzano	30.9.45
2	50	Spezia-Genoa	30.9.45
2	50	Viareggio-La Spezia	28.2.46.
2	50	Dispensa river bridge	Uncertain
2	279	Ferrazzano tunnel (Campob)	Uncertain
3		#/shops Vagliari	~~30.7.45~~
3	230	Rome-Ciampino-Albano	30.10.45
3		Loco Depot, Leghorn Centr.	30.8.45
3		Loco Depot, Rome Smistam.	30.8.45
3	220	Chiusi-Sinalunga-Empoli	30.2.46
3		Central station Civita-	
		Vecchia	
3		Loco Round house Rome-	15.10.45
		San Lorenzo	
3		Warehouse Rome Tiburtina	30.8.45
3		Yard, Rome Smistamento	30.8.45
3		Priv. Rly. P. San Giorgio-	30.8.45
		Amendola	

281	Ostiglia	Uncertain
294	Avellino-Benevento	30.10.45
291	Avellino-Rocchetta	30.9.45
	Torre Annunziata-Cancello	30.9.45
88	Ofanto viaduct	30.8.45
	Pescara-Chieti	opened
	Biferno bridge	30.9.45
	Bridge Naples Central	
	Naples Scali	
88	Rome-Avezzano	30.9.45
50	Spezia-Genoa	30.9.45
50	Viareggio-La Spezia	28.2.46
50	Dispensa river bridge	Uncertain
279	Ferrazzano tunnel (Campob)	Uncertain
280	~~#shops~~ ~~Verliari~~	~~30.7.45~~
	Rome-Ciampino-Albano	30.10.45
	Loco Depot, Leghorn Centr.	30.8.45
220	Loco Depot, Rome Smistam.	30.8.45
	Chiusi-Sinalunga-Empoli	30.2.45
	Central station Civita-	
	Vecchia	15.10.45
	Loco Round house Rome-	
	San Lorenzo	30.8.45
	Warehouse Rome Tiburtina	30.8.45
	Yard, Rome Smistamento	30.8.45
	Priv. Rly. P. San Giorgio-	
	Amendola	
279	Campobasso-Benevento	30.9.45
	Various Blgs. Naples	30.8.45
	Bridge, Torre Annunziata-	
	Castellammare	Uncertain
Priv. Rly.	Antrodoto-l'Aquila	15.11.45
258	Cecchina-Velletri	Uncertain
231	Montepescali-Roccastrada	
I.S.R. Offices	Naples.	

S. H. Lee
A.H. STREET, Lt. Col.

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MEM/air

Phone 489081

5 June 1945

430/36/Tn 1

SUBJECT: Rail Construction Priorities

TO : Addressees shown below

1. Below is given for information of addressees the Priority Groups for the reconstruction of sections of lines and works of the Italian railways, authorized for completion under Allied Commission auspices; construction under M.R.S. control takes precedence over the following. *AC commitments*

2. The list is revised monthly and issued about the 25th of each month; each list cancels all previous issues. Applications for the revision of a priority should reach this Sub-Commission by the 1st of each month.

2 - 1125 commitments
Priority No. of Line

Section of Line

Target Date

1	86	Ortona - Ancona.	20-6-45
1	219	Pisa - Livorno - Florence	15-7-45
1	65	Orte - Chiusi (germ. reconstr.)	30-10-45
1	65	Rio Torto Viaduct	30-8-45
1	246	Giulianova - Teramo	15-8-45
1	242	Albacina - Civitanova	30-8-45
1	245	Porto D'Ascoli - Ascoli Piceno	30-8-45
1	277	Terni - Rieti	30-6-45
1	Priv. Rly.	Lauria Viaduct	--
1	Priv. Rly.	Terni - Todi - Perugia	30-8-45
1	244	Bastia - Ellera	30-8-45
1	Priv. Rly.	Millera - Pietrafitta	30-8-45
1	Priv. Rly.	Cancello - Benevento	10-6-45
1	Priv. Rly.		
2	281	Aveilino - Benevento	15-9-45
2	294	Avellino - Rocchetta	30-9-45
2	291	Torre Annunziata - Cancello	15-7-45
2	viaduct	Ofanto	30-8-45
2	88	Pescara - Chieti	30-7-45
2	Bridge	Biferno	30-7-45
2	Bridge	Naples Central - Naples Scalo	30-7-45
2	88	Rome - Avezzano	15-7-45
2			
3	W/Shops	Cagliari	405-7-45
3	* 65	Florence - Arezzo	30-4-46
3	260	Rome - Ciampino - Albano	15-7-45
		Livorno Centrale	30-8-45
			30-6-45

list cancels all previous issues. Applications
reach this Sub-Commission by the 1st of each month.

Priority	No. of Line	Section of Line	Target Date
1	86	Ortona - Ancona	20-6-45
1	219	Pisa - Napoli - Florence	15-7-45
1	65	Orte - Chiusi (perm. reconst.)	30-10-45
1	65	Rio Torto Viaduct	30-8-45
1	65	Giulianova - Teramo	15-8-45
1	246	Albacina - Civitanova	30-8-45
1	242	Porto D'Ascoli - Ascoli Piceno	30-8-45
1	245	Terni - Rieti	30-6-45
1	277	Lauria Viaduct	--
1	Priv. Rly.	Terni - Todi - Perugia	30-8-45
1	Priv. Rly.	Bastia - Ellera	30-8-45
1	244	Ellera - Pietrafitta	30-8-45
1	Priv. Rly.	Cancello - Benevento	10-6-45
1	Priv. Rly.		
2	281	Avellino - Benevento	15-9-45
2	294	Avellino - Rocchetta	30-3-45
2	291	Torre Annunziata - Cancello	15-7-45
2	Viaduct	Ofanto	30-8-45
2	88	Pescara - Chieti	30-7-45
2	Bridge	Biferno	30-7-45
2	Bridge	Naples Central - Naples Scala	30-7-45
2	88	Rome - Avezzano	15-7-45
3	W/Shops	Cagliari	30-7-45
3	* 65	Florence - Arezzo	30-4-46
3	260	Rome - Ciampino - Albano	15-7-45
3	Loco Depot	Livorno Centrale	30-8-45
3	Loco Depot	Rome Smistamento	30-6-45
3	* 228	Chiusi - Sinalunga - Empoli	30-2-46
3	Electric W/Shops & Offices	Ancona	30-6-45
3	Central Station	Civitavecchia	15-9-45
3	Loco Round House	Rome, S. Lorenzo	30-7-45
3	Warehouse	Rome, Tiburtina	30-7-45
3	Yard	Rome Smistamento	30-7-45
3	Priv. Rly.	P. San Giorgio - Amandola	30-9-45
3	* 279	Campotasso - Benevento	30-8-45
3	Various Bldgs.	Naples	15-11-45
Deferred	Priv. Rly.	Antrodice - Aquila	

405

-2-

* Line 65 (Florence - Arezzo); Line 220 (Chiassi-Sinalunga - Empoli); and Line 279 (Campobasso - Benevento) will be reconstructed on a two-phase basis:

Phase 1 - Clearance of permanent way, destroyed buildings and bridges and construction of bridge piers to springing level.

Phase 2 - Completion of line when materials become available.

Only Phase 1 work is now in progress.

For the Chief Commissioner:

M. E. Thomas
M. E. THOMAS, Colonel
Deputy Director

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Deputy Director

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Legation

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 220

FU/h1

430/69/TN 1

SUBJECT: Threatened Strikes - Railroad

8 August 1945

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

1. Is Major Ping following closely with Labor Sub-Commission on the matter of possible railroad strikes, particularly developments on the strike scheduled for 15 August?

Frank Upman, Jr.
Acting Director.

404

(69)

0-851

MEMORANDUM

Tel: 220

MIT/h1

13 July 1945

SUBJECT: Revised Requirements Program
for Italy.

TO : Port & Warehouse Division
Road Division
Rail Division

1. The rehabilitation report of I.S.R. has been received.

2. The progress report on all other transport facility rehabilitation from each addressee will be in the hands of the Director not later than 1200 hours 17 July.

MERRITT H. TAYLOR,
Director.

copy to: Planning Staff

403

430/62

HEADQUARTERS ALLIED COMMISSION
APO 394
CIVIL AFFAIRS SECTION

Ref 6/5.11/CA

4 July 45

SUBJECT : Amendment to GO 42

TO : RC ~~PIEMONTE~~ Region RC ~~EMILIA~~ Region
RC ~~LIGURIA~~ Region RC ~~VENETIA~~ Region

- 1 It has been pointed out that a small but unfortunately effective error has been passed in the Italian text of the notice publishing the new Transportation Tariffs.
- 2 The use of the word 'dal' in place of 'al' before 'prospetto' has the result of making the old and obsolete tariff take the place of the new one instead of the other way round.
- 3 It is not proposed to reprint at this HQ as it may be felt that the meaning is sufficiently clear for practical purposes. One Region, it is believed, is reprinting the whole order with the new tariff on the bottom.
- 4 This unfortunate error is much regretted and action, if any, is left to you for your own Region.

BY COMMAND OF THE CHIEF COMMISSIONER

G. R. Upjohn 1.6.45
G.R. UPJOHN Brig,
VP CA Section

402

Copy to : Legal S/O
RC Lombardia Region
Transportation S/O ✓

430/64

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 220

MHT/h1

430/60/TN 1

24 July 1945

SUBJECT: Requirements of Railway
Reconstruction Material
1945-1946

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

401

60

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: T 23845

Date/Time of Origin: JULY 17/1535R

Message Centre No: E/66

Date Time Rec'd: JULY 17/2000R

Precedence: ROUTINE

FROM: AFHQ, STATED SACRED CITE MAGEZ

TO : ALCOM ROME

CONFIDENTIAL

CONFIDENTIAL.

Reference our F 15374 of 30 June, your OLS of 5 July.

Urgently require comment on discontinuance control of Italian railway operation
by MRS

DIST

ACTION : TM SC (2)

INFO : CHIEF COMMISSIONER
ECOM SEC
FILE (2)
FLOAT



ACTION

CONFIDENTIAL

430/48

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 220

MHE/dl

430/57/IN 1

18 July 1945

SUBJECT: Railway Sleepers (Ties)

TO : G-5, AFHQ

1. Reference your R 28, 30 March, subject: "Shipment of Railway Sleepers from Brazil".
2. The Ministry of Transport of the Italian Government has again raised the question of the vital necessity of obtaining sleepers (ties) and other lumber for use of the Italian State Railways.
3. Sleepers (ties) are included in AG-TC-96-45, HCS-294-TC. This appears as Item 38 in the referred to requisition.
4. It should be borne in mind that the Italian State Railways are in effect a part of the Italian Government under the Ministry of Transport. Your consideration is requested.

HENRIET H. TAYLOR,
Director.

cc: Rail Division, Tn. S/C
Economic Section
Supply Division, Economic Section
Commerce Sub-Commission

File

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MUT/ch

Phone 409081

430/56/Tn 1

16 July 1945

Major V.R. Bowers,
Sr. Transportation Officer,
AMC, Naples Commune.

Dear Bowers:

Since our discussion in Rome I have been thinking over the question of your attendance at the Naples Joint Railway Control weekly meeting and have discussed it further with those concerned here. On the whole, I think you should attend the meeting regularly and should be glad if you will arrange to do so.

Yours very truly,

H. B. THOMAS, Colonel
Deputy Director

cc: Movements Division, Tn S/C

398

File

RESTRICTED

PR/LA/40/118

JULY 060120

E/2283

JULY 060830

IMPORTANT

LABOUR PISMONT

ALONG WITH DIRECTOR LABOUR SC

RESTRICTED.

Subject is labour strike TORINO.

1. Mass demonstration took place today 4th July in TORINO following wide spread work stoppage beginning simultaneously at 1100 hours with ^{stop} strike affected all industrial workers with exception of few smaller factories. Employees of Intendenza di Finanza Post and Telegraphs Arsenale Militare and 1700 hundred workers of railway workshops also involved. Trams traffic also suspended between 1130 and 1315 hours as precautionary measure.

2. Camera Del Lavoro disclaims any official connection with organisation of aforementioned agitation and circumstantial evidence suggests communist party responsibility.

3. PLESCIA Communist Joint Secretary of Camera addressed the crowd making the following points: 1 liberation bonus must be paid to everyone indistinctly including state employees 2 MILAN industrial wage agreement must be accepted in TORINO and industrialists must learn to be realists otherwise more pressure shall be applied. Three separat must be separated and brought under direct supervision of workmens representatives.

4. Provincial Commissioner and Prefect received delegation of remonstrants together with Secretariat of Camera. A manifesto containing specific requests was presented.

5. It is significant that demonstration was staged at a time when industrial representatives and Camera Del Lavoro were about to reach agreement on wage increases after bargaining for some 10 days.

(Cont over)

1430/55

397

T_R_A_N_S_L_A_T_I_O_N

BG/gs

Servizio Lavori e C.
Ufficio IV

Rome 23 June 1945

L.4./345519/2

TO : Ministero dell'Industria, Commercio e Lavori
ROME

SUBJECT : Allocation of fuel. Reoperation of rail line

This Administration must reconstruct, with the greatest urgency, the permanent installations and the tunnels to reoperate the rail lines Arezzo-Florence and Bastia-Ellero.

These works have been assigned to the following companies for the Arezzo Florence line :-

Impresa Ing. A. DI PENTA di ROMA	(1° Lotto)
" DI ZITTI Vaglio di Roma	(2° Lotto)
" PARRINI Eugenio di Roma	(3° Lotto)
Soc. Costruz. Cemento Armato FONTELLA di Firenze	(4° Lotto)
Impresa CATOLA & THAU di Roma	(5° Lotto)
Ing. PROVERA & CARASSI di Roma	(6° Lotto)
per la linea Bastia - Ellero)	
Impresa Fratelli FRANCHI di Roma	(1° Lotto)
" D'AGATA Salvatore di Roma	(2° Lotto)

For the operation of said works it is necessary that mentioned companies should have the allocation of fuel (petrol gasoil and lubricant oil) necessary to operate the numerous transports of building materials, machineries, work-men etc.

The total amount of fuel is of 500,000 litres which can be allocated in 6 months.

In spite of the fact that the various companies have addressed themselves to the competent Chambers of Commerce to obtain the allocation of fuel and that this Department has strictly recommended these requests, pointing out that they should have been executed with a certain urgency owing to the

THIS ADMINISTRATION MUST RECONSTRUCT, WITH THE
greatest urgency, the permanent installations and the tunnels
to reoperate the rail lines Arezzo-Florence and Bastia-Ellero.

