

Rail Working Calabria & Sicily

10000 / 148 / 1113
Mar 45

a & Sicily

Tel. ROME 843191/5 (Firebox)

EXT 9352

ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (DMRSI)

Subject:- 95-cm Gauge Locos for Repairs
in Pietrarsa Shops.

Tn.A.3(M)/9812 Jun 45

To:- Assistant Deputy
Director - Equipment (Bdg).

Copy to: Ing. Corbellini, ISR (Bdg)
Tn Sub-Commission, AC (Bdg)

✓ AQMG(Mov), Tn Sub-Com, AC. (Bdg)

505

My letter Tn.A.3(M)/98 of 14 Apr 45 to you refers.

The Calabro Lucane Rly, instead of sending Locos 008 and 012 to Pietrarsa, have forwarded boilers Nos. 407 and 411 for repairs.

Will you please, therefore, inform CO 753 Rly Shop Bn accordingly, and ask him to put the boilers in hand provided they are repairable at Pietrarsa.

W. J. Shaw
DDTn (Mech)
for Brigadier
Director Military Railway Service

TN 8/2

Tel. ROME 843191/5 (Firebox)

EXT 52

ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (DMRSI)

430/20

Subject : Light Railways - CALABRIA. Tn.A.3(M)/98.

To : Tn. Sub Commission AC (Bdg). 5 June 1945.

Copy to : A.Q.M.G. (Mov), AC. ✓

G.4 (Mov & Tn), A.F.H.Q. (Thru' D.D.Tn. A.F.H.Q.)

1. In joint report dated 13 April 1945 (Tn.A.3(M)/98), para. 2(a), it was agreed that we would accept and repair on a high priority at PIETRARSA, two C-6-C locomotives from the CALABRO LUCANE Railway.
2. Since then nothing further has been heard of these two locomotives. 504
3. Will you please say if any action is being taken in the matter, as, if not, I can inform C.O., 753 Shop Bn. accordingly.

For [Signature]
Colonel,
D.D.Tn (Mech),
for Brigadier,

Director Military Railway Service.

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: R 642

Date/Time of Origin: MAY

Message Centre No: E/2871

Date/Time Rec'd: MAY 300830

Precedence: ROUTINE

FROM: ALCOM REGGIO

TO: ALCOM CITE ACTPT TRAINING FOR TPTN S.C. ROME INFO ALCOM NAPLES FOR BOWERS

RESTRICTED

RESTRICTED.

Crossed RT PETRACO bridge on littorina 0900 Tues 29 May. First direct train
REGGIO to NAPLES and ROME TV 84 leaves REGGIO Thurs 31 May.

DIST

ACTION TN SC (2)
INFO CHIEF COMMISSIONER
ECON SEC
FILE (2)
FLOAT

ACTION

RESTRICTED

TRANSPORTATION SUB-COMMISSION A.C.

ALLIED CONTROL COMMISSION
PROVINCE OF REGGIO IN CALABRIA

130/18.

SUBJECT: Petrace Bridge

REF: R 10
26 MAY 45TO: (1) M.Q. A.C. (Tptn S.C.)
(2) Tptn S.C. A.C.
c/o En. Inc. C.A.F.

1. I confirm my signal R 634 of 26 May to the effect that Petrace bridge will be completed and open for traffic w.e.f. 1000 hrs 31 May
2. I.S.R. Reggio have advised their General Direction Rome.
3. It is proposed that the "Diretto" (TV 64) shall commence running direct from Reggio to the North as from 31 May but all important changes resulting from the opening of the bridge will be reported by me to you as soon as possible.
4. As requested by Maj. Watson I am ascertaining what amount of (a) passenger stock and (b) locomotives will be available for other use when the bridge is open.
5. There seems no desire here for any special ceremony of any sort to mark the opening up of the bridge (except I hear a rumour - only a rumour - that some inhabitants of Gioia Tauro have expressed their intention, or their wish at least, to blow the bridge up again!)

502

B.W. Boddy

E. V. BODDY CAPT.
TPTN OFFR. A.C.
REGGIO CAL. DIV. I.S.R.

Tel ROME 84319175 (P) (R) (C) (A)

SAT 9352

ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (DMRS)

Subject:- Batteries for Valdineto Light Railway.

Tn.A.3(M)/98

27 May 45

To:- Tn. Sub-Comm., A.C. (Maj. Baister) (Bdg).
AQMGMov), Tn. Sub-Comm., A.C. (Lt-Col Baker) (Bdg).
G.4 Mov & Tn, AFHQ - thru DDTn, AFHQ (2 copies).
Ing. Corbellini, Italian State Railways (Bdg).

Copies to:- DDTn (Constr) (Bdg).
DDTn (Stores) (Bdg).

501

1. Batteries of correct type for the electric locomotives of the above Light Railway have at length been found at the original makers, Henzenburgher & Co. of Monza near MILAN.
2. 50 are ready now and 250 more will be ready in 15 days.
3. Ing. Corbellini will please advise me immediately the 250 are available, whereupon it has been arranged that this office will advise RCE 1212, who will collect all 300 from Monza and deliver them at 329 TSD.
4. On arrival at 329 TSD, Tn. Sub-Comm A.C. will be advised in order that they can make their own arrangements for transporting to CROTONE.

