

ACC 10000/148/251 432/D/TW/H

MINUTES OF MEETINGS (CONSTRUCTION S

Feb. - July 1945

OF MEETINGS (Construction Sub Committee)

- July 1945

To: D.Q.M.G. (MSV & TN) A.F.H.Q.  
Brig. Q.(M). A.F.H.Q.  
D.M.R.S.  
D.D.Tn., A.F.H.Q.  
D.M.R.S. Representative, A.F.H.Q.  
Transportation Sub-Commission, A.C. (6)  
Capt. Gray, Mov. Liaison Officer, M.R.S.  
Ing. Lo Cigno, I.S.R.  
-----

Military Railway Service  
C.M.F.  
Tel. Firebox 41.  
Outside Line 843236.  
Tn.A.4/188.  
23 July, 1945.

ALLIED RAILWAY BOARD

CONSTRUCTION SUB-COMMITTEE

I enclose herewith for your information copy/copies  
of the minutes of the fifth meeting of the above mentioned  
Sub-Committee, held on Wednesday 18 July, 1945.

*W. Ratter*  
(J. Ratter)  
Colonel,  
for Brigadier,  
Director, Military Railway Service.

ALLIED RAILWAY BOARD  
=====

1211

CONSTRUCTION SUB-COMMITTEE

Minutes of fifth meeting held in the office of

D.D.Tn (Constr) on Wednesday 16 July 1945.

=====

PRESENT:

Col. J. Rutter, D.D.Tn (Constr) - in the Chair.

Lt.Col. A.W. McMurdo, R.E. A.D.Tn (Constr) M.R.S.

Major H.C. Stull, T.C. Assistant Deputy Director,  
(Eng) M.R.S.

Major A.H. Street, R.E. } Allied Commission,

Major F.P. Richardson, R.E. } T.C. Sub-Commission,

(Rail Division)

Capt. H. Inglis, R.E. Staff Captain (Constr) M.R.S.

Ing. E. Lo Cigno, Chief of Works Section, I.S.R.

Ing. E. Salerni, Asst. Engineer (Constr) M.R.S.

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## 29. RESPONSIBILITY FOR FUTURE CONSTRUCTION WORKS.

1210

The Chairman reported that the proposal outlined in para. 22 of minutes of the last meeting had been submitted to the Allied Railway Board at its last meeting, and agreed subject to placing responsibility for initiation and execution of works outside the M.R.S. plan upon "the I.S.R., assisted by A.C."

## 30. PRESENT STATE OF RECONSTRUCTION.

(a) The Chairman reported that due to the rising importance of routes to France, I.S.R. units had been put to work between Ventimiglia and Menton on line 61, and between Buscadero and Mont Genis tunnel on line 50, and were working in conjunction with I.S.R. Contractors.

(b) The Chairman reported on works in hand by M.R.S. giving estimated dates of opening of lines.

(c) A proposal was being considered for the use of German railway construction companies on opening line 65, Bologna to Padua, on temporary structures.

This would not interfere with I.S.R. schemes for permanent repairs.

## 31. PERMANENT REPAIRS TO TEMPORARY STRUCTURES.

(a) The Chairman requested A.C. and I.S.R. that immediate advice be given M.R.S. of any delays to works in progress to stabilize temporary structures on the main lines, for the winter. M.R.S. will then take prompt steps to assist where possible.

The importance of all main lines being safe for the winter was paramount, and all such works should be treated as "military priority".

(b) A.C. reported that delays were being occasioned to important contracts by failures in petrol supply.

The Chairman undertook to report the difficulty to the Allied Railway Board.

(c) I.S.R. reported that they urgently required assistance in clearance of steel debris at the Ostiglia Po Bridge.

Major Gull emphasised the importance of the clearance being completed before the flood season.

The deficiency lies in underwater steel cutting plant and operators. M.R.S. would endeavour to obtain assistance from Allied naval sources, and requested I.S.R. to explore Italian sources further.

## 32. PROVISION OF STORES.

(a) The Chairman stated that it had been ruled that no Allied military stores would be available for non-military projects without War Office,

on line 61, and between Busceti and Mont Cenis tunnel on line 50, and were working in conjunction with I.S.R. Contractors.

- (b) The Chairman reported on works in hand by M.R.S. giving estimated dates of opening of lines.
- (c) A proposal was being considered for the use of German railway construction companies on opening line 65, Bologna to Padua, on temporary structures.  
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#### 32. PROVISION OF STORES.

- (a) The Chairman stated that it had been ruled that no Allied military steel would be available for non military projects without War Office, London, or War Department, Washington consent, it was therefore necessary that any Allied bridging used in temporary repairs and salvaged by permanent repairs, should be returned to G.S.D. and not used in further I.S.R. jobs, except in approved projects.  
The Chairman also stated that the amount of captured steel bridging available for I.S.R. use after military priority jobs had been completed, would be less than had been originally anticipated.  
It was therefore important that A.C. and I.S.R. should examine fully the question of steel supplies for rehabilitation purposes. It was noted that the I.S.R. were already making arrangements for the manufacture of Roth Wagner bridging by Contractors in Milan.

/to sheet 2...

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32. PROVISION OF STORES (contd).

(b) The Chairman stated that M.R.S. would welcome I.S.R. plans for the relaying of main lines with a view to removing the heavy speed restrictions which are causing great delay to passenger services.

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The I.S.R. pointed out that the removal of restrictions would require not only an adequate supply of new rail, but also heavy supplies of sleepers. The normal consumption of the I.S.R. was two million sleepers per annum on maintenance works, and present arrangements catered for the supply of 200,000 only.

I.S.R. will place an immediate request on A.C. covering sleeper requirements. Demands for rails have already been placed.

(c) Cement.

A.C. stated that whilst cement supply was now satisfactory for all non military works, there was considerable delay in getting it to site on account of wagon shortage.

The Chairman agreed to request the Allied Railway Board to allocate a higher priority to the allotment of wagons for the transport of A.C. engineering materials.

It was noted that considerable delay is occurring to repairs to Line 65, Arezzo - Florence, on account of delays to cement supply.

(c) Mechanical equipment.

A.C. stated that details have not yet been received from the I.S.R. on the subject of their requirements of mechanical equipment for rehabilitation purposes.

I.S.R. stated that the necessary information would shortly be provided.

33. MAINTENANCE.

The Chairman stated that early in September, the redeployment of M.R.S. units would result in all personnel being withdrawn from points South of Bologna, and I.S.R. must by that time be entirely responsible for all maintenance South of Bologna. Troops would be made available in case of emergencies in this area. After December, few troops would be available at all in Italy, and A.C. and I.S.R. must bear this in mind in formulating their future plans.

34. NEXT MEETING.

The next meeting of the Construction Sub-Committee will be held at a time and place to be announced later.

(J. Ratter)  
Colonel,  
Staff Officer

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(J. Ratter)  
Colonel,

Chairman,  
Construction Sub-Committee.

1208

Military Railway Service,  
C.M.F.  
Tel. Firebox 9341.  
Outside Line 843236.  
Tn.A.4/188.  
11 June, 1945.

To: D.Q.M.G. (Mov & Trn) A.F.H.Q.  
Bri. Q.(M). A.F.H.Q.  
D.M.A.S.  
D.D.Trn, A.F.H.Q.  
D.M.A.S. representative, A.F.H.Q.  
Transportation Sub-Commission, A.C. (6) ✓  
Capt. Gray, Mov. Liaison Officer, M.R.S.  
Tn. de signo, L.S.R.  
-----

ALLIED RAILWAY BOARD

CONSTRUCTION SUB-COMMITTEE.

I enclose herewith for your information copy/copies of the minutes of the fourth meeting of the above mentioned Sub-Committee held on Thursday, 7 June, 1945.

*Clark*

(C. Williams) Major, R.E.  
for Brigadier,  
Director, Military Railway Service.



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19. PREAMBLE.

The Chairman stated that this was the first meeting of the Construction Sub-Committee to be held since the liberation of the North of Italy. There was therefore little point in considering the minutes of the previous meeting as the whole situation in regard to Railway Construction in Italy was changed.

In view of these changed circumstances, it was proposed at this meeting to endeavour to formulate some working proposals for submission to the Allied Railway Board on the future conduct of Railway Construction in Italy.

20. THE GENERAL PLAN.

The Chairman referred to M.R.S. letter Tn.A.4/95 dated 29 May, 1945, (copy attached hereto) which formulates proposals for the provision of a network to meet essential military and civil requirements. The whole of this network should be in operation by 1st August.

Some of the repair work being carried on on this network would be permanent and some of it temporary. All temporary repair work would however be constructed to such a standard as would enable it to withstand the floods of this winter at least.