These works have been assigned to the following
companies for the Arezzo Florence line :-

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Soc. Costruz. Cemento Armato FONTELLA di Firenze	(4° Lotto)
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Ing. PROVERA & CARASSI di Roma	(6° Lotto)
per la linea Bastia - Ellero)	
Impresa Fratelli FRANCHI di Roma	(1° Lotto)
" D'AGATA Salvatore di Roma	(2° Lotto)

For the operation of said works it is necessary
that mentioned companies should have the allocation of fuel
(petrol gasoil and lubricant oil) necessary to operate the
numerous transports of building materials, machineries,
work-men etc.

The total amount of fuel is of 500,000 litres which
can be allocated in 6 months.

In spite of the fact that the various companies
have addressed themselves to the competent Chambers of Commerce
to obtain the allocation of fuel and that this Department
has strictly recommended these requests, pointing out that they
should have been accepted with a certain urgency owing to the
national importance of the works, the mentioned Chamber of
Commerce have answered that they could not accept said requests
owing to lack of fuel.

We call the attention of the Ministry on this
matter, begging to allocate the fuel with a certain urgency
to the various companies as soon as they request it, because
otherwise said works will not be accomplished with the planned
urgency, wished by the Superior Authorities and they will
be suspended, damaging the National Interest and making more
difficult the important question of transports.

396

We would appreciate very much a reply.

THE GENERAL DIRECTOR

Copy to : AC Transportation SC.
Rail Division
Increment C.M.F.

430/54

Roma 23 giugno 1945

5.4/34519/2

SERVIZIO LAVORI E C.
UFFICIO IV°MINISTERO DELL'INDUSTRIA COMMERCIO E
LAVORO1 R O M A -Assegnazione carburanti
Ripristino linee ferroviarie

quest'Amministrazione, come è noto, deve provvedere con la massima urgenza ai lavori di ricostruzione delle opere d'arte e delle gallerie per il ripristino delle linee ferroviarie ARONA - PAVIA e DASTIA - MILANO.

Tali lavori sono stati appaltati alle Ditte seguenti per

la linea ARONA - PAVIA:

Impresa Ing. A. DI LUCA di ROMA (1° Lotto)

" DI ENRI VAGLIO di ROMA (2° Lotto)

" EUGENIO PARRINI di ROMA (3° Lotto)

Soc. COSTRUTTA. CONSORZIO ARONTO FONTELLA di FIRENZE (4° Lotto)

Impresa CAROLA & TRU di ROMA (5° Lotto)

Ing. PROVERA & CARACCI di ROMA (6° Lotto)

per la linea DASTIA - MILANO

Impresa Fratelli FRANCHI di ROMA (1° Lotto)

" D'AMARA Salvatore di ROMA (2° Lotto)

Per l'esecuzione di tali lavori è necessario che sia assegnato alle imprese sopraindicate il quantitativo di carburanti

quest'amministrazione, come è noto, deve provvedere con la massima urgenza ai lavori di ricostruzione delle opere d'arte e delle gallerie per il ripristino delle linee ferroviarie Arezzo - Firenze e Bastia - Milano.

Tali lavori sono stati affidati alla Ditta seguente per

la linea Arezzo - Firenze:

Impresa Ing. S. DI PONTA di Roma (1° Lotto)

" DI ENRI VIGLIO di Roma (2° Lotto)

" AUGUSTO MARINI di Roma (3° Lotto)

Soc. Costr. Cammino Azzate Pontella di Firenze (4° Lotto)

Impresa SACOLA & SIAU di Roma (5° Lotto)

Ing. PROVORA & CARACCI di Roma (6° Lotto)

per la linea Bastia - Milano

Impresa FRATELLI FRANCHI di Roma (1° Lotto)

" DIAMATA Salvatore di Roma (2° Lotto)

Per l'esecuzione di tali lavori è necessario che sia assegnato alle imprese sopraindicate il quantitativo di carburanti (Benzina, nafta e oli lubrificanti) occorrenti per procedere ai materiali trasporti di materiali da costruzione, macchinari e mezzi d'opera, operai etc.

Il quantitativo complessivo di carburanti prodotto può considerarsi in circa L. 300.000, da fornire in 6 mensilità.

Per quanto le varie imprese mi siano rivolte alle compenti Camere di Commercio per l'assegnazione di carburanti e che quest'amministrazione abbia vivamente apprezzato tali richieste facendo presente la necessità che queste venissero accolte d'urgenza e nella loro integrità data l'importanza nazionale dei lavori stessi, le dette Camere di Commercio hanno fatto conoscere di non poter accogliere detta richiesta per mancanza di disponibilità di carburante.

Si fa presente la questione a esposto On. Ministro con preghiera di volerla intervenire con cortese sollecitudine per l'assegnazione alle varie imprese dei carburanti che di nuovo in modo vengono richieste, perché in caso contrario i lavori di cui trattasi non potranno procedere col ritmo d'urgenza previsto e considerato dalle Superiori Autorità, in dovranno essere sospesi, con evidente grave danno dell'interesse Nazionale, venendo a peggiorare sempre più la importante questione dei trasporti.

Si gradirà un esito di assegnazione al riguardo.

IL DIRETTORE GENERALE

A.C. SOTTOCOMMISSIONE TRASPORTI
(DIVISIONE FERROVIE)
INCREMENTO TRASPORTI

C.M.F.

per IL DIRETTORE

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/eh

Phone 489081

6 July 1945

430/52/Tn 1

SUBJECT: Rail Construction Priorities

TO : Addressees shown below

1. Below is given for information of addressees the Priority Groups for the reconstruction of sections of lines and works of the Italian railways, authorized for completion under Allied Commission and M.R.S. auspices. Construction under M.R.S. control takes precedence over AC commitments. The list is revised monthly and issued the first week of each month; each list cancels all previous issues. Applications for the revision of a priority should reach this Sub-Commission by the 1st of each month.

2. M.R.S. commitments are as follows:

Priority	No. of Line	Section of Line	Target Date
71		Gemona - Pontebba - Villach	15-7-45
86/188		Trieste - Cervignano - Udine	15-7-45
71		Venice - Treviso - Udine - Gemona, permanent bridges	15-7-45
53		Vicenza - Mestre	15-7-45
65/59		Bologna - Alessandria	31-7-45
69		Verona - Brenner - Innsbruck	31-7-45
66		Portezza - S. Candido - Villach	31-7-45

3. Allied Commission commitments are as follows:

Priority	No. of Line	Section of Line	Target Date
1	69	Bologna - Verona	Uncertain
1	219	Pisa - Empoli - Florence	15-10-45
1	65	Orte - Chiusi (perm. reconstr.)	30-10-45
1	65	Rio Torto - Viaduct	30-8-45
1	246	Galliera - Torino	15-8-45
1	242	Albaione - Civitanova	30-8-45
1	245	Porto D'Ascoli - Ascoli Piceno	30-8-45
1	277	Terni - Rieti	30-10-45
1	Priv. Rly.	Lauria Viaduct	30-10-45
1	Priv. Rly.	Terni - Todi - Perugia	30-9-45
1	244	Bastia - Ellera	30-8-45
1	Priv. Rly.	Ellera - Pietrafitta	4-7-45
1		Genova - Pinerolo	30-8-45

1. Below is given for information of addressees the Priority Groups for the reconstruction of sections of lines and works of the Italian railways, authorized for completion under Allied Commission and M.R.S. auspices. Construction under M.R.S. control takes precedence over AC commitments. The list is revised monthly and issued the first week of each month; each list cancels all previous issues. Applications for the revision of a priority should reach this Sub-Commission by the 1st of each month.

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88/188		Trieste - Cervignano - Udine	15-7-45
71		Venice - Treviso - Udine - Gemona, permanent bridges	15-7-45
53		Vicenza - Mestre	15-7-45
65/59		Bologna - Alessandria	31-7-45
69		Verona - Brenner - Innsbruck	31-7-45
66		Portezza - S. Candido - Villach	31-7-45

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Priority	No. of Line	Section of Line	Target Date
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1	65	Orte - Caiazzo (perm. reconstruct.)	30-10-45
1	65	Rio Torto - Viaduct	30-8-45
1	246	Giulianova - Teramo	15-8-45
1	242	Albaione - Civitanova	30-8-45
1	245	Porto D'Ascoli - Ascoli Piceno	30-8-45
1	277	Terni - Rieti	30-10-45
1	Priv. Rly.	Lauria Viaduct	--
1	Priv. Rly.	Terni - Todi - Perugia	30-10-45
1	244	Bastia - Ellera	30-9-45
1	Priv. Rly.	Ellera - Pietrafitta	30-8-45
1	Priv. Rly.	Cancello - Benevento	4-7-45
1	65	Pc River Bridge Piacenza (temp. repairs)	15-7-45
1	65	Florence - Arezzo	30-3-46
1	61	Genoa - Ventimiglia	31-7-45
1	65	Florence - Bologna	Uncertain
1	Permanent Bridge	Over River Ostiglia	Uncertain
2	281	Avellino - Benevento	15-9-45
2	294	Avellino - Rocchetta	30-9-45
2	291	Torre Annunziata - Cancellio	15-7-45
2	Viaduct	Ofanto	30-8-45
2	88	Pescara - Chieti	30-7-45
2	Bridge	Biferno	30-7-45
2	Bridge	Naples Central - Naples Scale	30-7-45
2	88	Rome - Avezzano	15-7-45
2	50	Spezia - Genoa	28-2-46
2	50	Viareggio-La Spezia	Uncertain

Priority	No. of Line	Section of Line	Target Date
2	50	Dispensa River Bridge	Uncertain
2	279	Ferrazzano Tunnel (Campobasso)	Uncertain
3	W/Shops	Cagliari	30-7-45
3	260	Rome - Ciampino - Albano	15-7-45
3	Loco Depot	Livorno Centrale	30-8-45
3	Loco Depot	Rome Smistamento	30-7-45
3	* 220	Chiusi - Sinalunga - Empoli	30-2-45
3	Central Station	Civitavecchia	15-9-45
3	Loco Round House	Rome, S. Lorenzo	30-7-45
3	Warehouse	Rome, Tiburtina	30-7-45
3	Yard	Rome Smistamento	30-7-45
3	Priv. Rly.	P. San Giorgio - Amandola	--
3	* 279	Campobasso - Benevento	30-9-45
3	Various Bldgs.	Naples	30-8-45
3	Priv. Rly.	Antrodoto - Aquila	15-11-45
3	Bridge	Torre Annunziata - Castellammare	Uncertain
3	258.	Cecchia - Velletri	Uncertain

Deferred 90 Permanent repair, second track

Deferred 90 Permanent repair, second track

NOTE *Line 220 (Chiusi - Sinalunga - Empoli) and Line 279 (Campobasso - Benevento) will be reconstructed on a two-phase basis:

Phase 1 - Clearance of permanent way, destroyed buildings and bridges and construction of bridge piers to springing level.

Phase 2 - Completion of line when materials become available.

Only Phase 1 work is now in progress.

For the Chief Commissioner:

M. E. THOMAS, Colonel
Deputy Director

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All Regional Commissioners

3 Various Bldgs. Naples
 3 Priv. Bldg. Antròdoo - Aquila
 3 Bridge Torre Annunziata - Castellammare
 3 258. Cecchina - Velletri

Deferred 90 Permanent Rome - Ceprano
 repair, second track
 Deferred 90 Permanent Cassino - Caserta
 repair, second track

NOTE Line 220 (Chiusi - Sinalunga - Empoli) and Line 279 (Campobasso - Benevento) will be reconstructed on a two-phase basis:

Phase 1 - Clearance of permanent way, destroyed buildings and bridges and construction of bridge piers to springing level.

Phase 2 - Completion of line when materials become available.

Only Phase 1 work is now in progress.

For the Chief Commissioner:

M. R. THOMAS, Colonel
 Deputy Director

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G-4 (Mov & Tn), AFHQ
 All Regional Commissioners
 Senior Transportation Officers:

Bari
 Reggio
 Naples
 Ancona
 Rome
 Florence
 Leghorn

15-11-45
 Uncertain
 Uncertain

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

Tel: 376

MBT/eh

SUBJECT: Control of Italian Railways.

430/53/TN 1

TO : AFHQ

July 1945

1. Reference is made to your signal T 15374 of 30 June.

2. It is not clear whether the proposals refer only to U.S. control of the Italian Railways, or to both U.S. and British. The question has been discussed in general terms with the Director of the Military Railway Service and it is felt that in due course operational control of the IAR should be handed back to the Italians. Even where this is done it will be necessary for AC to maintain officers in the field to see that essential civilian traffic passes in accordance with the scheduled priorities; such officers would also keep a general watch on operations, particularly wagon control, but they could not without a considerable staff control the railways in the same way as the MRS does; nor is it desirable that they should do so. AC cannot undertake this responsibility without extra staff, and would require one officer of Captain or Major's rank at each compartment headquarters -

Turin	Verona	Florence	Naples
Milan	Venice	Rome	Leggio
Genda	Bologna	Bari	

By mid-August there will be only three AC officers available to meet this commitment. Experienced railway traffic officers are required, and it is recommended that transfer to AC be made accordingly; until they are made, AC cannot properly accept the responsibility.

3. It is suggested that the whole subject of the handover of control to the IAR ought to be discussed between AFHQ (G-4 Mov & Tr), MRS and AC. The subject might conveniently be taken at the Allied Railway Board.

4. The above outlined suggestions presuppose that AC, acting on behalf of SACMED, are charged with the prevention of disease and unrest in Italy. If this policy is modified, the staff requirements might be cut down accordingly.

5. Referring to paragraph 4 of your signal, it is agreed generally that equipment left in the theater be applied against outstanding AC requisitions. The policy must, however, be applied liberally since certain static equipment has become an integral part of the IAR and it was assumed it would

393

53

- 2 -

remain on site when the ISR requisitions were forwarded.

For the Chief Commissioner:

E.B. MCKINLEY.
Brigadier General, U.S.A.
Acting Vice President.

copies to: Executive Commissioner
DMRB
AFHQ (G-4. Mov & Tr)

430/53/TNI

CONFIDENTIAL

F15374
JUN 3018328

E/7530
JUN 010830B

AFHQ SIGNED SIGNED CITE FHOEO
ALCOM ROME

ROUTINE

CONFIDENTIAL

Railway Services.

1. It has been recommended that MRS Control operation of Italian railway services be discontinued 15 September and that railway operations and equipment maintenance on American L of C be turned over to Italian State Railways sufficiently in advance to conform redeployment MRS units.
2. It is proposed that concurrent with closing out MRS command, supervision over civilian operation become function ALLIED COMMISSION.
3. Tentative program redeployment U S steam and diesel locomotives and railway cars construction. Proposed by MRS that all equipment be applied against outstanding ALLIED COMMISSION requisition.
4. Request comment.

DIST

391

ACTION: Econ Sec 2
INFO: Chief Commissioner
Ex Commissioner 2
Tn S/C 2
File 2
Float.

HEADQUARTERS ALLIED COMMISSION
APO 594
LABOR SUB-COMMISSION

DCS/rmw

TEL : Ext. 416

21 June 1945

REF : LSC/416

SUBJECT: Increase in Wages of Railway Workers in the North.

TO : Transportation Sub-Commission

1. Your memorandum 430/41/TN 1 of 15 June refers.

2. The matter of the bonus authorized by General Di Raimondo in May has been called to the attention of the Director of Military Railways by memorandum, a copy of which has already been forwarded to you. In addition, A.F.L.P.S. will undertake to communicate to Director of Military Railways upon the same subject.

3. It is considered that this is appropriate action under the circumstances.

David C. Sachs
DAVID C. SACHS
Deputy Director
Labor Sub-Commission

cc: Executive Commissioner
Economic Section (Capt. Highland)

399

430/49

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: EX 92062
 Date/Time of Origin: JUNE 12/1916E

Message Centre No: E/4802
 Date Time Rec'd: JUNE 13/0900E
 Precedence: ROUTINE

FROM: AFHQ SIGNED ALEXANDER CITE FHGBI

TO : ACTION: SHAET MISSION FRANCE INFO: SHAET FORWARD, ALCOM
 ACTION FOR BLAKE, INFO SHAET FORWARD FOR G2

RESTRICTED.

PIERRE POULOT French Railways Representative proposed in your MF 14357 of May 24 may have permit to come to ROME only and must report to Director Military Railway Services and ALLIED COMMISSION, Transportation Sub Commission on arrival before contacting Italian Railways

DIST

INFO-ACTION: TN SC (2)

INFO : CHIEF COMMISSIONER
 ECON SEC
 FILE (2)
 FLOAT



RESTRICTED

389

30/86

Tel. 415

HEADQUARTERS ALLIED COMMISSION
APO 594
ECONOMIC SECTION

CEH/jcs

MEMORANDUM

ES/7.11

21 June 1945

SUBJECT: Bonus for Railway Workers in the North

TO: Transportation Sub-Commission

Reference your letter of 15 June ref. 430/40/TN1, your letter has been referred to Labor Sub-Commission and the subject has been placed on the agenda for the next meeting of the Labor and Wages Sub-Committee of the AFIRB.


C.E. HIGHLAND Jr.
Captain, Infantry
Asst. Chief Staff Officer

Copy to:
Labor S/C.

388

430/45

HEADQUARTERS ALLIED COMMISSION
AND 394
TRANSPORTATION SUB-COMMISSION

This: 220

WHT/h1

430/44/11 1

SUBJECT: Cement

21 June 1945

TO : Colonel M.F. Sieff,
Chief, Movements Division

1. Lt.Col. Glendinning, Director, Industry Sub-Commission, has located six to eight thousand tons of cement at the Turino Cement Company at Spolitto.

2. Inasmuch as this cement is in bulk and no bags are available, Rail Division, Transportation Sub-Commission, advised that they could not take the cement.

3. Lt.Col. Glendinning located bags for 2,000 tons of cement at Leghorn, property of Industry Sub-Commission, Allied Commission, and advised Major Street, Rail Division, that these bags were available, and if Transportation Sub-Commission could arrange for the transport of these bags to Turino Cement Company, the 2,000 tons of cement would be made available immediately.

4. After being advised by Rail Division that they were not interested in moving bags from Leghorn to Spolitto, Lt.Col. Glendinning called me on the telephone.

5. Inasmuch as the Construction Branch of the Rail Division has made strong representation with the procurement of cement, necessary action should be taken at once to transport the bags for 2,000 tons of cement from Leghorn to Spolitto and receive delivery of the bags of cement at Spolitto.

HERBERT H. TAYLOR,
Director.

copies to: Rail Division
Road Division
Rail-Movements Division
Road-Movements Division
Deputy Director
Industry Sub-Commission

430/TNI 387

Director.

File Maffey
19 June 45.

Cement.

1 Reference AC/Tn/14/156 C.E dated 13 June - attached.

2 The confusion & inconvenience caused by re-allocation of cement, is regretted by AFARS & Commerce S/C.

3 On checking with Commerce S/C, I find we were only allocated

900 T ex Modugno

500 T " Colleferrato.

The 755 T ex Guidonia was definitely allocated to Tn(152) - AC.3163 dated 13 June 45. Total in dispute therefore is 1400 T & not 2155 T.

4 To make good the deficit, Tn. S/C are receiving an additional & immediate allocation. Commerce are expecting release orders from AFARS this evening & they should be in our possession tomorrow, 20 June. I have been assured they will not be 'dud cheques'.

386

Dr. Col.

0 8 7 5
TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
c/o; Transportation Increment,
C.M.F.

HS/em

Tel : 843239

Ref : AC/Tn/14/156 C.E.

13th June 1945

SUBJECT : Cement.

TO : The Director
Transportation Subcommission.

1. Further to my letter AC/Tn/14/116 C.E. of 29th May and meeting subsequently held in Lt.Col; Glendinnings office.
2. You will recall at the meeting the following surplus of cement, available for distribution was announced by Major Wood.
ex Mondugno 900 tons ✓
ex Colleferro 500 " ✓
by Major Mc Naughton Wright. Production ex Guidonia about 500 tons.
3. Release order N°2550 dated 27th May for cement ex Colleferro and order N° AC 3140 for cement ex Mondugno were received by this Sub-Commission. *AC 3163*
4. On 10th June letter AC/5737/Ind was received *3 June* announcing the surplus at Guidonia as 755 tons and suggesting that it should be allocated to Transportation Sub-Commission. This letter was addressed to Commerce Sub-Commission.
5. At a meeting held between M.R.S. and AC Tn Rails on 6th June it was agreed that any cement surplus to the Tn 4 requirements should be handed to AC Tn. This amounted to 6,500 tons.
6. To-day M.R.S. Tn 2 advises us that their release of 2,700 tons ex Civitavecchia was not available due to shortage of sacks but in lieu of this they have been all

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40 3163

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900 tons surplus production ex Colleferro	385
900 tons ex Mondugno	
755 tons ex Guidonia	

7. It is clear from the above that AC Tn will be the losers of 2155 tons of cement, either because M.R.S. will be short delivered, or that if the M.R.S. collect all allocated to them, AC Tn will be left with dud cheques on Mondugno and Colleferro.

430/43

Lt. Col. Glendinnings
Major Hadden 66575
HARRIS

- 2 -

8. As pointed out in my letter under reference this causes a great deal of unnecessary work and confusion, due to the I.S.R. having been advised of the releases and the allotments made to the various works.

A. H. Street
A. H. STREET, Major.

Copy : Economic Section
Industry Sub-Commission
Commerce Sub-Commission
Transportation Sub-Commission Planning
Chief Rail Division
Major Long.

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/eh

430/41/Tn 1

15 June 1945

SUBJECT: Increase in Wages of Railway Workers in the North

TO : Economic Section

1. Brigadier Lush spoke to the undersigned today regarding the recent increase in the wages of railway workers in the North, and its effect on other wage levels. It is understood that Eng. di Raimondo, Director General of the Italian State Railways, in consultation with Military Railway Service, authorized a bonus of 2000 lire per month.

2. Brigadier Lush's point was that this should not have been done without consultation with AC as to its effect in other directions, and he asked that the matter be brought up at the Labor and Wages Sub-Committee meeting of the Allied Forces Local Resources Board.

3. Will you please take the necessary action.

4. Paragraph 6 of Finance Sub-Commission letter 13035/F, subject: Payment for June 1945 in Anticipation of Wage Adjustment for State and Public Employees in Northern Italy, dated 14 June 1945, refers.

M. B. Thomas
M. B. THOMAS, Colonel
Deputy Director

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/eh

Phone 489081

430/36/Tn 1

5 June 1945

SUBJECT: Rail Construction Priorities.

TO : Addressees shown below

1. Below is given for information of addressees the Priority Groups for the reconstruction of sections of lines and works of the Italian railways, authorized for completion under Allied Commission auspices; construction under M.R.S. control takes precedence over the following.

2. The list is revised monthly and issued about the 7th of each month; each list cancels all previous issues. Applications for the revision of a priority should reach this Sub-Commission by the 1st of each month.

Priority	No. of Line	Section of Line	Target Date
1	86	Ortona - Ancone	20-6-45
1	219	Pisa - Areoli - Florence	15-7-45
1	65	Orte - Chiusi (perm. reconst.)	30-10-45
1	65	Ric Torto Viaduct	30-8-45
1	246	Ciulianova - Teramo	15-8-45
1	242	Albacina - Civitanova	30-8-45
1	245	Porto D'Ascoli - Ascoli Piceno	30-8-45
1	277	Terni - Rieti	30-6-45
1	Priv. Rly.	Lauria Viaduct	--
1	Priv. Rly.	Terni - Todi - Perugia	30-8-45
1	244	Bestia - Ellera	30-8-45
1	Priv. Rly.	Ellera - Pietrafitta	30-8-45
1	Priv. Rly.	Cancello - Benevento	10-6-45
2	281	Avellino - Benevento	15-9-45
2	294	Avellino - Rocchetta	30-9-45
2	291	Torre Annunziata - Cancelli	15-7-45
2	Viaduct	Ofanto	30-8-45
2	88	Pescara - Ghieti	30-7-45
2	Bridge	Biferno	30-7-45
2	Bridge	Naples Central - Naples Scala	30-7-45
2	88	Rome - Avezzano	15-7-45
3	W/Shops	Cagliari	30-7-45
3	* 65	Florence - Arezzo	30-4-46
3	260	Rome - Ciampino - Albano	15-7-45
3	Loco Depot	Livorno Centrale	30-8-45

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1	242	Albacora - Civitanova	30-8-45
1	245	Porto D'Ascoli - Ascoli Piceno	30-8-45
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1	Priv. Rly.	Terni - Todi - Perugia	30-8-45
1	244	Bestia - Ellera	30-8-45
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2	Bridge	Naples Central - Naples Scala	30-7-45
2	88	Rome - Avezzano	15-7-45
3	W/Shops	Cagliari	30-7-45
3	* 65	Florence - Arezzo	30-4-46
3	260	Rome - Ciampino - Albano	15-7-45
3	Loco Depot	Livorno Centrale	30-8-45
3	Loco Depot	Rome Snistantento	30-6-45
3	* 224	Chiusi - Sinalungo - Empoli	30-2-46
3	Electric W/Shops & Offices	Ancona	30-6-45
3	Central Station	Civitavecchia	15-9-45
3	Loco Round House	Rome, S. Lorenzo	30-7-45
3	Warehouse	Rome, Tiburtina	30-7-45
3	Yard	Rome Snistantento	30-7-45
3	Priv. Rly.	P. San Giorgio - Amandola	30-9-45
3	* 273	Campobasso - Benevento	30-6-45
3	Various Bldgs.	Naples	15-11-45
Deferred	Priv. Rly.	Antrodice - Aquila	

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(36)

-2-

* Line 65 (Florence - Arezzo); Line 220 (Chiusi-Sinalunga - Empoli); and Line 279 (Campobasso - Benevento) will be reconstructed on a two-phase basis:

Phase 1 - Clearance of permanent way, destroyed buildings and bridges and construction of bridge piers to springing level.

Phase 2 - Completion of line when materials become available.

Only Phase 1 work is now in progress.

For the Chief Commissioner:

M. E. THOMAS
M. E. THOMAS, Colonel
Deputy Director

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G-4 (Mov & Tn). AFHQ
All Regional Commissioners
Senior Transportation Officers:
Rari
Reggio
Naples
Ancona
Rome

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/eh

430/34/Tn 1

1 June 1945

SUBJECT: Permanent Repairs

TO : Rail Division, Transportation Sub-Commission

1. Reference your memorandum of 30 May 1945, AC/Tn/14/117 O.E., it is agreed that in view of the extremely large quantity of imported material required the permanent repair and opening of the second tracks between Rome and Casilina Ceprano and between Rome and Casserta should be deferred. It is proposed, therefore, to send a formal letter to Italian State Railways saying so. Before, however, this is done, will you please ascertain, *properly* in writing, whether the Military Railway Service considers these *works* have any military priority. When this has been done, will you please let Major Richardson know and he will draft a letter to Eng. di Raimondo.

M. B. THOMAS, Colonel
Deputy Director

2 Incls: Ltr 3 May, 19 May

cc: Planning Staff, Tn S/C
(Maj. Richardson)*Tn 1 Ltr sent to
Tn 2*

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CFR/em

Ref. 232/4/Tn.2

23 May 1945

SUBJECT: Cement

TO : Mr. Merritt H. Taylor
Director, Transportation Sub-Commission.

1. Reference your 430/23/Tn.1 of 19 May 1945.
2. If, as and when the meeting you request (para 5 reference above) is called I should like Maj. Richardson to attend. We have been burrowing into this question recently.

CHARLIE RYAN
Planning Staff
Transportation Sub-Commission

430/Tn.1

38032

Tel. 391

AMW/EP

Ref. AC/5589/IND

22 May 1945

SUBJECT : Cement
TO : Director Transportation Sub-Commission ✓
FROM : Industry Sub-Commission.

1. Your 430/23 Tn 1 dated 19 May 1945 is subject.
2. This Sub-Commission will welcome the opportunity of meeting representatives of Commerce Sub-Commission and Transportation Sub-Commission with a view to discussing cement availabilities.
3. May a suitable date be arranged please.

Copy to :-
Economic Section
(Attn.: Acting Vice President)
Commerce Sub-Commission.