Shortly after the completion of this network, it was expected that M.R.S. troops would dwindle to 50 per cent of their war time strength, and thereafter they would decrease in numbers even further. The military force then remaining would probably be reserved for works of a purely military interest and would not therefore be available to assist the I.S.R. A.C. and I.S.R. should therefore plan for all future works to be carried out by civil resources.

21. ITALIAN RAILWAY ENGINEER UNITS.

The Chairman stated that these units would not be redeployed with the Allied units, but would remain fully utilised. On completion of the essential network on 1st August, it was intended to release these units from service with Allied Railway Construction Groups and to set them up as a separate organisation.

The Inspector of Italian Railway Engineer Troops (Col. Dutto) had already been requested to make preparations with this object in view. The Director General of the Italian State Railways would shortly be asked to decide in conjunction with A.C. how and where these forces should be employed.

22. RESPONSIBILITY FOR FUTURE CONSTRUCTION.

The Chairman referred to a meeting which had taken place the previous day between representatives of M.R.S., A.C. and I.S.R. from which a recommendation had been received that:-

1206

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## 22. RESPONSIBILITY FOR FUTURE CONSTRUCTION.

The Chairman referred to a meeting which had taken place the previous day between representatives of M.R.S., A.C. and I.S.R. from which a recommendation had been received that:-

- (a) M.R.S. be concerned in the future only with the activities of military units and projects of definite military importance.
- (b) A.C. to be responsible for all other work.

These recommendations were accepted by the sub-committee in principle, but A.C. representative recorded the reservation that this arrangement would only be practicable provided A.C. were given additional staff to cope with the extra work and that adequate supplies of motor transport be made available to the Italian State Railways Engineering Department.

This reservation by A.C. was accepted by the sub-committee. After some discussion it was finally agreed that the minimum transport requirements to enable the I.S.R. Engineering Department to function at all were 200 numbers 3-ton lorries plus an additional unspecified number of passenger carrying vehicles for supervisory personnel.

/to sheet 2.....

22 (contd).

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Agreed. That the following recommendations be submitted to the Allied Railway Board:-

(a) That M.R.S. be responsible only for the completion of the plan outlined in para. 2 of M.R.S. letter Tn.A.4/95 dated 29 May, 1945, plus such other projects as a purely military nature as may be specified from time to time. 1205

(b) That the initiation, supervision and provision of assistance to all construction work on the railways additional to that outlined in the previous paragraph is the sole responsibility of A.C.

#### 23. MAINTENANCE.

The Chairman pointed out that at present a skeleton military organisation was assisting and supervising the I.S.R. maintenance on lines 50, 65, 86 (North), 97, 213 and 219. This supervision would continue for as long as military units were available to do the work. It was however impossible at present to forecast the duration of this, and A.C. should make plans immediately in conjunction with the I.S.R. for carrying on after the removal of the military supervision.

#### 24. STORES.

The Chairman stated that on conclusion of military operations certain small amounts of Allied Military Stores would be available for handing over to the I.S.R. subject to approval from higher authority.

In addition, large stores of railway materials of German and Italian origin had been discovered in the North of Italy. Any further materials over and above those required for the rehabilitation and maintenance of the Italian State Railways would have to be furnished through provision action taken by A.C.

M.R.S. would give to A.C. and I.S.R. as soon as possible, all available details in respect of dumps of railway stores in the North of Italy. The Stores Sub-committee would be requested to co-ordinate a detailed stock check of all those dumps in conjunction with representatives of A.C. and I.S.R.

As soon as the information was available, M.R.S. would give to A.C. details of all W.D. stores surplus to military requirements, which would be available for handover to I.S.R. if authorised by higher authority.

With regard to cement, a small stock is now held in Tn. Stores Depot against I.S.R. contract works, and a further 5,000 tons is due to arrive during the month of June on the same account. These supplies would be made available to A.C. as and when required.

The Chairman pointed out that at present a skeleton military organization was assisting and supervising the I.S.R. maintenance on lines 30, 65, 85 (north), 67, 216 and 219. This supervision would continue for as long as military units were available to do the work. It was however impossible at present to forecast the duration of this, and A.C. should make plans immediately in conjunction with the I.S.R. for carrying on after the removal of the military supervision.

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With regard to cement, a small stock is now held in M. Stores Depots against I.S.R. contract works, and a further 5,000 tons is due to arrive during the month of June on the same account. These supplies would be made available to A.C. as and when required.

Agreed. That for the month of July and for all following months, M.R.S. would bid for and obtain stores including cement, only to meet the requirements of Allied Military units, and that A.C. would bid for and obtain all stores including cement to meet the requirements of all forces, including Italian Military, working under the direction of the Director General, I.S.R.

#### 25. MECHANICAL EQUIPMENT.

The Chairman stated that he had received a proposal from I.S.R. sources that bulldozers should be provided for the I.S.R. to assist them to meet their new and heavy commitments in the North of Italy. He further stated and this was agreed by A.C. that provision of these and other forms of mechanical equipment was essential. A.C. promised to review the position and put forward a demand through A.C. channels.

To sheet 3....

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1204

26. 133. ON GERMAN ARMY FORCES ON REPAIR OF BRENNER RAILWAY.

The Chairman stated that the present use of German Army forces for the repair of the Brenner railway was purely a temporary expedient and as soon as the line was opened to traffic they would be removed. The Germans had the organization, equipment and stores available to do the work much more rapidly than any other force in the disposal, and for that reason were being used. The nature of the repairs the Germans would carry out would be of a very poor quality and A.C. with I.R.L. would be well advised to make a scheme of permanent repairs for this line.

27. COMMUNICATIONS.

The Signal Maintenance Superintendent stated that all W.D. signal stores and instruments now installed would be left in situ, no provision had however been made for supply of any stores for lines other than those being repaired by military forces.

A.C. said, therefore have to consider from what source they would obtain Signal stores for installation on those lines they intended to put back into operation.

Further point to which A.C. should give consideration was that of permanent facilities for use to communications. All repairs carried out by the military had been done on a wartime basis and were unlikely to retain the same reliability through the coming winter. Permanent repairs have been carried out on some routes, but these only represented a small proportion of the whole.

The Chairman said this was a very serious and important point and requested A.C. to give it very urgent consideration. Capt. Johnston, the signal maintenance Superintendent would be willing to place all his experience and information at the disposal of A.C. for purposes of their study.

28. THE LIAISON.

The next meeting of the Construction Sub-Committee will be held at a time and place to be announced later.

C. Williams  
(C. Williams) Major, R.E.  
for Brigadier,  
Director, Military Railway Service.

27. CONSTRUCTION.

The signal maintenance superintendent stated that all W.D. signal stores and instruments which were filled would be left in situ. No provision had however been made for supply of new stores for lines other than those being repaired by military forces.

A.O. staff therefore have to consider from what source they would obtain signal stores for installation on those lines they intended to put back into operation.

In the point to which A.O. should give consideration was that of permanent repairs to communications. All repairs carried out by the military had been done on a wartime basis and were unlikely to result in a full reliability through the coming winter. Permanent repairs have been carried out on some routes, but these only represent a small proportion of the whole.

The Chairman said that this was a very serious and important point and requested A.O. to give it very urgent consideration. Capt. Johnston, the general maintenance superintendent would be willing to place on the table any information at the disposal of A.O. for purposes of early planning.

28. THE LINE.

The next subject of the Construction Sub-Committee will be held at a time and place to be announced later.

*L. J. Williams*

(C. Williams) Major, R.E.  
for Brigadier,  
Director, Military Railway Service.

Subject: RAILWAY RECONSTRUCTION - ITALY.

To : Tn.-Sub Commission,  
A.C. (Rail). (3 copies)

Military Railway Service,  
C.M.F.  
Tel. Pirebox 9341.  
Outside Line 643236.  
Tn.4.4/95.  
29 May '45.

1203

1. GENERAL.

(a) M.R.S. have now drawn up final plans for railway reconstruction in Northern Italy, by which all railway lines of military importance and lines essential to the primary economic needs of the country will be opened to traffic in the shortest possible time. Details of this plan are given herein.

It is expected that the whole of this project will be completed by 1 August, 1945.

The overall plan for the reconstruction of the whole of the Italian State Railways must of necessity be based on this limited M.R.S. plan.

(b)

Future planning will also be affected by the following factors:-

(i) After completion of the M.R.S. plan, the British, South African and American units engaged are likely to be quickly redployed, and will be available only in small strength for isolated works purely military in character.

(ii) No new stocks of military bridging or track are being ordered by M.R.S. for delivery to Italy after August. After completion of the M.R.S. plan only small stocks will remain. There will, however, be a considerable quantity of German Bridging available for use, including some 1,000 tons of both Wagner material.

(iii) M.R.S. requirements for cement for military use are already much reduced, and by August it should be possible to build up the A.C. and I.S.R. allotment to 10,000 tons per month.

2. M.R.S. PLAN.

(a) Repairs now in hand by M. .3. units or by I.S.R. under direct M.R.S. control will open lines in Northern Italy as follows:-

|        |         |                                             |
|--------|---------|---------------------------------------------|
| 23 May | Line 71 | VENICE, MESTRE, TREVISO, UDINE, GELONA.     |
|        |         | (using deviations at main river crossings). |
| 1 June | Line 86 | PARENZA to BOLOGNA.                         |
| 3 June | Line 65 | GRIZZANA to BOLOGNA.                        |

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(a) Repairs now in hand by M. .S. units or by I.S.R. under direct M.R.S. control will open lines in Northern Italy as follows:-

|         |             |                                                 |
|---------|-------------|-------------------------------------------------|
| 28 May  | Line 71     | VENICE, MESTRE, TREVISO, UDINE, GENOVA.         |
|         |             | (using deviations at main river crossings).     |
| 1 June  | Line 86     | PARMA to BOLOGNA.                               |
| 3 June  | Line 65     | GRIZZANA to BOLOGNA.                            |
|         | Line 85     | BOLOGNA to SAN PIETRO IN CASALE.                |
| 7 June  | Line 53     | MILAN to VERONA.                                |
| 15 June | Line 53     | VERONA to VICENZA                               |
|         | Line 69     | BOLOGNA to POGGIO RUSSO                         |
|         |             | OSTIGLIA to VERONA                              |
| 1 July  | Line 71     | GENOVA to PONTERRA and VILLACH.                 |
|         | Line 84/188 | TRIESTE, CERVIGNANO, UDINE.                     |
| 7 July  | Line 69     | POGGIO RUSSO to OSTIGLIA (PO river bridge).     |
| 15 July | Line 71     | VENICE, TREVISO, UDINE, GENOVA                  |
|         |             | (on permanent bridges at main river crossings). |
|         | Line 53     | VICENZA - MESTRE.                               |
| 30 July | Line 65/59  | BOLOGNA to ALESSANDRIA.                         |

/to sheet 2...

Sheet 2.

para. 2 (Contd.)

1202

- (b) German railway units, under M.R.S. direction, are at work on Line 69, VERONA, BRENNER and INNSBRUCK, and Line 66, FORTEZZA SAN CALEDO and VILLACH.  
Both lines will be open on temporary bridges by 31 July.

- (c) Thus by 1 August, a skeleton railway system will be set up in Northern Italy.

(i) Linking the part of GENOA with TURIN and MILAN.

(ii) Linking ITALY to SWITZERLAND via the ST. GOTTHARD and SIMPLON tunnels.

(iii) Linking ITALY to AUSTRIA via

BOLOGNA, VERONA, BRENNER and INNSBRUCK

and TRIESTE, MONTEALCONE, CERVIGNANO, UDINE, GORIZIA, TREVISO, VILLACH.

(iv) Providing the two main lateral lines

TURIN, ALESSANDRIA, PLACENZA, BOLOGNA, ANCONA, and TURIN, MILAN, VERONA, PADUA, MESTRE, TREVISO, UDINE.

### 3. ADDITIONAL REQUIREMENTS OF MILITARY IMPORTANCE.

Although outside the present M.R.S. plan, the military requirements may be extended to include:-

(a) Repairs to the PO river bridge at PLACENZA to complete line 65 PLACENZA to MILAN.

(b) Repairs to the TURIN, MODANE link to open the link to FRANCE.

4. The prime factor in the execution by M.R.S. of the works detailed in para. 2, is speed.

In some cases, deviations have been used, and whilst all repair work is aimed at providing a line it will be safe throughout the coming winter, it is highly desirable that permanent repairs should be put in hand at once to temporary structures on all lines.

to return to the following

(iii) linking ITALY to FRANCE via

BOLOGNA, VERONA, BRUNNEN and INNBRUCK

and TRIESTE, MONTALCONE, CERVIGNANO, UDINE, GARDNA,  
MARVISIO, VILLICH.

(iv) Providing the two main lateral lines

TURIN, ALESSANDRIA, PLACENZA, BOLOGNA, ANCONA,

and TURIN, MILAN, VIENNA, PADUA, MESTRE, TREVISO, UDINE.

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In some cases, deviations have been used, and whilst all repair work is aimed at providing a line that will be safe throughout the coming winter, it is highly desirable that permanent repairs should be put in hand at once to temporary structures on all lines.

5. Special importance and priority should therefore be given to the following works, and every effort should be made to put I.S.E. Contractors to work at full pressure immediately.

(a) Line 62 - BOLOGNA - VERONA. Permanent repair to the existing PO bridge at OSTIGLIA. M.R.S. are providing a piled deviation only.

(b) Line 63 - PLACENZA to MILAN. Permanent repair to the PO bridge at PLACENZA.

(c) Line 50 - TURIN - MODANE. Repairs to demolished structures between BUSCOLETO and the MONT CENIS tunnel.

/to sheet 3..

Sheet 3. 1201

para.5 (contd).

- (d) Line 65 - PRATO - BOLLENA. Permanent repairs to tunnels to cut out existing deviations.
- (e) Line 72. - Permanent repairs to ISONZO and NATISONE viaducts between GORIZIA and UDINE.
- (f) permanent repairs to all lines at deviations and temporary bridges.

6. please draw up plans for the first stage of reconstruction combining the above information and policy with A.C. and I.S.R. requirements and advise me as soon as possible the degree to which you consider military assistance in the provision of

- (a) transport
- (b) Equipment
- (c) Material

is essential for effective results on the priority works.

(J. Ratter)  
Colonel,  
for Brigadier,  
Director, Military Railway Service.

DISTRIBUTION:

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| I.R.C.E.4.            | " "          |
| R.C.E.(S.m.E.C)       | " "          |
| D.M.R.S.              | " "          |

bridges.

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| R.C.E.1212            | " "          |
| I.R.C.E.4             | " "          |
| R.C.E.(S.A.E.O)       | " "          |
| D.M.R.S.              | " "          |
| D.D.M.R.S.            | " "          |
| Major Stull, M.R.S.   | " "          |
| Tn.A.4/188.           | " "          |
| Tn.A.4/172.           | " "          |
| File                  | " "          |
| Spare (6)             |              |



## 12. ALLIED RAILWAY BOARD MEETING 15TH MARCH, 1945.

Matters arising from Allied Railway Board Meeting were discussed

### (a) Tyres for I.S.R. vehicles. (A.R.B. Minute 16 (b) refers.)

The Committee was informed that an equitable distribution had been made. Ing. Lo Cigno stated that his Department still requires a further 10 tyres for normal work to be possible.

### (b) Reconstruction of Chiusi - Sienna - Empoli Line (A.R.B. Minute 16 (a) refers.)

Chairman stated that this matter had been referred to Allied Railway Board. Allied Commission should investigate priority of rehabilitation against other lines of economic but not military importance.

Agreed. Clearance work should start as soon as possible. I.S.R. to carry out preparatory work on the understanding that no allotments of materials can be made at present from military sources.

### (c) The Chairman questioned the power of the Construction Subcommittee to make decisions on the rehabilitation of non-military lines, and stated that the rehabilitation of these lines should not be undertaken without priorities being given by the Economic Section of Allied Commission. The whole matter should be considered by them and priorities laid down, based on the economic planning of the country.

## 13. REVIEW OF CURRENT AND PROJECTED WORKS.

### (a) Line 86. Ortona - Ancona.

It is expected that work will finish on 30th April, 1945. Stores are coming forward satisfactorily.

### (b) Line 89. Rome - Frosinone - N. plan.

Work still proceeds on permanent repairs to viaducts and tunnels on this line. It is estimated that the line will be ready for traffic on 1st May, 1945.

### (c) Line 90. Rome - Cassino - Naples.

The Chairman stated that when Line 89 was opened to traffic, Line 90 will decrease in importance and advantage should be taken of the dry weather period to put in hand the work of permanent repairs to major structures.

Ing. Lo Cigno stated that a scheme for re-construction would be ready in a few days. The work will be carried out by Allied Commission.

### (d) Line 50. Rome - Cassino - Naples.

- (c) The Chairman questioned the power of the Construction Subcommittee to make decisions on the re-habilitation of non-military lines, and stated that the re-habilitation of these lines should not be undertaken without priorities being given by the Economic Section of Allied Commission. The whole matter should be considered by them and priorities laid down, based on the economic planning of the country.

### 13. REVIEW OF CURRENT AND PROJECTED WORKS.

#### (a) Line 86, Ortona - Ancona.

It is expected that work will finish on 30th April, 1945. Stores are coming forward satisfactorily.

#### (b) Line 89, Rome - Teramo - Naples.

Work still proceeds on permanent repairs to viaducts and tunnels on this line. It is estimated that the line will be ready for traffic on 1st May, 1945.

#### (c) Line 90, Rome - Cassino - Naples.

The Chairman stated that when Line 89 was opened to traffic, Line 90 will decrease in importance and advantage should be taken of the dry weather period to put in hand the work of permanent repairs to major structures.