W.J. Maskrey
W.J. MASKREY
Lt. Colonel,
Acting Director,
Industry Sub-Commission

430/TN1
324
31

Ext. 220

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MPT/eh

Phone 489081

430/22/Tn 1

29 May 1945

Eng. G. di Balzardo
Director General, Italian State Railways
Rome

Subject: Restoring of the Bridge
on Petrace River in the
Neighbourhood of Gioia Tauro.

Dear Sir:

Thank you for your letter of 27 May informing me of the completion of the above-mentioned bridge on 31 May. I personally inspected this bridge in November of last year, and therefore realize the magnitude of the task which you have performed in restoring it to service.

We appreciate the great saving which will be made in locomotive power, railway wagons and coal by reason of the restoration of the Reggio Calabria-Battipaglia railway for through operation.

Congratulating you on the completion of this task, I am

Sincerely yours,

MERITT E. TAYLOR
Directorcc: General McKinley,
Economic Section

Int: 220

QUARTIER GENERALE DELLA COMMISSIONE ALLEATA
APO 394
SOTTO-COMMISSIONE TRASPORTI

MIT/eh

Telef: 489081

Prot: 430/28/Tn 1

29 Maggio 1945

Ing. G. di Raimondo,
Direttore Generale delle Ferrovie
dello Stato
Roma

Oggetto: Riattivazione del ponte sul
fiume Petrace nelle vicinanze
di Gioia Tauro.

Egregio Signore,

Grazie per la sua lettera del 27 Maggio colla quale mi informava che il ponte in oggetto sarebbe stato riattivato per il 31 Maggio. Ho personalmente visitato questo ponte nello scorso Novembre e quindi mi sono benissimo reso conto del grande sforzo che avete compiuto per riattivarlo.

Ci rendiamo conto del grande risparmio che si otterra in locomotive, in vagoni e in carbone in seguito alla riattivazione diretta della ferrovia Reggio Calabria-Battipaglia.

Congratulazioni per il compimento di questa opera,

Sinceramente suo

MERRITT H. TAYLOR
Direttorecopia a:
Generale McKinley,
Sezione Economica.



*Il Direttore Generale
delle Ferrovie dello Stato*

Rome, 27th May 1945

1690

To: Mister TAYLOR
Director Transportations Sub-Commissione
Allied Commission

R O M E

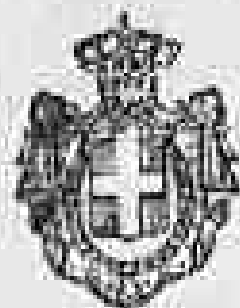
SUBJECT: Restoring of the bridge on Petrace
river in the neighbourhood of Gioia Tauro

I am glad to inform you that the end of the restoring works for the bridge on Petrace river in the neighbourhood of Gioia Tauro on the Reggio Calabria-Battipaglia railway is foreseen for the 31 May.

I thank you, Mr. Taylor, for the help you have given to the I.S.R. in the execution of such an important restoring work which will make easier the railways operating, the military and civil transportations and will contribute to a sensible coal thrift.

I beg you, Mr. Taylor, to accept my most hearty salutations and believe me

sincerely yours
Flo Ing. G. di Rainondo



*Il Direttore Generale
delle Ferrovie dello Stato*

Roma, lì 26 Maggio 1945

1690

Sig. TAYLOR

Direttore Sottocommissione Trasporti A.C.

R O M A

OGGETTO: Ripristino Ponte sul Petrace
nei pressi di Gioia Tauro

Ho il piacere di informarla che per il 31 c.m. è prevista la ultimazione dei lavori di ripristino del ponte sul Fiume Petrace nei pressi di Gioia Tauro, sulla linea Reggio Calabria-Tattipaglia.

La ringrazio, Sig. Taylor, degli aiuti che Lei ha dato alle F.S. per completare questa importante riattivazione, che faciliterà l'esercizio e migliorerà i trasporti militari e civili e consentirà una non trascurabile economia di carbone.

Gradisca Sig. Taylor i miei saluti più cordiali

sup sinceramente

Indi Raimondo



*Il Direttore Generale
delle Ferrovie dello Stato*

Roma, lì 26 Maggio 1945

1690

Sig. TAYLOR

Direttore Sottocommissione Trasporti A.C.

R O M A

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Gradisca Sig. Taylor i miei saluti più cordiali

suo sinceramente

Pro Ing. G. di Raimondo

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/eh

Phone 499081

430/27/Tn 1

28 May 1945

Dear Mr. Minister:

Reference your letter of 19 May 1945, I have had some inquiries made into the distribution of shoes and clothing to railway personnel and would inform you that a regular distribution is made through the Military Railway Service.

In view of the recent movement north, it is clear that the demands of that part of the country should receive particular attention. You may, however, be assured that the railway men in Salerno, Potenza and Bari are not overlooked in the distribution of the very limited quantities of material available.

Yours very truly,

M. H. TAYLOR
Director

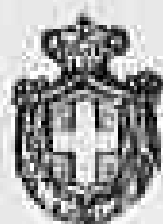
H.E., the Minister of Transport,
Francesco Cerabona,
Ministry of Transport Building,
Piazza della Croce Rossa
Rome

APPROVED

MAT

M. B. THOMAS, Colonel, Deputy Director

cc: Commerce Sub-Commission



IL MINISTRO DEI TRASPORTI

Rome,

18 MAG. 1946 MI

Dear Mr. Taylor,

During my recent personal inspection to Salerno, Potenza and Bari, I ascertained the necessity of meeting the needs of the railway personnel, in particular towards the lower working class. Their complaint is on account of the failed supply of clothing and shoes, which are indispensable, in a moment when the clothing prices are at such high extent.

On the matter I have, some time ago, interested the Ministry of Industry, Commerce and Labor, to examine the possibility to hasten the promised distribution of clothing and shoes.

I would appreciate your special interest to speed up the proper steps which should be taken in order to hasten the distribution, also, keeping in mind that these workers are, in fact, working in earnest and with great spirit of sacrifice.

I thank you for all you will do in regard.

Yours very truly

THE MINISTER

Mister TAYLOR
Transportation Sub Commission

R O M E

Via Veneto

373

HEADQUARTERS ALLIED COMMISSION
APO 394
COMMERCE SUB-COMMISSION
Special Materials Section

LVRW/P2

Ref. AC/5134/Commerce
Tel. 489.081
Ext. 266

24 May 1945

SUBJECT : Needs of Railway Personnel

TO : Transportation Sub-Commission
Col. Thomas

1. Reference your 430/25/Tn 1 of 22 May 1945.
2. Repaired army clothing and shoes are being supplied to railway personnel by this Sub-Commission through the Military Railway Service which receives a weekly allocation of all such items which become available and which amounts to approximately 15% of total availability. The railway workers are classified as employees of the Armed Forces and as such receive their proportional part of all clothing which is set aside for this category.
3. At this time no special allocation can be made but if your office feels that a particular group is being overlooked, it is suggested that the matter be taken up with the Military Railway Service, Lt.Col. Triffitt.

W.F. Evans
W.F. EVANS
Colonel
Director
Commerce Sub-Commission

(26)
371

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MET/ah

480/25/Tn 1

22 May 1945

SUBJECT: Needs of Railway Personnel

TO : Commerce Sub-Commission

1. Attached is a personal letter from the Minister of Transport. It is couched in rather general terms, but we should be grateful if you could inform us whether anything can be done for the railway personnel in question; or, if not, what the present position is. This would enable us to reply suitably to the Minister.

2. Please return the attached letter with your reply.

M. E. THOMAS, Colonel
Deputy Director

1 Incl:

Ltr 19 May 45 M.

Minister of Transport,
Ceylon.



IL MINISTRO DEI TRASPORTI

Roma,

10 MAG 1950

Caro Mister Taylor,

Durante una mia recente visita fatta a Salerno, Potenza e Bari, ho personalmente constatata l'assoluta necessità di andare incontro ai bisogni del personale ferroviario, specie nei confronti di quello appartenente a categorie di grado inferiore ed adibito nel ramo esecutivo, il quale lamenta la mancata fornitura di indumenti e calzature, assolutamente indispensabile, in questo momento in cui, l'alto costo dei generi di abbigliamento, impedisce loro di approvvigionarsi.

Al riguardo ho da tempo interessato il Ministero dell'Industria, Commercio e Lavoro a voler esaminare la possibilità di realizzare al più presto la promessa distribuzione di vestiario e calzature,

Rivolgo ora a Lei viva preghiera di voler cortesemente spiegare al riguardo il Suo autorevole personale interessamento, affinché, le pratiche relative vengano svolte con la massima celerità, tenendo presente l'attuale fattiva opera di collaborazione, che i ferrovieri prestano nei lavori di ricostruzione con lodevole zelo e spirito di sacrificio.

La ringrazio vivamente per tutto quanto farà in proposito e La prego gradire i miei più cordiali saluti

IL MINISTRO

Mister TAYLOR
Transportation Sub Commission
Comando Commissione Alleata

R O M A

=====

Via Veneto

369



IL MINISTRO DEI TRASPORTI

Roma,

MAG. 1945

Caro Mister Taylor,

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I L M I N I S T R O

P.to Cerabona

Mister TAYLOR
Transportation Sub Commission
Comando Commissione Alleata

R O M A

Via Veneto

368

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 318

MHS/hl

430/24/TN 1

SUBJECT: Cement

22 May 1945

TO : Lt. Col. Glendinning,
Planning Division,
Industry Sub-Commission

1. Attached is letter 19 May 1945 requesting conference on Cement, which would seem sufficient to set an agenda for your meeting.
2. It is requested that representatives of Coal Section, Industry Sub-Commission and the POL Section of Commerce Sub-Commission also be present.
3. Kindly advise time and place of the meeting.


MERRITT H. TAYLOR,
Director.

copies to:

Col. Walton, Supply Div., Economic Section
Commerce Sub-Commission
Industry Sub-Commission
Deputy Director ✓
Movements Division, Tn. S/C
Rail Division, Tn. S/C

COPY

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 220

MRT/AL

430/23/TN 1

SUBJECT: Cement

19 May 1945

TO : Mr. A.G. Antolini,
Acting Vice President,
Economic Section

1. Railway reconstruction under the direction of the Transportation Sub-Commission has been delayed due to the non-availability of cement for the past two months.

2. This is serious because a considerable part of the reconstruction of rail facilities is necessary to the opening of lignite mines. In this connection, the world wide shortage of coal should be borne in mind.

3. Altho allocation of cement for the railroad reconstruction has been obtained after considerable difficulty, no first class cement has been procurable due to the fact that only second class cement has been produced over and above strictly military requirements.

4. Second class cement sells on the black market at a considerably higher price than that procurable for first class cement.

5. It is requested that a meeting be called of representatives of Industry Sub-Commission, Commerce Sub-Commission, and Transportation Sub-Commission to discuss this vital question.

M.H. TAYLOR,
Director.

copies to:

Commerce Sub-Commission
Industry Sub-Commission
Deputy Director, Tn. S/C
Rail Division, Tn. S/C
Movements Division, Tn.S/C

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Supply - 42
File

Tel: 220

MHT/h1

430/23/TN 1

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M.H. Taylor
M.H. TAYLOR,
Director.

copies to:

Commerce Sub-Commission
Industry Sub-Commission
Deputy Director, Tn. S/C
Rail Division, Tn. S/C
Movements Division, Tn. S/C



Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/eh

Phone 489081

7 May 1945

430/22/Tm 1

SUBJECT: Rail Construction Priorities

TO : Addressees shown below

1. Below is given for information of addressees the Priority Groups for the reconstruction of sections of lines and works of the Italian railways, authorized for completion under Allied Commission auspices; construction under M.R.S. control takes precedence over the following.

2. The list is revised monthly and issued about the 7th of each month; each list cancels all previous issues. Applications for the revision of a priority should reach this Sub-Commission by the 1st of each month.

Priority	No. of Line	Section of Line	Target Date
1	86	Ortona - Ancona	30-4-45
1	Bridge	Petrice	30-6-45
1	279	Termoli - Campobasso	30-4-45
1	219	Pisa - Empoli - Florence	15-7-45
1	65	Orte - Chiusi (perm. reconstr.)	30-10-45
1	65	Rio Torto Viaduct	30-8-45
1	246	Giulianova - Teramo	15-8-45
1	242	Albacina - Civitanova	30-8-45
1	245	Porto D'Ascoli - Ascoli Piceno	30-8-45
1	277	Termini - Rieti	30-6-45
1	Priv. Rly.	Lauria Viaduct	--
1	Priv. Rly.	Termini - Todi - Perugia	30-8-45
1	244	Bastia - Eilers	30-8-45
1	Priv. Rly.	Cancello - Benevento	30-6-45
2	281	Avellino - Benevento	15-9-45
2	294	Avellino - Rocchetta	30-9-45
2	291	Torre Annunziata - Cancello	15-7-45
2	Viaduct	Ofanto	30-8-45
2	88	Pescara - Chieti	30-7-45
2	Bridge	Biferno	30-7-45
2	Bridge	Naples Central - Naples Scale	30-7-45
2	88	Rome - Avezzano	15-7-45
2		Cagliari	30-7-45
		Ar920	30-4-46
			15-7-45

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1	242	Albocina - Civitanova	30-8-45
1	245	Porto D'Ascoli - Ascoli Piceno	30-8-45
1	277	Terni - Rieti	30-6-45
1	Priv. Rly.	Lauria Viaduct	--
1	Priv. Rly.	Terni - Todi - Perugia	30-8-45
1	244	Bastia - Ellera	30-8-45
1	Priv. Rly.	Cancello - Benevento	30-6-45
2	281	Avellino - Benevento	15-9-45
2	294	Avellino - Rocchetta	30-9-45
2	291	Torre Annunziata - Cancello	15-7-45
2	Viaduct	Ofanto	30-8-45
2	88	Pescara - Chieti	30-7-45
2	Bridge	Biferno	30-7-45
2	Bridge	Naples Central - Naples Scala	30-7-45
2	88	Rome - Arrezzano	15-7-45
3	W/Shops	Cagliari	30-7-45
3	* 65	Florence - Arezzo	30-4-46
3	266	Rome - Ciampino - Albano	15-7-45
3	Loco Depot	Livorno Centrale	30-8-45
3	Loco Depot	Rome Smistamento	30-6-45
3	* 220	Chiusi - Sinalunga - Empoli	30-2-46
3	Electric W/shops & Offices	Ancona	30-6-45
3	Central Station	Civitavecchia	15-9-45
3	Loco Round House	Rome, S. Lorenzo	30-7-45
3	Warehouse	Rome, Tiburtina	30-7-45
3	Yard	Rome Smistamento	30-7-45
3	Priv. Rly.	E. San Giorgio - Amandola	30-9-45
3	* 279	Campobasso - Benevento	30-8-45
3	Various Bldgs.	Naples	30-8-45
Deferred	Priv. Rly.	Ellera - Pietrafitta	--
"	Priv. Rly.	Antroloco - Aquila	15-11-45

22

-2-

- * Line 65 (Florence - Arezzo); Line 220 (Chiusi - Sinalunga - Empoli); and Line 279 (Campobasso - Benevento) will be reconstructed on a two-phase basis:

Phase 1 - Clearance of permanent way, destroyed buildings and bridges and construction of bridge piers to springing level.