Ing. Le Oigmo stated that a scheme for re-construction would be ready in a few days. The work will be carried out by Allied Commission.

#### (d) Line 50, Rome - Grosseto - Leghorn.

I.S.R. has been asked to carry out doubling of the line from Terquinia to Orbetello.

Ing. Le Oigmo stated that a private contract had been made, but as prices were too high, the Director General had ordered that tenders be invited for this work. These tenders should be delivered to I.S.R. on Tuesday, 10th April, 1945.

If necessary, rails for this work could be taken from the Orte - Arezzo section of Line 65.

The Chairman stated that it may be possible to put Italian military labour on to this work but this was dependant on the tactical situation.

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13. REVIEW OF CURRENT AND PROJECTED WORKS (Contd.)

- 2 -

(g) Line 65, Rome - Grosseto.

Work of track doubling Rome - Orte should be finished on 21st April 45 with the exception of the tracks over Tevere River and Tiber River (km. 65) bridges.

Repairs to Farfa viaduct are to continue and steelwork to be removed later.

Major Street stated that a scheme had been prepared for repairs to Rieti to Viterbo. Work has not yet started but materials are going out to the site.

(f) Line 219, Pisa - Empoli - Florence.

1,000 tons of cement have been released for work on permanent repairs during April, the main work being that of the Arno River Bridge. Works on the steel bridges will be largely salvaging and possibly re-erecting existing steelwork.

Major Street asked if maintenance of line will be handed back to I.S.R.

Chairman replied that it would, but American N.C.O. track supervisors will be superintending this work for some time yet, and no firm date could be given as to when maintenance would again be the responsibility of I.S.R.

(E) Line 227, Vada - Colle Salvetti - Pisa.

This line is to be rebuilt by American units and work is already in hand.

(h) Line 281, Arezzo - Livorno.

Material for repairs is being collected.

(i) Line 86, Bari - Ortona.

Ortonto Bridge. Cement has been allotted for this work.

Biferano Bridge. Major Street raised the question of reconstruction of this bridge. Chairman stated that it may be possible to supply cement later, but this work is to be considered as a low priority job as the present structure is safe and the steel is not military standard.

(j) Private Line, Cuneo - Benevento.

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(g) Line 227, Vada - Colle Salvetti - Pisa.

This line is to be rebuilt by American units and work is already in hand.

(h) Line 281, Avellino - Benevento.

Material for repairs is being collected.

(i) Line 86, Bari - Ortona.

Ortona Bridge. Cement has been allotted for this work.

Biserno Bridge.

Major Street raised the question of reconstruction of this bridge. Chairman stated that it may be possible to supply cement later, but this work is to be considered as a low priority job as the present structure is safe and the steel is to military standard.

(j) Private Line, Cancelli - Benevento.

Chairman stated that this line is likely to become of military value. Work now remaining to be done is repair of one tunnel and provision and laying of 8 kms. of track.

Agreed. M.R.S. to issue 8 kms. of track from M.R.S. or I.S.R. sources.

(k) Lines and structures under agency of Allied Commission.

(i) Calabria - Lucerne, Lauria viaduct. Work is agreed to. No materials are required from M.R.S. sources.

(ii) Torre Annunziata bridge. Agreed to supply 11 tons cement.

/to sheet 3..

- 3 -

13. REVIEW OF CURRENT AND PROJECTED WORKS (Contd).

## (k) (Contd)

(iii) Chiusi - Orte section, Line 65. Some works are of military importance in this section and supplies of materials from M.R.G. sources are being arranged.

Supply of material for works of non-military importance will be arranged as the work progresses.

\* (iv) Posseca - Rieti. This line is required for wheat traffic and is of no military importance. Repairs may require 250 tons of cement.

\* (v) Ternoli - Campobasso. Major Street stated that this line would be open for traffic at one or April, 1945. It was now desired that repairs be carried out to Benevento.

\* No decisions were made in regard to items (iv) and (v) as it was considered that they should be referred to the Economic Section of Allied Commission for allocation of priorities. See Minute 12 (c).

(vi) Roundhouses, S. Lorenzo, Rome and miscellaneous buildings in Naples.

It was agreed that repairs be carried out when cement is available.

(vii) Warehouse in Tiburtina. Agreed that 5 tons of cement be supplied for repairs.

14. MAINTENANCE OF TRACK AND STRUCTURES.

(a) Maintenance of track repaired under A.C. Contracts.

Major Street asked who was responsible for passing fit for traffic lines repaired under A.C. Contracts.

The Chairman replied that A.C. will hand over completed work to the engineer who will be responsible for its maintenance. It will then be his duty to point out any work still to be done before he is satisfied that the line is fit for traffic. Once taken over it will be the duty of the maintenance authority to carry out any further work which may become necessary.

(b) Bridge maintenance.

The Chairman enquired as to progress of establishing mobile bridge repairing units.

\* No decisions were made in regard to items (iv) and (v) as it was considered that they should be referred to the Economic Section of Allied Commission for allocation of priorities. See Minute 12 (b).

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It was agreed that repairs be carried out when cement is available.

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(b) Bridge maintenance.

The Chairman enquired as to progress of establishing mobile bridge maintenance gangs.  
A report has been received from Ing. De Gigno and this matter is under consideration and will be discussed with him later.

Agreed. That all help possible will be given by M.R.S. to enable I.S.R. to equip mobile bridge maintenance gangs with sufficient tools and equipment to enable them to carry out the work which they will be called upon to do.

/to sheet 4...

15. TRANSPORT FOR I.S.R.

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Major Street asked if the I.S.R. could purchase vehicles to assist in the work of maintenance, etc. It was stated that vehicles are arriving in the country from I.S.A., and after assembly are assigned to units for direct transport. No information is available to show that an allotment has been made to I.S.R.

The Chairman stated that the matter should be represented to the Allied Railway Board and every effort made to release vehicles to the I.S.R. This is particularly important in view of the fact that in the near future, the I.S.R. will be called upon to carry out more work than before and with less help from the military.

16. FUTURE EMPLOYMENT OF CONTRACTORS

Arising from Minute 13 (a), the Chairman felt that it is not desirable to disband the contractors working on Line 86, with the consequent dispersal of workmen and plant, and suggested that it may be possible to employ them on other works, e.g. permanent repairs to bridges on the Ancona - Rimini - Bologna line. A scheme is now being prepared for the replacement of steel bridges on this line by concrete and brickwork.

17. FUTURE COMMITMENTS - NORTHERN ITALY

The Chairman spoke of the large commitments to be undertaken in Northern Italy, and the enormity of the task lying ahead in providing for the needs of the armies and the civilian population there. He stated that there were not sufficient troops or W.D. materials to cover the whole of the area and in consequence of this, there was a great need for the I.S.R. to function very quickly. Ing. Lo Gigno should now be considering plans to enable the Compartimenti of Northern Italy to give all help in restoring lines of communication and should have staff of Rome H.Q. ready to go and advise his people there.

The Chairman stressed the importance of everyone, military, Allied Commission, and I.S.R. making a united effort and that the I.S.R. must be prepared to work independently to a much greater extent than they have since the Allied invasion of Italy.

18. NEXT MEETING

The next meeting of the Construction Sub-Committee will be held at a time and place to be announced later.

*M. Wright*  
(M. Wright) S/Capt.

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*In Wright*  
(H. Wright) S/Capt.  
for Colonel,  
Chairman, Construction Sub-Committee.

To: D.Q.M.G. (Mov & Trn) AFHQ  
 Brig. Q. (H). AFHQ  
 D.M.R.S.  
 D.D.Th. AFHQ  
 D.A.R.S. Representative, AFHQ  
 Transportation Sub-Commission, A.C. (4)  
 Major Howes, Mov. Liaison Officer, Tr. Inc.  
 Ing. Lo Cigno, I.S.F.

Military Railway Service **1197**  
 C.M.F.  
 Tele. Firebox 41  
 Outside Line 843236  
 Ref. Tr. 4/188  
 13th March 1945

ALLIED RAILWAY BOARD

Construction Sub-Committee

I enclose herewith for your information copy/copies of the minutes of the second meeting of the above mentioned sub-committee held on Thursday 1st March 1945.

*C. Williams*  
 (C. Williams)  
 Major R.E.  
 for Brigadier,  
 Director, Military Railway Service.



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6. ALLIED RAILWAY BOARD MEETING 15TH FEBRUARY, 1945.

The decisions and observations of the Allied Railway Board (Minute 11(a) 1193 refers) on the questions raised at the first meeting of the Construction Sub Committee were noted.