Phase 2 - Completion of line when materials become available.

For the Chief Commissioner:

W. F. P. ...
M. E. THOMAS, Colonel
Deputy Director

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G-4 (Mov & Tn), AFHQ

Regional Commissioners:

Toscana
Umbria-Marche
Emilia

Senior Transportation Officers:

Lombardy
Reggio
Naples
Rome

For the Chief Commissioner:

7.1.11.11
M. D. THOMAS, Colonel
Deputy Director

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Dart
Raggio
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Rome

363

*into Capt Wyatt
Accounts, Statistics
Branch*

for info.

W.S. Myers

19 April

Noted.

Chas. J. W. Baker

21 Apr 45

Subject: LIGHT RAILWAYS: CALABRIA

To: DQMG (Mov & Tn), AFHQ

Copy to: DQRS (with plan of siding)

DDTN.4

ADTN.2

ADTN.3(M)

Director Tn Sub-Com, AC (2)

Tn Sub-Com (Movts Div)

Tn Sub-Com (Rail Div) (3)

Ref your Mov 3/212 of 30 Mar 45.

1. This subject has been investigated on the spot by the following officers: Lt-Col W.L. Topham, RE (ADTN Mech, MRS), Lt-Col J.W. Baker, RE (ACMG Mov, Tn Sub-Com) and Maj S.L. Baister (Tn Sub-Com, Rail Mech).
2. This report may be divided into two parts: (a) Calabro Lucane Rly, and (b) Valdineto Light Rly.

CALABRO LUCANE RLY (95 cm Gauge)

(a) Locomotives

Eng Raul Fanti of this railway agreed that, even were the transport of timber to be increased by 100 tons per day, this could be carried successfully with the 3 steam locomotives at present in service. Nevertheless, to maintain the locomotive position for the future and also to provide a further engine for the CHIARAVALLE - SOVERATO line, arrangements have been made to take two 0-6-0 locomotives Nos 008 and 012, at present sided in CROTONE, to Pietrarsa Shops NAPLES, where they will be given a high priority.

(b) Wagons

Eng R. Fanti also agreed that the C.L. Rly had sufficient wagon stock on the CROTONE line to carry present timber demands and any increase of 100 tons/day. He also said he had enough wagons on the line to be transferred.

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2. This report may be divided into two parts: (a) Calabro Lucane Rly. and (b) Valdineto Light Rly.

CALABRO LUCANE RLY (25 cm gauge)

(a) Locomotives

Eng Raul Panti of this railway agreed that, even were the transport of timber to be increased by 100 tons per day, this could be carried successfully with the 3 steam locomotives at present in service. Nevertheless, to maintain the locomotive position for the future and also to provide a further engine for the CHIARAVALLE - SOVERATO line, arrangements have been made to take two 0-6-0 locomotives Nos 008 and 012, at present sited in CROTONE, to Pietrarsa Shops NAPLES, where they will be given a high priority.

(b) Wagons

Eng R. Panti also agreed that the C.L. Rly had sufficient wagon stock on the CROTONE line to carry present timber demands and any increase of 100 tons/day. He also said he had enough wagons on the SOVERATO - CHIARAVALLE line, since a number had now been transferred from the GIOIA - TAURO line in S.W. Italy.

He further added that he could repair a certain number of additional wagons at COSENZA and SOVERATO if he could obtain a release of timber for the work. There appears to be no reason why this timber cannot be obtained from the Free Timber Zone in Calabria, and this is being pointed out to the HQ of the company which are located in ROME. He said he had 30 repairable wagons and needed 50 cubic metres of timber. As an emergency measure 9 CRE, CROTONE, could be requested to supply this latter.

(c) Coal

Coal for the CHIARAVALLE - SOVERATO line is now being regularly despatched from REGGIO, and is being duly received at destination. The C.L. Rly state that the requirements of this line are 60 tons/month, and this is the quantity now being delivered. As a matter of interest the C.L. Rly say that their coal requirements are as follows:

Sheet 2

2 GIOIA TAURO Lines	150 tons/month
SOVERATO -- CHIARAVALLE	60 "
VIBO -- VALENTIA Line	60 "
CATANZARO MARINA Line	150 "
CROTONE and COSENZA Lines	Supplied by CRE and PBS.
MARINA GIOIOSA Line	Nil

(d) New Siding at CROTONE Port.

After inspection on the ground, and it being duly noted that additional stock-piling of timber on the Giunti Quay is necessary, it is recommended that immediate authority be given for the construction of the 300 yds siding as sited by 9 CRE. Although this involves 3 diamond crossings over the 80 cm Valdineto lines, no other solution is feasible. No operating difficulty is envisaged however, and the actual crossing pieces can be manufactured in C.L. local shops.

The C.L. Rly submitted a list of materials required for this spur, and a copy is attached. However, we consider that this material can all be obtained either (a) from the extensive unused yard accommodation at GIOIOSA, where it is estimated that 900 yds of track is available, or (b) from the vicinity of the destroyed PETRACCI Bridge on the GIOIA - TAURO line. It is recommended that immediate pressure be brought to bear for one of these measures to be adopted.

The C.L. Rly stated that once the material was in their hands they could themselves carry out the work unaided and within 14 days. The C.L. Rly, however, are reluctant to carry out this work without a previous understanding as to who will pay for it, since the Valdineto Rly Coy have the concession for rail service to this quay.

One copy of sketch showing proposed new siding is attached to DRES copy of this report. Copies will be circulated to those interested in due course.

(e) Materials Requested.

The C.L. Rly also request the following:-

20 x 150-volt 10-watt electric bulbs for station lighting.

We consider the necessity for these to be dubious.

50 telephone dry batteries for communication purposes and by copy of this report we

feasible. No operating difficulty is envisaged however in crossing pieces can be manufactured in C.L. local shops.

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(e) Materials Requested.

The C.L. Rly also request the following:-

20 x 150-volt 10-watt electric bulbs for station lighting. We consider the necessity for these to be dubious.

50 telephone dry batteries for communication purposes between stations. The ISR type will do, and by copy of this report we are asking Tn.2 to make the necessary arrangements with ISR.

50 accumulators (wet type) for telephone communication as above. Again ISR type will serve, and we are asking Tn.2 to make arrangements with the ISR to supply.

(f) Discussion with C.L. Rly at BARI.

The BARI section of the C.L. Rly is completely separate from the CATANZARO section, and is semi-autonomous; nevertheless it was considered desirable to converse with the BARI officials. It would appear from a cursory investigation that no locomotives or serviceable wagons can conveniently be shipped South without affecting the considerable traffic at present being operated. Neither would it seem feasible to obtain any track materials from this section, as they have already had to lift certain of their own sidings.

Sheet 3.....

Sheet 3

The 2 new locomotives and 74 wagons recently arrived from Eritrea are not yet in service, due to the necessity for fitting of brakes and brake-piping, they having arrived from overseas without these accessories.

Nevertheless they have 14 flat cars and 10 high siders waiting repairs, mainly requiring springs and timber. It has been arranged that the ISR will supply a number of old springs which can be broken down, remanufactured, and fitted at BARI by the C.L. Rly; these wagons can then be sent to the Southern area, where they can be repaired with timber found in that area, and then put into service. It is necessary that Tn Sub-Com (Rail Div) follow this up.

VALDINETO LIGHT RLY (80 cm gauge)(a) Locomotives

Eng Francesco Amendolito of the above railway stated that at present 4 steam and 4 electric locomotives were in service whilst 6 others lacked batteries. It is evident that as many as possible of these 6 should be put back into service as soon as possible. The batteries necessary are known as Regia Marina type 14/6 of 2 volts per element, and were originally manufactured by Henzenburgner & Coy. Each locomotive requires 16 batteries. It seems that these batteries are identical with those used by the Italian Navy in submarines, and apparently they can be obtained at the Tosi Shipyard, TARANTO, who have supplied them to this light railway previously. AQMG(M) of Mov. TARANTO, has been asked to investigate whether these batteries are actually available and report. Should they prove to be available, ADTh Mech will advise G-4 Mov & Tn, who will require to obtain release for same from Royal Navy.

In the event of Tosi Shipyard being unable to supply, action will be taken to supply ISR coach batteries which, although of incorrect dimensions, may be adapted in sufficient quantity to provide a somewhat reduced power.

The 300 boiler tubes required are similar to the 851 class of the ISR (45 mm x 42 mm x 3250 mm) and these latter will serve. Tn.2 may copy of this report are being asked to supply.

The tubes of 40 mm x 4000 mm of copper are not required.

(b) Wagons

Eng Amendolito stated that he had quite enough wagons to transport phosphate and grain at peak periods.

0 9 0 8

(a) Locomotives

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The tubes of 40 mm x 4000 mm of copper are not required.

(b) Wagons

Eng Amendolito stated that he had quite enough wagons to cover all traffic including phosphate and grain at peak periods, always provided loading and discharge were carried out expeditiously at the docks and other points, and after investigation we agree that this is so. In any case we know of no available rolling stock of this gauge anywhere in Liberated Italy.

(c) Driving Staff

The difficulties referred to have been overcome, additional staff being employed.

(d) Price of Coal

Eng Amendolito confirmed that he thought the price of L.2400 per ton for coal, which he was being charged by the ISR, to be excessive. **361**

It was pointed out to him, however, that prices charged by the ISR are as follows: L.2124 delivered REGGIO, L.2218 delivered CATANZARO, L.2226 delivered COSENZA, L.2196 delivered SIBARI, L.2242

Sheet 4.....

Sheet 4

delivered CROTONE. In each case an addition of 4% import tax is imposed.

Nevertheless we are not aware if the above prices correspond with those debited against the Italian Government by the Coal Section, AFHQ, and this matter will be examined by Tn Sub-Commission, AC.

(c) Finance

Approximately 2 million lire for the transport of timber by the Company are outstanding. Vouchers have all been sent to the Inspectorate General of Concession Railways, Ministry of Communications, ROME.

This matter is already in hand with Tn Sub-Com, AC.

It is claimed that there is a further item of 1/2 million lire outstanding for the transport of grain from docks to warehouses prior to Consorzio Agrario taking over. This matter will be investigated by Tn Sub-Com, AC.

Eng Amendolito confirmed that he considered the flat rate of L.100 per ton to be too low. He was unable, however, to quote any authority that this had been imposed by AC in May 44. Nevertheless the ISR and the Calabro Lucane, and other Concession Railways, had been granted 100% increase in tariffs over rates appertaining in July 1943 by a decree issued in Nov 44.

It is not known why this decree was not made extensive to the Valdineto Rly, but this matter is also being investigated by Tn Sub-Commission, AC.

Handwritten: S. L. B. (M. T. 3-4)
S. L. B. (M. T. 3-4)
S. L. B. (M. T. 3-4)

Handwritten: J. W. B. Sr. Col.

Handwritten: AQMG(M. T. Sub. Comm.)

Handwritten: S. L. B. (M. T. 3-4)
Tn Sub-Comm. Rail (M. T. 3-4)

Handwritten: Beng. Beall - with
by Major Ping

APPENDIX

SUBJECT : CALABRO - LUCANE Railway.

List of materials required for the construction of a spur to the "GIUNTI" quayside of CROTONE Port.

- | | |
|--|----------|
| 1. Left-hand turnout, 95 cm gauge, CALABRO- LUCANE Railway type, tangent 135 m/m, complete with fittings (bearings, plates, rods, bolts, blocks, etc.,) and shunting equipment | 1 No. |
| 2. Crossing between 95 cm gauge railway and 80 cm gauge railway, complete with fittings (blocks, plates and bolts); 3 No. | |
| 3. Rails, 12 metres long. | 50 No. |
| 4. Fishplates for above rails. | 100 No. |
| 5. Bearing plates for above rails. | 944 No. |
| 6. Fish bolts for above rails. | 200 No. |
| 7. Bearings for coach screws | 944 No. |
| 8. Coach screws | 1888 No. |
| 9. Fishplates, Calabro-Lucane Railway type for the turnout and three crossings. | 70 No. |
| 10. Bearing plates -do- | 180 No. |
| 11. Fishbolts -do- | 160 No. |
| 12. Bearings for Coach screws | 190 No. |
| 13. Coach screws | 800 No. |

type, complete 139 m. m.,	plates, rods, bolts, blocks, etc.,) and shunting equipment	1 No.
2.	Crossing between 95 cm gauge railway and 80 cm gauge railway, complete with fittings (blocks, plates and bolts).	3 No.
3	Rails, 12 metres long.	50 No.
4.	Fishplates for above rails.	100 No.
5.	Bearing plates for above rails.	944 No.
6.	Fish bolts for above rails.	200 No.
7.	Bearings for coach screws	944 No.
8.	Coach screws	1882 No.
9.	Fishplates, Calabro-Lucane Railway type for the turnout and three crossings.	70 No.
10.	Bearing plates -do-	180 No.
11.	Fishbolts -do-	160 No.
12.	Bearings for Coach screws	190 No.
13.	Coach screws	800 No.

360

--0-0-0-0-0-0-

Ext. 376

HEADQUARTERS ALLIED COMMISSION

MBT/eh

APO 394

TRANSPORTATION SUB-COMMISSION

490/20/Tn 1

18 April 1945

SUBJECT: Rail Construction Priorities.

TO : Addressees shown below.

1. Below is given for information of addressees the Priority Groups for the reconstruction of sections of lines and works of the Italian State Railways, authorized for completion under Allied Commission auspices. It will be understood that construction under M.R.S. control takes precedence over the following.

2. The list will be revised periodically.

Priority	No. of Line	Section of Line
1	86	Ortona - Ancona
1	Bridge	Patrace
1	279	Termoli - Campobasso
1	219	Pisa - Empoli - Florence
1	87	Orte - Rome (doubling of)
1	65	Orte - Chiusi (perm. reconstr.)
1	65	Rio Torto Viaduct
1	246	Giulianova - Teramo
1	Pr. Rly.	Cancello - Benevento
2	257	Rome - Viterbo
2	261	Avellino - Benevento
2	294	Avellino - Rocchetta
2	291	Terre Annunziata - Cancello
2	Viaduct	Ciano
2	88	Pescara - Chieti
2	Bridge	Biferno
3	W/shops	Cagliari
3	88	Rome - Avezzano
3	* 65	Florence - Arezzo
3	277	Terni - Chieti
3	246	Rome - Ciampino - Albano
3	Loco Depot	Livorno Centrale
3	Loco Depot	Rome Smistamento
3	*220	Chiusi - Sinigaglia - Empoli
3	Electric	
3	W/shops	

2. The list will be revised periodically.

Priority	No. of Line	Section of Line
1	86	Ortona - Ancona
1	Bridge	Petrace
1	279	Termoli - Campobasso
1	219	Pisa - Empoli - Florence
1	87	Orte - Rome (doubling of)
1	55	Orte - Chiusi (perm. reconstr.)
1	63	Pio Torto Viaduct
1	246	Giulianova - Teramo
1	Pr. Rly.	Cancello - Benevento
1	257	Rome - Viterbo
2	261	Avellino - Benevento
2	294	Avellino - Rocchetta
2	291	Terre Annunziata - Cancello
2	Viaduct	Ofanto
2	68	Pescara - Chieti
2	Bridge	Biferno
2	w/shops	Cagliari
3	88	Rome - Aversa
3	* 65	Florence - Arezzo
3	277	Terni - Rieti
3	246	Rome - Ciampino - Albano
3	Loco Depot	Livorno Centrale
3	Loco Depot	Prig Smistamento
3	*220	Chiusi - Sinalunga - Empoli
3	Electric	Ancona
3	w/shops & Offices	Civitavecchia
3	Central Station	Rome, S. Lorenzo
3	Loco Round House	Rome, Tiburtina
3	Warehouse	Lauria Viaduct
3	Pr. Rly.	Terni - Todi - Perugia
3	Pr. Rly.	Rome Smistamento
3	Yard	Bastia - Elmera
3	244	Benevento - Campobasso
3	279	Various Bldgs
** D		Naples
D		Sivio Bosco Rodola - Carpinione
D		
D		

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-2-

Priority	No. of Line	Section of Line
D	276	Carpinone - Isernia
D	278	Isernia - Viavento Gaianello
D	Fr. Rly.	Antrodoco - Aquila

* Line 65 (Florence - Arezzo) and Line 220 (Chiusi - Sinigaglia - Empoli) will be reconstructed on a two-phase basis:

Phase 1 - Clearance of permanent way, destroyed buildings and bridges and construction of bridge piers to springing level.

Phase 2 - Completion of line when materials become available.

** "D" indicates "deferred".

M. E. THOMAS, Colonel
Deputy Director

Copies to:

Transportation Sub-Commission:

Planning Staff (Tn 2)
Movements Division (Tn 3)
Rail Division (Tn 4) - (4 copies)
Road Division (Tn 5)
Port & House Div. (Tn 6)

Industry Sub-Commission
Commerce Sub-Commission

D.M.R.S. - - - - - (3 copies)
Secretary, Allied Railway Board, c/o D.M.R.S.
G-4 (Mov & Tn), AFHQ

SECRET

WFS/m1

HEADQUARTERS ALLIED COMMISSION
ATO 394
Transportation Sub Commission

28 March 1945

161/23/Tn.1

MEMORANDUM

SUBJECT : Emergency operation of Public Utilities and
other civilian operated Installations Vital
to the War Effort.

TO : Economic Section
Attention : Captain Atkins.

1. Reference is made to letter Allied Force Headquarters,
G-5 Section, file G-5 :370.6-1 dated 28 February 1945, subject
as above.

2. Attached hereto lists of Railway Installations and
Rly reliable personnel, in duplicate.

3. Additional information on docks etc will be forwarded
as soon as possible.

For the Director :

WALTER P. SCOGGINS
Lt.Col. Q.M.C.
Chief, Admin.Div.

Incl -1
Copy of lists (Dup)

16
430/358

SECRET

ACP/1c

INTER-OFFICE MINUTE

Ref. AC/321/Tn 4

TO : Director, Transportation Sub-Commission ACSUBJECT : Emergency Operation of Public Utilities and Other
civilian operated installations vital to war effort.

1. Attached hereto are two lists, one submitted by the Mechanical Engineering Section, the other by the Civil Engineering Section.

2. In view of the very short time available, the lists are not necessarily exhaustive, and further enquiries are still in hand.

3. It is presumed that Military Railway Services has been approached direct by AFHQ in respect of the installations in areas under its control.

acting

A.C.PING, Major

*for. O.H. Lindberg, Lt Col.
Chief, Rail Division*

Transportation Sub-Commission (Rails)
Tel. 843238
21 March 1945.

357

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Scopis

MECHANICAL ENGINEERING SECTION

SEZIONE TRAZIONE PALERMO

Capo Compartimento	Dott. Ing. RUCCIO	Pietro	Isp. Capo Sup.
Capo Sezione	" " MAUGERI	Luciano	" " "
Capo Reparto Palermo	" " SPANO	Antonio	Isp. Principale
" " Catania	" " MAIORANA	Claudio	Isp. I. Cl.
Dep. Loc. Palermo C.	MILITANO Michele		Vapo Dep. I. Cl.
" " Catania	PORTI Luigi		" " P. le
" " Messina	CASERTA Leonardo		" " 2. Cl.
" " Caltanissetta	GULLI Carmelo		" " I. Cl.
" " Siracusa	MANTELLI Giuseppe		" " 3. "
" " Modica	BACCARIELLA Ernesto		" " 2. "
" " Castelvetro	DI IACO Cosimo		" " "
" " Palermo S. E.	BRANCATO		Mecchinista
" " Piazza Armerina	FAIA		" I. Cl.
" " Licata	PARISI		" " "
" " Lercara Alta	LAFAIA		" " "
Officine Rialzo Palermo	CUCCIA Antonio		Capo Tecn. I. Cl.
" " " Catania	CANNAVO' Domenico		" " 2. "
" " " Messina	CASAPOLLO Nicolò		" " P. le
" " " Licata	PARISI		Mecchinista I. Cl.
" " " Palermo S. E.	BRANCATO		" "
" " " Castelvetro	DI SPERANO Amedeo		Capo Tecn. 3. Cl.
" " " Piazza Armerina	FAIA		Mecchinista
Officine Catania	Dott. Ing. MAIORANA Claudio		Ispett. I. Cl.
" " Messina	CARDILLO Rosario		" Principale
Rip. Navigaz. Messina	SPINELLA Matteo		" "

" " Modica	RACCARELLA Ernesto	" " "	" " "
" " Castelvetro	DI IACO Cosimo	Mecchinista	
" " Palermo S.E.	BRANCATO	" I ^{Cl} .	
" " Piazza Armerina	FAIA	" " "	
" " Licata	PARISI	" " "	
" " Iercara Alta	LAFATA	Capo Tecn. I ^{Cl} .	
Officine Rielzo Palermo	CUCCIA	" " 2 ^a "	
" " " Catania	CANNAVO' Domenico	" " P. 1 ^a	
" " " Messina	CASAPOLLO Nicolò	Mecchinista I ^{Cl} .	
" " " Licata	PARISI	"	
" " " Palermo S.E. BRANCATO		Capo Tecn. 3 ^{Cl} .	
" " " Castelvetro DI STEFANO Amedeo		Mecchinista	
" " " Piazza Armerina FAIA		Ispett. I ^{Cl} .	
Officine Catania	Dott. ing. MAIORANA Claudio	" Principale	
" " Messina	CARDILLO Rosario	"	
Rip. Navigaz. Messina	SPINELLA Matteo		

SEZIONE TRAZIONE REGGIO CAL.

Capo Compartimento	Dott. Ing. NICOTERA	Antonio	Ispett. Capo Sup.
Capo Sezione Trazione	"	"	Ispettore Capo
2° Reparto Trazione	"	BEVACQUA	Ispettore I° Cl.
3° " "	"	OLIVA	All. Ispettore
1° " "	"	TROZZI	
Dep. Loc. Reggio C.	CROCIATO	Nicola	Capo Deposito 2° Cl.
" " Paola	MARTINO	Antonio	" " 3° "
" " Catanzaro	PAROLA	Paolo	" " 4° "
" " Cosenza	UNITI	Delmondo	" " 3° "
Officine Rialzo Reggio C.	MALIZANO	Paolo	Capo Tecn. 2° Cl.
" " Paola			
" " Villa S.G.			

DELEGAZIONE F.S. CAGLIARI

Capo Delegazione	Dott. Ing. SOLLANO Gerlando	Ispett. Capo Sup.
Capo Ufficio Trazione ff	" " MANUNZA Filippo	Ispettore 2^Cl.
Capo Circostrizione Cagliari	" " "	" " "
Dep. Loc. Cagliari	SERVANTE Giuseppe	Capo Dep. 1^Cl.
" " Sassari	PALMIERI Giovanni	" " 2^ "
Officine Rialzo Cagliari	GHINI Bruno	Capo Tecn. 2^Cl.

SEZIONE TRAZIONE BARI

Capo Compartimento	Dott. Ing.	FRANZI	Ispett. Capo Sup.
Capo Sezione Trazione	"	DE MARTINO	"
Reparto Trazione Foggia	"	SARDELLA	Ispettore Principale
"	"	FERRERO	Tomaso
"	"	MOCHI	Ardelio

Deposito Loc. Bari

" " Foggia
" " Taranto
" " Brindisi

Officine Rialzo Bari

" " Foggia
" " Taranto
" " Lecce

Officine Foggia

Dott. Ing. MININI
Francesco
Ispettore Capo.

CIVIL ENGINEERING SECTION

a) Key Personnel

Dott. Ing. Samoggia G. Battista Sez. Lavori Reggio Calabria
 Dott. Ing. D'Amato Francesco = Servizio Lavori Roma
 Dott. Ing. Patuzzo Giuseppe Sezione Lavori Verona
 Dott. Ing. Fuselli Carlo Sezione Lavori Genova
 Dott. Ing. Contini Mario Sezione Lavori Genova
 Dott. Ing. Dragoni Settimio Sezione Lavori Torino.

b) Contractors

Garbarino Scaccaluga Mezzacane

Società Italiana Ferrobeton

Provera e Cerassi

Cidonio Pietro

Arganini Olinto

Soc. Anonima dell'Abruzzo SAIDA

Perrini Eugenio

Pardi Alberto

Di Penta Antonio

Costruzioni Cemento Armato
 Pontello Callisto

Costruzioni Industriali e Lavori

Ghella Giovanni

Lensi-Officine Meccaniche
 Società per l'Industria
 dell'Elettricità Terni
 Soc. Anonima Fonderie del
 Pignone
 Società Industrie Meccaniche

Roma Via 24 Maggio N° 14
 tel. 683834
 Roma Via Catania N° 9
 tel. 862551
 Roma Via Flaminia 54
 Tel. 31709 = 35500
 Roma Via Pontefici 3
 tel. 60835 = 65140
 Roma Via 4 Fontane 10
 tel. 45179
 Roma Via dei Villini 18
 tel. 864871
 Roma Piazza Sallustio 9
 tel. 485592
 Roma Via Pier Luigi da Palestrina 55
 tel. 33888
 Roma Via del Babuino 51
 tel. 65971

Firenze Piazza Donatello 4
 rec. Roma Dott. Ciruzzi Corrado
 Min. Italia occupata Tel. 490937
 Roma Piazza Augusto Imperatore 33
 tel. 64957
 Roma Via Ronciglione 12
 tel. 390097
 Lucca S. Concordio

Terni

Firenze Porta San Frediano

b) Contractors
Gerbarino Scaccaluga Mezzacane

Società Italiana Perrobeton

Provera e Carassi

Cidonio Pietro

Arganini Olinto

Soc. Anonima dell'Abruzzo SAIDA

Perrini Eugenio

Pardi Alberto

Di Penta Antonio

Costruzioni Cemento Armato
 Pontello Callisto

Costruzioni Industriali e Lavori

Ghella Giovanni

Lenzi=Officine Meccaniche
 Società per l'Industria
 dell'elettricità Terni
 Soc. Anonima Tonderie del
 Pignone
 Società Industrie Meccaniche
 Meridionali

Roma Via 24 24 24
 tel. 663834
 Roma Via Catania N°9
 tel. 862551
 Roma Via Flaminia 54
 Tel. 31709 = 35500
 Roma Via Pontefici 3
 tel. 60835 = 65140
 Roma Via 4 Pontane 10
 tel. 45179
 Roma Via dei Villini 18
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Firenze Piazza Donatello 4
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 Min. Italia occupata Tel. 490937
 Roma Piazza Augusto Imperatore 33
 tel. 64957
 Roma Via Ronciglione 12
 tel. 390097
 Lucca S. Concordio

Terni

Firenze Porta San Frediano

Napoli Piazza Dante 22

352

S.H. SECRET Major.

HEADQUARTERS ALLIED COMMISSION
APO 594
TRANSPORTATION SUB-COMMISSION

Ext. 376

MBT/et

Phone 499081

430/14/Tn 1

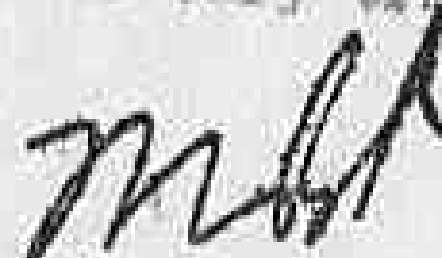
29 March 1945

Brigadier A. T. de Rhe Philippe
DMG (M)
C-4, Nov 2 Tn, ARHQ

Dear Brigadier:

The attached memorandum about the Petrace Bridge speaks for itself. You are, of course, well aware how anxious we are to get this bridge completed and I wonder if you could help us by getting someone to hurry the release from DEPS. Paragraph 7 of the memorandum refers.