7. REVIEW OF CURRENT AND PROPOSED WORKS.(a) Line 86 Ontario - Ancona.

The Chairman stated that since the last meeting arrangements had been made to increase the scale of military aid to this project. Headquarters 1212 Rly. Construction and Maintenance Group with two Railway Construction Companies and an M.E. Platoon would move on to the line during the first fortnight in March. Detachments of two Railway Telegraph Companies were already at work on the repairs to signals.

Contract work was proceeding satisfactorily and materials were in the main coming forward well. There had been some shortage of cement but action was now in hand to rectify this.

Consequent on the arrival on line 86 of R.G.E. 1212 consideration had had to be given to the division of responsibility for various sections of the work between M.R.S. and A.C. A directive had been issued to settle this question. (Copy attached to these minutes at appendix "A").

Clearance work at Pescara Leon Depot has commenced and steps were being taken to complete the repairs by the time that the line was opened.

(b) Line 89 Rome - Terni - Naples.

Work still proceeds on permanent repairs to viaducts and tunnels on this line. It is estimated that the section Rome - Campolongo will be opened for traffic by the end of April.

It was agreed on request of the I.S.R. that existing contracts for repair of viaducts between Rome and Campolongo for single line traffic on completion be extended to cover repairs for second track.

(c) Line 90 Rome - Cassino - Naples.

The Chairman stated that with the opening of the section Rome - Campolongo of line 89 at the end of April, traffic on Line 90 would probably decrease. Attention should be taken of this fact to put in hand such permanent repairs to bridges as would increase the safety of the line or would release W.D. steel bridging. In this connection the Chairman requested the I.S.R. to give special attention to those places where demolished bridges had been replaced by earth fills.

The Le Cirio station that a scheme of reconstruction for the whole line was in course of preparation and would be submitted for approval in two or three weeks.

(d) Line 90 Rome - Grosseto - Leghorn.

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The Chairman stated that a scheme of reconstruction for the whole line was in course of preparation and would be submitted for approval in two or three weeks.

(d) Line 50 Rome - Grosseto - Livorno.

The Chairman stated that the doubling of the line from Tarquinia to Orbetello had been ordered on the I.S.R. An earlier proposal to double the line from Rome to Civitavecchia was being held in abeyance due to construction difficulties and had been referred back to Railway Operating for reconsideration.

Major Street introduced a scheme for railway development of the docks and station of Civitavecchia. The scheme had been proposed by the Director General of Maritime Marine. It was agreed that the proposal be passed to Railway Operating for comments.

At Livorno contracts have been let and materials for the work of connecting up the North Yard and Machine Shops.

The section Viterbo - Grosseto is now complete except for supply of open for the bridge over the River Tevere. This had been delayed owing to high priority claims for bridging on other lines, but it would now be possible to call it forward during the course of the next few days.

....to Sheet 2.

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Declassified E.O. 12356 Section 3.3/NND No. 185021

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7. REVIEW OF CURRENT AND PROPOSED WORKS (Contd).

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(e) Line 65 Rome - Arezzo.

Rome - Orte track doubling work continues. The section Civita Castellana to Orte is complete and open to traffic. For the remainder it is proposed to give a limited amount of military assistance particularly in respect of track repairs. This assistance is expected to start about the middle of March.

The Chairman stated that no further authority for repairs to the Inello River bridge had been withheld as its repair would not materially improve the line. Owing to the simplicity of the work however, comparatively little material or effort would be required for its repair. Authority was therefore given for I.S.R. to put the work in hand on a low priority.

The Chairman requested the I.S.R. to consider the question of permanent repairs to the section Orte - Arezzo. The two bridges over the Tiber were too large to be repaired until after the war, but much of the work required on the remainder of the line was within the scope of present day resources. In particular he wished the I.S.R. to put in hand as a matter of urgency repairs to Ritrone Viaduct, Paglia Viaduct and Allione Tunnel.

(f) Line 65 Arezzo - Florence.

No further action has yet been taken in respect of this work since the date of the last meeting.

(g) Line 220. Chiusi - Siena - Bepoli.

This project was referred to the Construction Sub-Committee by A.C. for a decision as to whether the work should be sanctioned. Major Street stated that the estimated cost of the work was 157,000,000 lire, that 6,000 tons of cement would be required and that the estimated duration of the work was 6 months.

The Chairman questioned the power of the Construction Sub-Committee to take a decision in this case.

AGREED

That the project be referred to the Allied Railway Board for a decision as to whether it should be sanctioned.

(h) Line 219. Pisa - Bepoli - Florence.

The Chairman stated that owing to length of time that would be required to repair the Serravalle Tunnel the intensity of military effort being expended on Line 219 was being considerably increased. The decisions taken at the previous meeting of this Sub-Committee would be over-ruled. All resources military and civil on the line would be directed by the A.R.S. Engineer in charge of the work in the manner best calculated to open the line as soon as possible. This would involve co-

(F) Line 65 Apresso - Florence.

No further action has yet been taken in respect of this work since the date of the last meeting.

(F) Line 220. Chiusi - Siena - Arezzo.

This project was referred to the Construction Sub-Committee by A.C. for a decision as to whether the work should be sanctioned. Major Street stated that the estimated cost of the work was 157,000,000 lire, that 5,000 tons of cement would be required and that the estimated duration of the work was 6 months.

The Chairman questioned the power of the Construction Sub-Committee to take a decision in this case.

AGREED That the project be referred to the Allied Railway Board for a decision as to whether it should be sanctioned.

(H) Line 249. Pisa - Arezzo - Florence.

The Chairman stated that owing to length of time that would be required to repair the Sovrano Tunnel the intensity of Military effort being expended on Line 249 was being considerably increased. The decision taken at the previous meeting of this Sub-Committee would be over-ruled. All resources military and civil on the line would be directed by the A.R.S. Engineer in charge of the work in the manner best calculated to open the line in the minimum time. In the majority of cases this would involve co-opting contractors resources to do work in a temporary fashion for which they had not contracted. Arrangements would however be made for contractors to be reimbursed for their out-of-pocket expenses resulting from this arrangement.

Furthermore contractors would be permitted and encouraged to continue and complete the original schedules of permanent repairs as soon as the line was open.

(I) Line 229. Arezzo - Pistoia.

Major Street reported that this line was opened to traffic on 28th February, 1945.

(J) Line 281. Arezzo - Benevento.

No report has been received regarding the status of work on this line.

...../to Sheet 3.

7. REVIEW OF CURRENT AND PROPOSED WORKS (Contd).

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(k) Rome - Salsomaggiore Workshops.

Major Street stated that the I.S.R. had been requested to put in hand the repairs to these workshops.

(l) Line 86 (South)Ofanto Bridge.

Major Street submitted proposals for the permanent repair of this structure. It is estimated that 710 tons of cement will be required for the work.

AGREED.

That the work be sanctioned but that supply of cement to the work from time to time will only be made after the requirements of higher priority works have been met.

(m) I.S.R. Offices - Naples.

Major Street submitted proposal of the I.S.R. for rebuilding the Naples Offices. The original offices had been completely destroyed during the war. The rebuilding was estimated to cost 43,900,000 lire and to consume 450 tons of cement.

The proposal was agreed in principle subject to the availability of cement.

(n) Secondary Lines - Benevento - Vairano Area.

Major Street stated that a request had been received from D.G., I.S.R. to find out what would be the reaction to a proposal to rehabilitate the following lines:-

Campobasso - Benevento  
 Bivio Bosco Redole - Carpinone.  
 Carpinone - Isernia  
 Isernia - Vairano Calabritto.

The Chairman stated that these lines did not have any military interest and the work could only be sanctioned if it were sponsored by A.C.

(o) Reconstruction of Bridge over Road between Naples Central and Naples Scalo.

This scheme was agreed with the proviso that supply of cement to the work would be dependent on availabilities.

(p) Repairs to Electrical Offices - Ancona.

The scheme was agreed with the proviso that supply of cement to the work would be dependent on availabilities.

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The scheme was agreed with the proviso that supply of cement to the work would be dependent on availabilities.

8. MAINTENANCE OF TRACK AND STRUCTURES.

(a) Responsibility.

The Chairman stated that in view of the decision to return to Italian operation all lines South of Rome it became desirable that the I.S.R. should also become responsible at the same time for the maintenance of track and structures on lines 89 and 90. At the same time the I.S.R. would also take over responsibility for maintenance of track and structures on Line 50 from Rome up to the boundary of the Rome Compartimento at Grosseto.

There were however in these areas a number of points where the I.S.R. would require military assistance and supervision in order to adequately fulfill their maintenance obligations. In order to facilitate this two M.A.S. Liaison officers would be stationed one at Naples and the other at Rome to assist the Capi Compartimento to obtain such military help as may

...../to Sheet 4.

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8. MAINTENANCE OF TRACK AND STRUCTURES (Contd.)(a) Responsibility (contd.)

be necessary for the maintenance of the track.

The Chairman emphasised that the provision of these liaison officers in no way relieved the I.S.R. of their responsibility for the maintenance of the lines in question.