Yours very truly,



M. E. THOMAS, Colonel
Deputy Director

1 Incl:
Ltr 22 Mar 45,
ref: AC/Tn 4/16/53/C.R.

cc: Rail Division

(353)

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MHT/hl

430/11/TN 1

2 March '45

His Excellency Carabona,
Minister of Transport,
R O M E

Dear Mr. Minister:

In reply to your letter 29 February 1945,
reconstruction of Line Avellino-Benevento was authorized some time
ago. It is estimated this work will be completed 25 July 1945.
We trust this may be to your satisfaction.

Yours very truly,

MERRITT H. TAYLOR,
Director.

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IL MINISTRO DEI TRASPORTI

Roma, 29 FEB 1945

Caro Taylor,

per la riattivazione della linea Avellino-Benevento furono a suo tempo interessate le Autorità Alleate e nell'ultima lettera di risposta n. ACC/Tn/18 del 16-7-1944 al punto 3° è detto: "Si darà la dovuta considerazione all'impiego civile della linea, non appena il Direttore Generale del servizio ferroviario militare avrà stabilito che il territorio potrà essere considerato completamente passato sotto la giurisdizione della Commissione Alleata di Controllo".

In relazione a quanto sopra poichè è da ritenere che il tempo passato ha fatto modificare la situazione e poichè, di contro, la linea interessa una zona, che dal punto di vista agricolo è molto importante, senza dire poi che lungo essa vi sono fabbriche di laterizi, la riattivazione della linea in parola contribuirebbe alla ricostruzione del Paese.

Per quanto sopra La prego voler esaminare la questione e concedere l'autorizzazione perchè sulla linea di che trattasi vengano al più presto iniziati i lavori di ripristino.

Grazie per quanto farà e Le sarò grato se mi farà conoscere il Suo pensiero al riguardo.

Cerabona

Merrit H. TAYLOR
Director Transportation Sub Commission
Commissione Alleata

R O M A
Via Veneto



IL MINISTRO DEI TRASPORTI

(Translation)

Rome, 29 FEB. 1946

Dear Tayler,

For the rehabilitation of the AVELLINO-BENEVENTO line I have some time ago interested the Allied Authorities, and in the note of answer N. ACC/ Tn/ 84/ 18 of the 16/7/1944 parag. n.3 it is said- " Due consideration will be given to the economic uses of the railway immediately the Director General Military Service is able to indicate that the territory can be regarded as coming completely under the jurisdiction of A.C.C."

In reference to what is said above, since the time passed by may have modify the situation, and since the line interests a zone that from the agriculture point of view is very important, and on the said line there are many brick factories of which rehabilitation will contribute to the reconstruction of the country, it is to beg you to examine again the matter and authorize the works of restoration on the said line at the soonest.

Thank you for your kind interest and I will appreciate your comment on the matter.

Yours truly

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Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MET/et

Phone 489081

AC/100/65/Tn 4

15 February 1945

Dear Mr. Minister:

I have received your letter of 13 February about a service on the
Aronzo-Roma line, and am referring it with a special recommendation to
the Traffic Committee of the Allied Railway Board. I will let you know
what is decided as soon as possible.

Yours very truly,

MERRITT H. TAYLOR
Director

cc: 205/Tn 1 file

His Excellency
The Minister of Transport,
Francesco Cersaboni
Ministry of Communications Building
Piazza della Croce Rossa
Rome

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COPY

IL MINISTRO DEI TRASPORTI

Rome, 13 FEB 1945

Dear Taylor,

Pressure is being made from all sources for the institution of a passenger train on the line Arezzo-Roma, and if not obtainable please examine the possibility of adding some carriages to the Allied Military train.

The request has a fundamental rightness in regard to the northern population that has no means whatsoever of connection with the southern, and therefore, the impossibility of a reprisal of commercial relations, so much necessary for the living of the same population.

In view also of the fact that many people who are compelled to travel and encourage and give increment to organizations of the moment, which are expensive and not honest.

According to what is said above, I beg you to use your influence on the matter in order that the request be granted.

I would much appreciate your advise.

Yours very truly

/s/ Cerabona

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IL MINISTRO DEI TRASPORTI

Prot. 2254-F-I-2

Roma,

13 FEB 1945

Caro Taylor,

vengono fatte premure da ogni parte perchè sulla linea Arezzo Roma venga istituito un treno per civili e, ove ciò non fosse ottenibile, esaminare la possibilità di aggiungere qualche vettura ai treni militari alleati.

Le richieste hanno giusto fondamento in quanto le popolazioni del Nord non hanno nessun mezzo per collegarsi con quelle del Sud e di contro, necessita per la ripresa dei rapporti economici, che si stabiliscano fra le popolazioni stesse quei rapporti di scambio tanto necessari alla vita delle medesime.

Senza dire poi che in casi di assoluta ed inderogabile necessità le singole persone interessate sono costrette a ricorrere ai mezzi di fortuna per giungere a Roma incrementando ed incoraggiando in tal modo quelle organizzazioni del momento molto onerose e poco oneste.

In relazione a quanto sopra, prego Lei, perchè, con il Suo autorevole intervento, sia concesso quanto viene vivamente richiesto.

Gradirò conoscere i suoi intendimenti.

Cordiali saluti

Cerabon

Mr. Merrit H. TAYLOR
Director of the Transportation
Sub - Commission Allied Commission

R O M A
Via Veneto

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-1-

Deputy Director,
Tn S/C

Lt. Col.
Lindberg, Rail
Div., Tn S/C

15 Feb 45

1. Please take up with Traffic Committee of the Allied Rail Board, and prepare further reply to Mr. Cerabona.

M. B. Thomas, Colonel,
Deputy Director, Tn S/C

Att: File cy for Rail Div. file, w. ltr fm.
Minister Cerabona.

Ext. 376

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Ext. 576

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MMT/eh

420/9/Tn 1

19 February 1945

SUBJECT: Conveyance of Civilians between Rome and Civitavecchia

TO : Rail Division, Transportation Sub-Commission

1. With reference to your communication of 17 February 1945, AC/95/4/Tn 4, subject as above, it is considered that the workers at Civitavecchia, both port and municipal, should pay their railway fares and you should advise the ICR accordingly.

M. B. THOMAS, Colonel
Deputy Director

cc: Mov. Div., Tn 8/C

File

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ALLIED [REDACTED] COMMISSION
INTER-OFFICE MEMORANDUM

SUBJECT: Conveyance of Civilians
between Rome & Civitavecchia.

TO : Deputy Director,
in Sub-Comm. HQ.AC.

FILE No. AC/95/4/tn 4

17 February 1945

1. In view of the growing need for civilians to travel between Rome and Civitavecchia on business, including the need for developing the port, this Sub Commission negotiated with MRS for the attachment of a purely civilian coach to the existing ISR worker's train.

2. MRS required a control to be maintained of passengers using the coach, and this was done by the Station masters collecting applications, passing them to the Capo Compartimento, where they were vetted by his Staff, and permits issued by the AC rail officer. The permit was an authority to purchase a ticket.

././

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ALLIED ~~CONFIDENTIAL~~ COMMISSION
INTER-OFFICE MEMORANDUM

page 2.

(SUBJECT: Conveyance of Civilians
between Rome & Civitavecchia
TO :

FILE No. _____

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3. The scheme has worked well, although it is doubted if all applicants for permits have paid their fares.

4. A later request was received from our Port Officer at Civitavecchia for the conveyance of workers between S. Marinella and the Port, and as the civilian coach was too late for their requirements, MRS gave authority for a controlled number to travel on a preceding worker's train which starts at an intermediate point between Rome and Civitavecchia. The Port Officer passed requests to AC Officer at Rome, who issued the required permits, and it ~~transpires~~ transpires that the cement workers also use the train, and Municipal workers are also seeking similar facilities.

5. It is now discovered that the Port workers and cement workers are not paying their fares, and it is presumed that

./.

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ALLIED CONTROL COMMISSION
INTER-OFFICE MEMORANDUM

page 3.

(SUBJECT: Conveyance of Civilians
between Rome & Civitavecchia.

FILE No.

TO :

194

./.. the Municipal workers will expect similar freedom. Before instructions are given to ISR to tighten up their machinery in this respect, it is desired to know if AC is prepared to support any free conveyance of port workers, and what dividing line is going to be established as to those entitled to free conveyance, and those who must pay their fares.

O.H. Lindberg, Lt. Col.
O.H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Division.

Transportation Sub-Comm. (Rails)
Tel. 843238

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Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

HUT/ah

430/s/Tn 1

12 February 1945

SUBJECT: Recent Inspection Tour of the Chief of Staff
TO : Economic Section

1. Reference is made to your letter 1 February 1945, IS/3.20.
2. The points raised in the report of the Chief of Staff's tour are noted.
3. It is realized that transport generally is short and we are continually making efforts to improve the position.
4. With regard to Section VII, paragraph a, the ISR does not raise money through loans, but by provision in the budget. The Florence-Arezzo line is scheduled for repairs at a cost of 470,000,000 lire, and an officer in this Sub-Commission is now in the district fixing contracts.
5. With regard to Section VII, paragraph b, it is realized that an officer at Arezzo would be useful, but we are unable to spare one at the moment.
6. With regard to Section II, paragraph c, this question is being investigated.

M. R. THOMAS, Colonel
Deputy Director

cc: Rail Div., Tn S/C

File

340

(9)

ACP/1c

INTER-OFFICE MINUTEOur Ref. AC/100/65E/Ta 4

TO : Mr MERRITT H. TAYLOR
Director,

SUBJECT : Repairs to FLORENCE-AREZZO Line.

1. Reference is to Section VII para a.
2. The P.C. Arezzo is under a misapprehension. The ISR does not have to raise money through loans, but by a provision in the budget.
3. The Florence-Arezzo Line is scheduled for repairs at a cost of 470,000,000 lire, and Major Fuckley is in the District now fixing the contracts.
4. Section VII para b. is a Movements matter.

O. H. Lindberg, Lt. Col.
O. H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Division.

Transportation Sub-Commission(Rails)
7 February 1945
Tel. 843238

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/h1

Tel: 376

430/5/TN/1

1 Feb. '45

TO : Headquarters Commandant

1. Attached hereto is memorandum showing details of military train service between Rome-Naples, as requested in your memorandum of 31 January, ref: HQC/10/14. We trust this will complete your files.

M.B. THOMAS, Colonel,
Deputy Director.

att: (1) schedule

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(4)

ALLIED COMMISSION
OFFICE OF THE HEADQUARTERS COMMANDANT

SUBJECT: Rome-Naples Train Service.

FILE No. HQC/10/14

TO : Deputy Director, Transportation S/C.

31 January 1945

Reference your 430/4/TN 1, dated 29 January 1945 on the above subject.

Memorandum to which reference is made was not attached to the correspondence. May this please be forwarded to complete the file.

R. H. Robertson
R. H. ROBERTSON Colonel
Hq. Commandant.

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HEADQUARTERS ALLIED COMMISSION
APO 324
TRANSPORTATION SUB-COMMISSION

MBT/hl

430/4/TM 1

29 Jan. 45

Tel: 376

TO : Headquarters Commandant

1. With reference to conversation, attached memorandum shows details of military train service between Rome-Naples. If you desire accommodations reserved for AC personnel, it will be necessary to approach Movement Control, Italy. This, of course, we could do for you, but before taking definite action, will you please say whether you consider the service would be satisfactory and if so, how much accommodation would be required on each day?

MBT

M. B. THOMAS, Colonel,
Deputy Director.

att: (1) schedule

ACP/ic

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

Tel. 843238
Our Ref. AC/100/90/89/Tn 4
26 January 1945

TO : Deputy Director
Tn Sub-Commission

SUBJECT : Leave trains, re-inforcement trains between Rome and Naples.

1. The following are the schedules of military personnel trains operating between Rome and Naples.

<u>DAY</u>	<u>DEPARTURE</u>	<u>TIME</u>	<u>ARRIVE</u>	<u>DAY</u>	<u>TIME</u>	<u>NOTES</u>
Monday	Rome	1900	Naples	Tuesday	1230	ES
Tuesday	Naples	1930	Rome	Wednesday	1300	LR
Wednesday	Rome	1900	Naples	Thursday	1230	ES
Thursday	Naples	1930	Rome	Friday	1300	LR
Friday	Rome	1900	Naples	Saturday	1230	ES
Saturday	Naples	1930	Rome	Sunday	1300	LR

Notes ES: Empty Stock LR: Loaded Reinforcement.

2. These trains run to the full capacity of 12 coaches via Line 90.

3. The Empty-working Rome-Naples does not run to a schedule, owing to necessity for allowing passage of intervening freight trains. An operating stop is made at Caserta, but no scheduled time is published.

A. Lindberg, Lt. Col.
O.H. LINDBERG

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

Copy to: MRS.

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ACP/ic

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O.H. LINDBERG
Lt. Col. R.E.
Station

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

Copy to: MR3.

M I N U T E

Our Reference: AC/209/3/In 4

TO : Deputy Director,
The Sub Commission

SUBJECT : Visit of Colonel D.S. Adams to Sicily.

Reference is to attached copy of a report of a visit by Colonel Adams to Sicily, which visit, it is understood was of a private nature, but which unfortunately led to General di Raimondo being permitted to make public statements about increased passenger services in the Island which had no confirmation from the Sub-Commission.

The following comments are offered paragraph by paragraph in respect of the report.

Para 4. - Shoes for Railwaymen. 3,000 shoes were supplied through this Commission for the use of Sicilian Railwaymen. General di Raimondo is aware that any further requests made will receive sympathetic consideration from this Sub-Commission, and the same applies in respect of Reggio. It may be of interest that it was this Sub-Commission who drew attention to the need of the Sardinian Railwaymen for shoes as soon as we took over control from MRS. We are still awaiting a statement from General di Raimondo as to what shoes are required, and what arrangements for payment will be arranged. For the rest of the country, under MRS supervision, MRS maintain a special organisation for looking after the needs of railwaymen. The letter attached as an addendum is therefore written without cognisance of facts.

Para 5. - Car Repairs shops, Salerno. These shops are under supervision of MRS. The shortage of timber is acute, and an officer to Reggio to

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Para 5. - Car Repairs shops, Salerno. These shops are under supervision of MRS. The shortage of timber is acute, and this Sub-Commission sent an Officer to Reggio to investigate possibility of supplies from Crotona districts. Director, MRS paid compliment to AC in his monthly report for this action, which has resulted in release of certain timber in the Cirrella district.

Para 6. - Repairs to Petrace Bridge. The repairs to Petrace Bridge are under the supervision of AC engineers. If the request for the additional spans had been made through correct channels of engineer-AC engineer, a better control could be kept on the work.

././.

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Para 7. - Damage to repair shops at Messina. A letter has been written to our Officer in Sicily, to contact appropriate channels in Sicily to ensure that the needed tiles are supplied. Same applies to cement, which is allocated locally.

Para 8. - The compliment is acknowledged. Sicily was effectively supervised by a minimum of experienced officers, and it has proved that the methods adopted were successful, in spite of the sparseness of the officers, who made up in technical knowledge what they lacked in numbers. It might be regarded as a pointer that large numbers of officers are not essential, provided they possess the proper qualifications, and they can pave the way for officers without technical knowledge, to take over.

Paras 9 & 10. - Coal Cut, Sicily. This was opposed strongly by this Sub-Commission from the moment it was arbitrarily imposed without consultation with this HQ. The shortage of box cars in the Island is undoubtedly due in some measure to the lack of ability to circulate. A careful watch is kept on reports of losses, and suitable instructions issued to Reggio Officer to ensure regular flow.

Para 11. - Rail Section agrees, but apparently policy is to ignore the fact that people travel in Sicily mainly to do business and not for purely pleasure reasons. This Section approves existence of checked passenger services which assist the return to normality of the Island at greater speed, and restrict black market prices by the small vendor being able to carry his wares.

Para 15. - MRS control Sud Est workshops. Some labour troubles have apparently been satisfactorily settled for the time being, at least.

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Para 16.

- Supervision is desirable, in order to keep the Italian perspective properly balanced. We have reduced supervision to the minimum needed to ensure efficiency based on requirements, and control is maintained from this HQ.

M. Lindberg, G. Col.
O.H. LINDBERG

Lt. Col. R.E.,
Chief, Rail Section

Transportation Sub Comm. (Rails)

20 January 1945

Tel: 843238

332

PROSECUTOR GENERAL WINSTON A.C.

DIRECTOR :-

Col. J.S. ADAMS (2) *Taylor*

ADMIN. OFFICER :-

Lt. Colonel W.P. SCOGGINS

ADJUTANT :-

Lieut. R.E. BARONE

RAIL (GENERAL)

Lt. Colonel O.H. LINDBERG

Captain A.O. FING

Sgt. C. GREEN

RAIL (MOVEMENTS)

Captain E.W. BODDY

Lieut. A.N.F. WEBB

Sgt. F. LARK

SHIPMENTS, PORTS :-

Mr. C.G. CHOCKS Lt. Col. Sieff *6 A.*

Major A.M. McCLURE

Jr. Comdr. E. FEARNSIDES *EX*

Lieut. G.W.E. WARLEY

WAREHOUSING & ACCOUNTING :-

Major C.E. HOLGETTS

Captain R.H. KLEIN

W/C DI CENILLO

ROADS :-

Colonel J.J. CARLOS *1*

Lt. Colonel J.H. BORDASS

Captain C.W.A. KEEPER

1ST TRUCK BN.

Lt. Colonel C. OLISZEWSKI

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Captain D.C. MOYLE
Captain H.M. DOWNER

GARAGES :-

PIRELLI - Captain R.B. BULLOCK
LANCIA - Captain M. RAY
SUPER - Captain R.F. WILEY

CHIEF CLERK :- T/Sgt. TRIGONY

DATE & TIME REC'D :-

Please detach buck slip and return
to the C/Clerk with :-
FILE NO :

Forward to :-

Please advise this office
what action is taken from
recommendations in this
report. Taylor

8

TO : Mr. Taylor, Director Transportation Sub-Commission

SUBJECT: Rail Inspection Trip 10 December to 18 December

1. Trip was made by General Di Raimonde, Director, Italian State Railways, Col. D.S. Adams AC, Lt. R.E. Barone AC.

2. Trip was made by (Special Ltd) car over ISR standard guage lines, Naples to Salerno - Gioia Tauro (Petrace Bridge) - Reggio - Messina - Palermo - Alcamo - Trapani - Castelnuetro - Agrigento - Caltanissetta - Simeto Bridge - Catania - Syracusa - Modica - Ragusa - Messina - Reggio - Catanzaro - Bari - Naples - Villa Litorno - Rome.

3. At various Rail division points party was joined by officials of the respective divisions. Stops were made at more important stations and at numerous bridges and tunnels where extensive repairs were underway or had been completed.

4. At various stops General Di Raimonde talked to the workmen after listening to their complaints. He was invariably successful in leaving them in better spirits. The importance of these talks cannot be over-emphasized and they were an important contribution to the allaying of unrest and prevention of strikes. Grievances were largely shortage of bread, pasta, work clothing, and shoes. A copy of a letter on shoes is attached.

5. Salerno car repair shops employ about 400 workers. About 100 cars are being repaired per month. Output could be increased to 300 cars per month if lumber supply from Calabria was increased. 100 cubic meters of lumber needed to repair an average of 300 cars. At Battipaglia there are 250 cars in the yards waiting repairs.

6. At Gioia Tauro in Calabria the large Petrace bridge was blown by the Germans causing a complete interruption of traffic. Length of this bridge is 250 meters with maximum height of 67 meters. The two masonry arches at the south end were destroyed but are being rebuilt and work well underway. Of the three intermediate steel spans the center one of 64 meters and the next south of 54 meters were blown, the north end of each span dropped to the river bed, the south end of each leaning on the piers. Piles are being driven to support a series of timber trestles from which

Additional funds
to Columbia
allocated by
DHS amongst
car repair shops

(25. Vietnam)
 situated in the
 the 19th century
 from 1803 to 1859
 the 19th century
 the 19th century
 the 19th century

12. 11. 1942
 1942. 11. 11
 1942. 11. 11
 1942. 11. 11

Given at Washington
the 22nd day of May
1863 by order
of the President
John A. Lincoln

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Work was started in March 1944. All timber necessary has been allocated and is either at the site or at Reggio Lido Station. Some 60 tons of bridge steel are needed for repair of these spans and is available at Terri and Elva steel plants for release. Estimate is that bridge will be completed in June 1945 with present equipment and if steel is released. General Di Raimonde feels now that he can accelerate the job and probably cut down this time.

7. At Messina, car and locomotive shops were heavily bombed and repair work proceeds with difficulty. Roofing tile in particular is badly needed so that work is not stopped when it rains. The conditions of shops are much the same at Messina, Benevento and other points, the Italians are going ahead with repair work but bottle neck in materials principally tile and cement.

8. An excellent job has been done in Sicily on the repair of the rail lines and traffic has been resumed on all standard gauge lines. We covered most of them on this trip.

Additional funds
at Columbia
allocated by
D.M.S. amongst
car repair shops

(1847)
 Received of the
 Messrs. J. & W. G. & Co.
 the sum of £100
 for the purchase of
 100 shares of the
 London & North
 Western Railway
 Company.

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 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.

[illegible]

THE 2ND CANTON
VALLEY & KROPP
HANDLING WITH
FOR INCREASED
FLOW - For
BILLY MAY

4. It is suggested that the following efforts be made early to secure office in London have been noted Watson

Included in the work was the rebuilding of 74 major bridges. Bridge and tunnel repair work is not yet complete but is proceeding without interruption of traffic.

9. The cut in the coal supply for the railways in Sicily from 9000 tons to 7000 tons per month is having serious consequences. Reduction in already limited passenger services has caused serious over-crowding of trains and accidents including deaths occur daily. Reduction in movement of food supplies to population centers has caused inflation of prices as well as reduction in supply to consumers.

A.C. Transportation officer in Palermo estimates increased rail traffic on Sicilian lines would reduce current prices in Palermo of meat from 250 lire to 150 lire, potatoes from 65 lire to 30 lire, oranges from 12 or 15 lire to 8 or 10 lire. Increased traffic from the mainland as well would also reduce potatoes to 15 or 20 lire, apples from 20 to 10 lire, charcoal from 20 lire to 6 or 10 lire. Movement of fruit, wine and carrube has been seriously interrupted.

10. Cut in coal supply is linked with the car shortage in the effect on important movements; asphalt from Ragusa mines getting only 5 cars per day instead of 10; short 40 tons coal per month for sulphur movements from mines to Porto Empedocle.

Our Transportation officer estimates loss of box cars to Sicily at 70 cars per week and getting worse. Shortage of cars involves special train movements which means more coal consumption. Sicily's box car needs are a total of 2000 and now on hand only about 1200; an additional 600 greatly needed. If the daily loss was stopped and a net gain of 10 per day made it would ease the situation. Return cars could bring back such items from the mainland as potatoes and charcoal so badly needed in Sicily.

Movements of 7000 - 8000 recruits to the mainland will take some 150 box cars which means loss of 150 cars to Sicily. One requirement alone at one station is 84 cars for load in 5 days of fruit for export. Shortage of coal and cars means lack of rail movement to load the ships.

11. Passenger trains in Sicily are a sight that must be seen to be appreciated. Men, women and children jammed inside and hanging on steps and between cars on the outside in the cold. Why do they travel? A spot check of a very few indicated fairly good reasons. Certainly none could have been travelling for the pleasure of a ride.

12. On our return thru Messina we inspected the work of raising the two ferry boats sunk there. One has been raised and will be repaired and ready for operation by March 1st. The other will be raised by February.

13. Requests for freight cars in Reggio Province are going direct to Reggio from shippers rather than to local station masters and from there to Reggio. General Di Raimondo advised various station masters of correct procedure. A message on phone to Major Blair, Transp. Sub-Comm. Reggio

These arguments have already been submitted early October. But, first complaint submitted early October. Coal Division authority cut own goods with no exchange. Coal Division authority cut own goods with no exchange. Coal Division authority cut own goods with no exchange.

It was not for nothing that the railway was closed. The railway was closed because of the lack of coal and cars. The railway was closed because of the lack of coal and cars. The railway was closed because of the lack of coal and cars.

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Movements of 7000 - 8000 recruits to the mainland will take some 150 box cars which means loss of 150 cars to Sicily. One requirement alone at one station is 84 cars for load in 5 days of fruit for export. Shortage of coal and cars means lack of rail movement to load the ships.

11. Passenger trains in Sicily are a sight that must be seen to be appreciated. Men, women and children jammed inside and hanging on steps and between cars on the outside in the cold. Why do they travel? A spot check of a very few indicated fairly good reasons. Certainly none could have been travelling for the pleasure of a ride.

12. On our return thru Messina we inspected the work of raising the two ferry boats sunk there. One has been raised and will be repaired and ready for operation by March 1st. The other will be raised by February.

13. Requests for freight cars in Reggio Province are going direct to Reggio from shippers rather than to local station masters and from there to Reggio. General Di Raimondo advised various station masters of correct procedure. A message on phone to Major Blair, Transp. Sub-Comm. Reggio would assist in correcting the matter. *Action taken*

14. Floods due to heavy rains have caused serious break in the line at Nova Siri between Metaponto and Sibari. This water was up as high as 2 meters over the top of rails and washed out the track for 6 kilometers. Water has gone down so that work could be started however was estimated it would take about 3 months.

The MRS Officer at Bari offered assistance and is requesting 2 companies of pioneer troops, 10 dump trucks and one bulldozer. This assistance, would reduce the time of completion to 40 days.

15. At Bari the shops of the Sud-Est Ry's were inspected. Sud-Est is under private ownership. They have preserved most of their machinery and a large percentage of their rolling stock, the latter, as their manager explained, because they kept it out on the line away from Bari.

Shops were fairly well equipped and well managed.

This company operates a fleet of our W.D. vehicles allocated to it by A.C. last spring. Vehicles are excellently maintained only one truck in shop for motor overhaul, two in Rome for repairs, seven were in excellent repair but dead lined account of no tires. They are British 3 ton lorries and use 10.50 x 16 size tires.

An up to date system of operating records including milage, gas, oil consumption etc. are kept for each vehicle.

Rough average of these records showed average monthly distance run of 3000 kilometers. This company's fleet is an outstanding example of the success of the A.C. plan of placing W.D. vehicles in the hands of experienced companies for operation on a commercial basis.

16. Party returned to Rome from Campo Leone north via line 89 thru Villa Literno. The rail yards at this town were an example of our heavy bombing. A total of 774 cars and 6 - 7 electric locomotives were destroyed there. Villa Literno is the north end of the present electric operation, Reg. 10 being the south end.

17. The main line into Rome from Campo Leone north was abandoned by the military in view of the heavy damage to bridges and tunnels and connection to Rome made by connection up with the old Anzio - Rome line which was rebuilt. Work is progressing now on the main line. Included in the work is the repair of 3 tunnels and 7 major bridges, a long time job.

18. In connection with the lines in Sicily, it is recommended that the ISR be given complete freedom in the operation of trains on these lines within the limits of the allocation of coal and with the requirement that priority be given to movement of military supplies which are now little more than 10% of the traffic.

With shifting traffic needs the requirements can be more fully met without these restrictions. For example at the present time trains could be shifted quickly to move the large crop of carriage beans into population centers where they are badly needed.

This policy could later be extended to other divisions as fast as military movements are reduced to minor importance.



DICKENS S. ADAMS
Col., C.E.,
Acting Regional Commissioner

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Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

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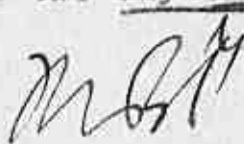
24 January 1945

SUBJECT: CGIL Trade Union Congress, Naples, 28 January 1945

TO : Economic Section

1. Reference Labor Sub-Commission memorandum of 18 January, contact has been made with Military Movement Headquarters in central Italy and they have arranged that delegates for the Labor Congress at Naples should be given every facility when presenting themselves at the local stations in AMG territory. Instructions have been issued to local military officials accordingly.

2. It is pointed out that owing to the shortness of time more definite arrangements could not be made. The memorandum dated the 18th was received in the Transportation Sub-Commission on 24 January. The delegates will have to leave their home stations at the latest by Thursday, 25 January, in order to connect with the 7:30 am (0730) Rome-Naples train which runs on Friday, 26 January. (The train does not run on 27 Jan.) Two coaches are being reserved on this train for delegates to the Congress and it is hoped that one coach will be available on a military train leaving Rome for Naples on Friday night to pick up those stragglers who miss the day train.



M. B. THOMAS, Colonel
Deputy Director

1 Incl.

Ltr 18 Jan 45 w. 1st Ind.

cc: Labor Sub-Commission

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