(b) Bridge Maintenance.

The Chairman requested the I.S.R. to establish forthwith mobile bridge maintenance gangs - one to each Compartimento - composed of about 50 tradesmen specially chosen for the work.

Ing. Lo Cigno stated that such gangs existed before the war, but had since dispersed. He would arrange to reassemble them and furthermore he would arrange that each track maintenance gang whose length included a large bridge or bridges would include a qualified bridge examiner.

(c) Breakdown Trains.

The Chairman stated that efforts were being made to establish breakdown trains at all key points. The location of these trains originally proposed were:- Orte, Rome, Naples, Poggio, Bari, Salerno. D.G., I.S.R. had proposed that in addition trains be located at Poligno and Falconara. The Construction Sub-Committee had been requested to decide on the locations of these trains, but before doing so he wished to ascertain the state of readiness of the trains and their present locations.

Ing. Lo Cigno stated that the Rome and Orte trains were complete and both were stationed in Rome. The trains at Naples and Salerno were still in process of being equipped, and he was awaiting further information in respect of the readiness of the trains.

9. PAYMENTS TO CONTRACTORS.

Major Street stated that delays were being caused to works through neglect of I.S.R. to meet the contractors bills promptly.

AGREED.

The matter be referred to the Finance Sub-Committee with a request that machinery for payment of contractors bills by the I.S.R. be examined and steps taken to eliminate delays between the presentation and payment of bills.

10. TRUCKS FOR I.S.R. VEHICLES.

Major Street stated that out of a recent allocation of 40 automobile trucks to the I.S.R. none had been sub-allocated to the Engineering Department.

AGREED.

That this be brought to the notice of the Allied Railway Board with a request that the I.S.R. be instructed to sub-allocate trucks to the Engineering Department.

(c) Breakdown Trains.

The Chairman stated that efforts were being made to establish breakdown trains at all key points. The location of these trains originally proposed were: Orte, Rome, Naples, Foggia, Bari, Salerno. D.C., I.S.R. had proposed that in addition trains be located at Folligno and Falconara. The Construction Sub-Committee had been requested to decide on the locations of these trains, but before doing so he wished to ascertain the state of readiness of the trains and their present locations.

Ing. Lo Cicco stated that the Rome and Orte trains were complete and both were stationed in Rome. The trains at Naples and Salerno were still in process of being equipped, and he was awaiting further information in respect of the remainder of the trains.

9. PAYMENTS TO CONTRACTORS.

Major Street stated that delays were being caused to works through neglect of I.S.R. to meet the contractors bills promptly.

AGREED.

The matter be referred to the Finance Sub-Committee with a request that machinery for payment of contractors bills by the I.S.R. be examined and steps taken to eliminate delays between the presentation and payment of bills.

10. TYRES FOR I.S.R. VEHICLES.

Major Street stated that out of a recent allocation of 40 automobile tyres to the I.S.R. none had been sub-allocated to the Engineering Department.

AGREED.

That this be brought to the notice of the Allied Railway Board with a request that the I.S.R. be instructed to re-allocate a fair proportion of these tyres to the Engineering Department, and that in future cases when tyres are allocated to the I.S.R. the Engineering Department is placed on a high priority when sub-allocations are being decided.

11. NEXT MEETING.

The next meeting of the Construction Sub-Committee will be held at a time and place to be announced later.

(C. Williams)

Major E.E.

for Colonel,

Chairman, Construction Sub-Committee.

Appendix "A"

Subject: Reconstruction Line 86,  
Ortona - Ancona.

Military Railway Service  
C.M.F.  
Tel. Firebox 41.  
Outside Line 843236.  
Tn.A.4/145.  
21 Feb'45.

1191

To : R.C.E. 1212.

Copy to: D.D.Tn (Rlys)  
A.C. (Tn-Sub Commission)  
Major Mole, (o/o I.R.C.E.4)  
A.D.Tn.4.  
I.R.C.3.4.  
O.C. 2 Fly Tele. Coy. R.Sigs.  
O.C. 40 R&H Rly Tele. Coy. S.A.C.S.  
Tn.2.

1. With reference to minutes of meeting held at Tn. H.4. on 23 January and conversations (Col. Ratter - Lt.Col. Cantrell - Major Mole) held at Ortona on 30 January.

2. Arrangements will be made forthwith for the progressive transference of units of 1212 Railway Construction & Maintenance Group, R.E., to line 86 for employment on reconstruction works between Ortona and Ancona.

3. On arrival of his headquarters in the area, R.C.E. 1212 will be responsible as representative of D.M.R.S., at site, for the co-ordination and completion of all works on the line.

Major Mole will continue to be responsible for the control and execution of all civil contract works.

Allocation of all military units, Contractors, I.S.R. and civil labour, transport, equipment and plant, to the various works on the line, will be decided by R.C.E. 1212 by agreement with Major Mole.

4. It is anticipated that the following units will arrive in the area during the first two weeks in March:-

H.4. 1212 Railway Construction & Maintenance Group, R.E.  
159 Railway Construction Company, R.E.  
160 Railway Construction Company, R.E.  
7 Italian Railway Engineer Company.  
Detachment 167 Mech. Equip. (Tn) Company, R.E.  
Up to 4 Italian Pioneer Companies.

Detachment of 160 Railway Construction Company, R.E., No.2 Railway Telegraph Company, R.Sigs., No.40 (R&H) Railway Telegraph Company, S.A.C.S., and 20 Italian Railway Engineer Company have already arrived at site.

5. It is agreed that the following works will be carried out by military units as soon as they arrive at site:-

(a) Erection of Pescara bridge.

(b) Erection of all steel on foundations prepared by Contractors.

1. With reference to minutes and conversations (Col. Ratter - Lt. Col. Cantrell - Major Mole) held at Ortona on 30 January.

2. Arrangements will be made forthwith for the progressive transference of units of 1212 Railway Construction & Maintenance Group, R.E., to line 86 for employment on reconstruction works between Ortona and Aversa.

3. On arrival of his headquarters in the area, R.C.E. 1212 will be responsible as representative of D.M.R.S., at site, for the co-ordination and completion of all works on the line.  
Major Mole will continue to be responsible for the control and execution of all civil contract works.  
Allocation of all military units, Contractors, I.S.R. and civil labour, transport, equipment and plant, to the various works on the line, will be decided by R.C.E. 1212 by agreement with Major Mole.

4. It is anticipated that the following units will arrive in the area during the first two weeks in March:-

H.C. 1212 Railway Construction & Maintenance Group, R.E.  
159 Railway Construction Company, R.E.  
160 Railway Construction Company, R.E.  
7 Italian Railway Engineer Company.  
Detachment 187 Mech. Equip. (qn) Company, R.E.  
Up to 4 Italian Pioneer Companies.

Detachment of 160 Railway Construction Company, R.E., No. 2 Railway Telegraph Company, R.Sigs., No. 40 (qn) Railway Telegraph Company, S.A.C.S., and 20 Italian Railway Engineer Company have already arrived at site.

5. It is agreed that the following works will be carried out by military units as soon as they arrive at site:-

- (a) Erection of Pescara bridge.
- (b) Erection of all steel on foundations prepared by Contractors.
- (c) Repairs to track and supervision of repairs to track carried out by I.S.R. personnel.

6. R.C.E. 1212 will report to Tn. H.Q. as soon as possible the earliest dates at which movement of the units concerned can be arranged.  
He will further report to this office, the estimated date of completion of all works on the line as soon as all plans concerning the employment of military units have been drawn up.

(J. Ratter) Colonel,  
for Brigadier,  
Director, Military Railway Service.

2213

Military Railway Service  
CLARK

Tele. Firebox 41  
Outside Line 843236  
Ref. Tn.A.4/188  
11 February 1945.

*MM*

To: D.Q.M.G. (Mov. & Tn) AFHQ  
Brig. Q.(M) . AFHQ  
D.M.R.S.  
D.D.Tn., AFHQ  
D.M.R.S. Representative, AFHQ  
Transportation Sub-Commission, A.C. (4)  
Ing. Lo Cigno I.S.R. (2)

ALLIED RAILWAY BOARD

Construction Sub-Committee.  
=====

I enclose herewith for your information copies of the Minutes of the First Meeting of the above mentioned sub-committee held on 9th February 1945.

(J.Ratter)  
Colonel

for Brigadier,  
Director, Military Railway Service.

1189

# A.L.L.I.E.D R.A.I.L.W.A.Y B.O.A.R.D

## CONSTRUCTION SUB - COMMITTEE

Minutes of first meeting held in the Office of

D.D.Th. (Constr) on Friday 9 th February 1945.

PRESENT: Col.J.Ratter D.D.Th (Constr) - In the chair.  
 Maj.A.H.Street, R.E. Allied Commission  
 (Tn Sub Commission)  
 Maj.C.Williams, R.E. D.A.D.Th (Constr)  
 Transportation Increment.  
 Capt.M.Wright, R.E. Staff Captain (Constr)  
 Transportation Increment.  
 Ing. E. LO Cigno Chief of Works Section,  
 I.S.R.  
 Ing. M.Martinez Assistant Engineer,  
 Transportation Increment.

1. RESPONSIBILITY FOR SUPERVISION OF CONTRACTS LET BY THE I.S.R. FOR WORKS OF MILITARY IMPORTANCE AT THE INSTIGATION OF M.R.S.

1138

The Chairman stated that there was some conflict of opinion in regard to the responsibilities of A.C. for Railway Reconstruction. It had been agreed between M.R.S. and A.C. at the meeting of the Railway Rehabilitation (Italy) Committee on 23 November 1944 (para. 5 of the Minutes) that all works required to be carried out for military purposes by civil forces would be initiated and supervised by A.C. on request from M.R.S. This is in conflict with A.F.H.Q. Administrative Memorandum No 76 dated 7 November, 1943 Paragraph 5.b., which defines the zones of A.C. responsibility as not exceeding those "sections of railway which are from time to time returned (by the Allied Military Forces) to civilian administration under the supervision of the Transportation Section; Allied Military Government, or the Internal Transportation Sub-Commission." A.F.H.Q. Administrative Memorandum No 76 thus excludes any obligation to A.C. to carry out works directly or indirectly on lines of military importance.

AGREED.

That the Allied Railway Board be requested to take steps to have A.F.H.Q. Administrative Memorandum No 76 amended so as to define all Railway Rehabilitation by civil resources as the responsibility of A.C. which have been

That M.R.S. will supervise all contracts let by the I.S.R. on the direct instructions of M.R.S. until the completion of the contract, or until the section of railway on which the work for which such contract is let is returned (by the Allied Military Forces) to civilian administration under the supervision of the Transportation Section, Allied Commission.

2. REVIEW OF CURRENT AND PROJECTED CONTRACT WORKS.

(a) Line 86 Ortona - Ancona.

This work is now in hand under Military Priority. All contractors are on site and work is proceeding well. With few exceptions materials are coming forward as required. All military M.T. assistance requested is now on site and fully employed. A Railway Construction Company is expected to arrive early in March.

Arrangements have been made for the signals rehabilitation to be carried out by Military Units with such assistance as may be available from civil sources using military stores and equipment.

(b) Line 65 Rome - Orte Doubling.

The chairman stated that the importance of this work (now proceeding) had risen considerably. It was estimated that various sections would be opened for double line working at various dates between 18 February and 10 April. Every effort should be made to improve these dates and A.C. and I.S.R. were requested to examine all "tie points" and "bottlenecks" in view to accelerating the progress of work at these points.

have A.F.H.Q. Administrative Memorandum define all Railway Rehabilitation by civil resources as the responsibility of A.C. which have been

That M.R.S. will supervise all contracts let by the I.S.R. on the direct instructions of M.R.S. until the completion of the contract, or until the section of railway on which the work for which such contract is let is returned (by the Allied Military Forces) to civilian administration under the supervision of the Transportation Section, Allied Commission.

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The work as at present ordered involves the doubling and permanent repair of the whole line with the exception of a section 2 1/2 Kms. long between Stmigliano and Civita Castellana over and between the bridges Imella and Tiber. The chairman stated that the permanent repair of the Imella bridge should be a fairly simple job and that although it would not affect the capacity of the line he requested the I.S.R. to prepare plans for the work.

(c) Line 65 Orte - Arezzo.

The chairman stated that with the exception of the two bridges over the River Tiber there were no structures on this section of railway requiring permanent repair which presented any serious engineering difficulties. There were amongst these a number of minor jobs to which permanent repairs were highly desirable. The I.S.R. were therefore requested to prepare and submit a scheme of permanent repair for the whole section.

...../Sheet 2.

## 2. REVIEW OF CURRENT AND PROJECTED CONTRACT WORKS. (Continued).

### (d) Line 65 Arezzo - Florence.

1187

Allied Commission announced that financial authority had been received for the repair of this section of line as a civil project. The estimated duration of the work was 12 months.

The chairman stated that the execution of this work would involve the use of large quantities of plant, stores and other resources which could be more effectively employed on works of shorter duration at the present time.

AGREED. That the work of rehabilitation of the line Arezzo - Florence be divided into two phases:

1. Clearing debris, salvaging squared masonry, bricks etc. and any other useful preparatory work which can be done without the expenditure of fresh materials.
2. The rebuilding of the line from the end of Phase 1 to Completion. That Phase 1 be put in hand forthwith.  
That Phase 2 be deferred until such time as there is a sufficient abundance of requisite materials to permit the execution of the work.

### (e) Line 220 Chiusi - Sinalunga - Empoli.

Financial sanction for this work is being sought by Allied Commission as the line has a certain civil importance.

### (f) Line 219 Pisa - Empoli - Florence.

The chairman explained that this work was being put in hand partly as an insurance against failure to complete the Serravalle Tunnel on line 218 in reasonable time, and partly to increase the rail capacity between Pisa and Florence. The work had been allocated a military priority and would be carried out by the American Section of M.R.S. assisted where possible by contractors working under the direction of A.C. The signal installations will be repaired by military signals units assisted by civil forces using military stores.

AGREED. That all bridges of span greater than 8.5 metres and all track be repaired by military forces using military materials and assisted where possible by contractors resources.

That all bridges of span less than 8.5 metres be repaired by contractors using materials as far as possible.

That a review of progress of all works carried out by contractors be made three weeks before the estimated date of opening of the line and any works not showing sufficient progress to be

2. The rebuilding of the line from the end of Phase 1 to Completion.

That Phase 1 be put in hand forthwith.

That Phase 2 be deferred until such time as there is a sufficient abundance of requisite materials to permit the execution of the work.

(e) Line 220 Chiusi - Sinalunga - Empoli.

Financial sanction for this work is being sought by Allied Commission as the line has a certain civil importance.

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That all bridges of span less than 8.5 metres be repaired by contractors using materials as far as possible.

That a review of progress of all works carried out by contractors be made three weeks before the estimated date of opening of the line and any works not showing sufficient progress to be taken over and made fit for traffic by military forces.

That the bridge over the River Arno be repaired by the use of military bridging in such a way as to permit the permanent repair of the structure by contractor. The contractor will start work as soon as possible and when he has completed one half of the structure the running line will be diverted to that half and the military bridging will be removed.

(g) Line 50 Vada - Rossignano

Repair of this line to give access to Solway Works is in hand and is expected to complete during the first week in March.

...../Sheet 3.

2. The rebuilding of the line from the end of Phase 1 to Completion.

That Phase 1 be put in hand forthwith.

That Phase 2 be deferred until such time as there is a sufficient abundance of requisite materials to permit the execution of the work.

(e) Line 220 Chiusi - Sinalunga - Empoli.

Financial sanction for this work is being sought by Allied Commission as the line has a certain civil importance.

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The chairman explained that this work was being put in hand partly as an insurance against failure to complete the Serravalle Tunnel on line 218 in reasonable time, and partly to increase the rail capacity between Pisa and Florence. The work had been allocated a military priority and would be carried out by the American Section of M.R.S. assisted where possible by contractors working under the direction of A.C. The signal installations will be repaired by military signals units assisted by civil forces using military stores.

AGREED. That all bridges of span greater than 8.5 metres and all track be repaired by military forces using military materials and assisted where possible by contractors resources.

That all bridges of span less than 8.5 metres be repaired by contractors using materials as far as possible.

That a review of progress of all works carried out by contractors be made three weeks before the estimated date of opening of the line and any works not showing sufficient progress to be taken over and made fit for traffic by military forces.

That the bridge over the River Arno be repaired by the use of military bridging in such a way as to permit the permanent repair of the structure by contractor. The contractor will start work as soon as possible and when he has completed one half of the structure the running line will be diverted to that half and the military bridging will be removed.

(g) Line 50 Vada - Rossignano

Repair of this line to give access to Solway Works is in hand and is expected to complete during the first week in March.

...../Sheet 3.

2. REVIEW OF CURRENT AND PROJECTED CONTRACT WORKS. (Continued).

(h) Line 89 Rome - Formia - Naples.

1186

Work is proceeding on repairs to 7 viaducts between Rome and Campoleone, in order to open this section of line to traffic. Work is also proceeding on repairs to the lining of 4 tunnels between Campoleone and Naples.

(i) Line 90 Rome - Cassino - Naples.

No contract work is at present in hand on this line but the chairman foresaw that it would be necessary for some such works to be done in order to increase the resistance of the line to floods.

(j) Line 229 Piombino - Campiglia.

Repairs to this line are expected to be completed by the end of this month.

(k) Line 281 Avellino - Benevento.

Allied Commission have just received financial sanction for this project, but work has not yet commenced.

3. TYRES AND PETROL.

The attention of the Sub-Committee was drawn to the difficulty that all contractors are now experiencing in replacing unserviceable tyres and tubes for their M.T. Channels of supply through A.C. exist but availabilities are seriously restricted. In practise the only source of supply is on the Black Market where prices are very high and quality very low.

AGREED. That the attention of the Allied Railway Board be drawn to this state of affairs with a request that action be taken to cause productive channels of supply to be established.

The attention of the Sub-Committee was drawn to difficulties experienced in obtaining supplies of P.O.L. for use by I.S.R. and by contractors working on jobs of civil importance.

AGREED. That the Allied Railway Board be advised that the present method of supply of P.O.L. for railway works of civil importance is slow, uncertain and cumbersome and that for efficient working a block issue should be made to I.S.R. for their own consumption and for sub-issue to small contracts.

4. FINANCIAL RESPONSIBILITY OF MRS/AC FOR CONTRACTS PLACED BY I.S.R. AT THE INSTIGATION OF MRS/A.C.

The chairman referred to paragraph 3 of the Minutes of First Meeting of the Finance Sub-Committee held on 27 January 1945. He pointed out that so far no control has been exercised over the financial sections of any contract let by

1. Construction Sub-Committee

(a) To co ordinate all reconstruction and maintenance work other than that required to cover essential military operational needs. The above will be dealt with under the following sub-heads :-

- (i) Works required to improve existing facilities and to cover military needs after line has opened to traffic.
- (ii) Work required for permanent rehabilitation but not necessarily of military importance, both on lines opened and lines under repair.
- (iii) Maintenance of lines open to traffic and allocation of responsibility as between M.R.S. and A.C.

To: Major Street, A.C.  
Major Richardson, A.C.  
Major Williams, Tn.4.  
Ing. Le Cigno, I.S.R.  
Ing. Martinez, Tn.4.  
-----

Military Railway Service.  
C.M.F.

Tele. Firebox 41  
Outside Line 843236  
Ref. Tn.4/188  
6th Feb. '45.

ALLIED RAILWAY BOARD  
CONSTRUCTION SUB - COMMITTEE

1. Reference para. 6.b. of minutes of first meeting of Allied Railway Board, held 18th January 1945.
2. A meeting of the Construction Sub - Committee will take place at 10.30 hrs on Friday 9th February in the office of D.D.Tn.(Constr), Room 19 (2nd Floor) Ministry of Communications Building.
3. You are requested to attend.
4. It is not proposed to issue an agenda for the first meeting.

*J. Ratter*  
(J. Ratter)  
Colonel  
Chairman,

Construction Sub - Committee.

1184

2 2 2 3

To: Major Street, A.C.  
Major Richardson, A.C.  
Major Stull, M.R.S.  
Major Williams, Tn.4.  
Ing. Le Cigne, I.S.R.  
Ing. Martinez, Tn.4.

-----

Military Railway Service.  
C.M.F.  
Tele. Firebox 30  
Outside Line 863429  
Ref. Tn.A.4/188  
27th February 1945.

ALLIED RAILWAY BOARD

CONSTRUCTION SUB-COMMITTEE

1183

You are requested to attend the next meeting of the Construction Sub-Committee which will be held in the office of D.D.Tn.(Construction) Room 19, (2nd Floor) Ministry of Communications Building at 10.30 hours, Thursday, 1st March 1945.

*M. Wright*

(M. Wright)  
S/Captain  
for Colonel,  
Chairman,  
Construction Sub-Committee.

AHS/em

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

Tel. 843239

7th April 1945

Our Ref. : AC/Tn/24/41/C.E.

TO : Planning Branch,  
Tn.S.C., A.C.

SUBJECT :

1. Due to the shortage of cement, it was decided at the last meeting of the Reconstruction Committee Allied Railway Board, that all requests for rehabilitation of railways should have a definite priority fixed before authorization by the Committee.
2. Will you therefore please fix priorities for the following works consulting, if necessary, the Priorities Board and the Economic Section.
3. Works already approved and started.
 

|                             |          |                 |
|-----------------------------|----------|-----------------|
| Termoli - Campobasso        | Line 279 | 98% Complete    |
| Rome - Avezzano             | Line 88  | 60% Complete    |
| Rome - Viterbo              | Line 257 | 75% Complete    |
| Arezzo - Florence           | Line 65  | 1% Complete     |
| Terni - Rieti               | Line 277 | 50% Complete    |
| Cancello - Torre Annunziata | Line 291 | 3% Complete     |
| Benevento - Avellino        | Line 281 | Contracts let   |
| Avellino - Rocchetta        | Line 294 | Contracts let   |
| Bastia - Ellerà             | Line 244 | 5% Complete     |
| Calabria Lucania            |          |                 |
| Lauria Viaduct              |          |                 |
| Cancello - Benevento        |          |                 |
| Terni - Todi - Pungia       |          |                 |
|                             |          | Private Railway |
|                             |          | Private Railway |
|                             |          | Private Railway |
4. The following reconstructions have been requested

1. Due to the shortage of cement, it was decided at the last meeting of the Reconstruction Committee Allied Railway Board, that all requests for rehabilitation of railways should have a definite priority fixed before authorization by the Committee.
2. Will you therefore please fix priorities for the following works consulting, if necessary, the Priorities Board and the Economic Section.
3. Works already approved and started.
 

|                             |          |                 |
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| Rome - Viterbo              | Line 257 | 75% Complete    |
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| Terni - Rieti               | Line 277 | 50% Complete    |
| Cancello - Torre Annunziata | Line 291 | 3% Complete     |
| Benevento - Avellino        | Line 281 | Contracts let   |
| Avellino - Rocchetta        | Line 294 | Contracts let   |
| Bastia - Ellera             | Line 244 | 5% Complete     |
| Calabria Lucania            |          | Private Railway |
| Lauria Viaduct              |          | Private Railway |
| Cancello - Benevento        |          | Private Railway |
| Terni - Todi - Perugia      |          |                 |
4. The following reconstructions have been requested but not yet started.
 

|                             |          |
|-----------------------------|----------|
| Chiusi - Empoli             | Line 220 |
| Pescara - Chieti            | Line 88  |
| Benevento - Campobasso      | Line 279 |
| Ciampino - Albano           | Line 246 |
| Isernia - Caianello         | Line 273 |
| Carpione - Isernia          | Line 280 |
| Bivio Basso Redole-Carpione | Line 278 |
| Antrodoto - Aquila          | Line 277 |

5. In future all requests for reconstruction of railways will be submitted to you for priority to be fixed before submission to Reconstruction Sub-Commission.

1182

*A.H. Street*

A.H. STREET, Major,  
Tn.S.C., A.C.

Copy to : Movements Division (Rails),  
Tn.S.C., A.C.

- Chief Rail Division,  
Tn.S.C., A.C.

ACF/ic

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

1101

Tel. 843238

Ref. AC/292/2/Tn 4

18 February 45

TO : Movements (Rail)  
Tn Sub-Commission, AC.HQ.

SUBJECT : Lignite from Castelnuovo Mine.

1. Your attention is directed to Minute N.2d of Construction Sub-Committee, which minute has now been ratified by the Allied Railway Board:

"(a) Line 65 AREZZO-FLORENCE.

Allied Commission announced that financial authority had been received for the repair of this section of line as a civil project. The estimated duration of the work was 12 months.

The Chairmen stated that the execution of this work would involve the use of large quantities of plant, stores and other resources which could be more effectively employed on works of shorter duration at the present time.

AGREED : That the work of rehabilitation of the line Arezzo-Florence be divided into two phases:

1. Clearing debris, salvaging squared masonry, bricks, etc. and any other useful preparatory work which can be done without the expenditure of fresh materials.
2. The rebuilding of the line from the end of Phase 1 to Completion.

That Phase 1 be put in hand forthwith.

That Phase 2 be deferred until such time as there is a sufficient quantity of materials available.

2 2 2 8

1. Your attention is directed to Minute N.2d of Construction Sub-Committee, which minute has now been ratified by the Allied Railway Board:

"(d) Line 65 AREZZO-FLORENCE.

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1. Clearing debris, salvaging squared masonry, bricks, etc. and any other useful preparatory work which can be done without the expenditure of fresh materials.
2. The rebuilding of the line from the end of Phase 1 to Completion.

That Phase 1 be put in hand forthwith.

That Phase 2 be deferred until such time as there is a sufficient abundance of requisite materials to permit the execution of the work. "

2. The delay which is likely to occur in construction of line 65 between Arezzo and Florence will affect any development of traffic from that area, and it is not now possible for this Section to give any definite date on which the work is likely to be finished.

*H. Lindberg, Lt. Col.*

O.H. LINDBERG

Lt. Col. R.E.,

Chief, Rail Division.