[Signature]
DDTn (Mech)
for Brigadier
Director Military Railway Service

*Spoke Major Baister 29/6.
re movement from Milan
he has no news but
is following up with
colours*

Tel. ROME 843191/5 (Firebox)
EXT 52ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (DMRSO)

430/16

Subject : Batteries for VALDINETTO
Light Railway.Tn.A.3(M)/98.To : A.Q.M.G. (Mov),
A.C. Tn. Sub Commission.24 May 1945.CPD
245Copy to : A.C. Tn. Sub Commission (Bdg). (Major Baister)

Reference the question of batteries for the above Light Railway, it has been found impracticable to use ISR coach batteries for the purpose, neither has it been possible to discover any at TARANTO.

500

Therefore Capo Technico Galora has been sent to MONZA near MILAN to the establishment of Henzenburgher & Co. who are the makers of this special type of battery and it is hoped that arrangements may thus be made to obtain a supply.

I will inform you further on his return.

W. Spohrer
Colonel,
D.D.Tn. (Mech),
for Brigadier,
Director Military Railway Service.

Tel. ROME 843191/5 (first set)
EXT. 52ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (DMRSI)

430/14

Subject : Batteries for Valdineto Rly.Tn.A.3(M/98.To : Major Baister,
Tn. Sub Commission, A.C. (Bdg)7 May 1945.Lt.Col. Baker,
A.Q.M.G.,
Mov & Tn Sub Commission, A.C.

The attached report is forwarded to you for information. The possibility of new plates from Monza will be investigated by this office.

La M...
Major R.E.,
D.A.D.Tn.3(M),
for Brigadier,
Director Military Railway Service.

COPY

Memorandum covering accumulator batteries
for secondary railway of Val di Neto
- Crotone.

Investigations made in the various local-
ities by Chief Technician GALORA of Trac-
tion Liaison Office.

1. The features of battery RM 14/6 Hensembergher, used on electric locomotives of Valdineto railway, are unknown by the Navy Dock Yard at Taranto, as well as by the firm Hensembergher's representative in Rome. It must be evidently a type of special battery manufactured just for the above locomotives. According to the opinion of the Navy Boards and of the leaders of Valdineto railway, the plates fit to rehabilitate the worn out batteries may be available only at the Hensembergher plant at Monza.
2. The maintenance of batteries used on Valdineto railway was contracted only to the Monza plant.
3. In order to replace temporarily the battery RM 14/6 with the type of battery 3Y14, which is used on ISR Diesel Rail Cars, the only one fit for the purpose, we tried to get back a certain number of these batteries, that some two years ago were lent by ISR to the navy. By inquiries made at Taranto Dock Yard it resulted that the most of 3Y14 batteries have been lost, due to the sinking of the motor boats, where said batteries were used, together with Diesel motors taken from ISR Diesel Rail Cars ALN 7720M - (motor B X D, 17C HP). 498
4. 13 motor boats, namely 7 at Taranto and 6 at Palermo, are still operated; 24 accumulator boxes, consisting of 3 cells each (6volt per box) are used on each of the above motor boats. However, the 312 accumulator boxes being held by the Navy are worn out and they will be soon handed to be replaced by an equal number of new batteries, that are being supplied by the Allied Headquarters to the very dock yard.
5. Even if the 312 boxes 3Y14 should be delivered to us by the Navy at an early date, they should be repaired prior to be used for Valdineto railway.
6. The repair should be difficult, for neither TOSI yards nor the Firm of FAP avail of spare parts for batteries. The good order cells could be screened to rebuild boxes. The TOSI yards that have been investigated should be able to carry out said work.
7. In order to use 3Y14 batteries on electrical locomotives of Valdineto railway, it is necessary to put the boxes on two overlapped

00121

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43 motor boats, namely 7 at Taranto and 6 at Palermco, are still operated; 24 accumulator boxes, consisting of 3 cells each (6volt per box) are used on each of the above motor boats. However, the 312 accumulator boxes being held by the Navy are worn out and they will be soon landed to be replaced by an equal number of new batteries, that are being supplied by the Allied Headquarters to the very dock yard.

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5. The repair should be difficult, for neither TOSI yards nor the Firm of RAP avail of spare parts for batteries. The good order calls could be screened to rebuild boxes. The TOSI yards that have been investigated should be able to carry out said work.

6. In order to use 3Y14 batteries on electrical locomotives of Valdineto railway, it is necessary to put the boxes on two overlapped floors, because this type of battery is extended horizontally instead of vertically, as the original type RM 14/6. The settlement on two floors creates serious difficulties for the charging and maintenance of the very batteries. Indeed, to charge regularly the battery (operation that due to the service of said electric locomotives is to be made once every 24 hrs) it should be necessary to take out the most part of the batteries of the upper floor in order to draw the bungs and to put distilled water into the cells of the lower floor and to check the connections status. As a matter of fact, it is necessary a lot of work, and boxes and cables should suffer enough due to this continuous displacement.

P.T.O.

7. The standard batteries for ISK coaches, that should be prepared by 753 Shop Battalion for Valdineto railway at the firm of FAP at Naples Campi Vlegret are of no use because not fitted to bear a violent and continuous discharge of some tens of ampere.

8. All technical data covering the concerned facilities have been noted at Crotone, and also the various possibilities to settle the batteries fit for the purpose but not of the original type have been examined.

9. Inquiries have been made also at Naples FAP to search materials for PW 14/6 and 3Y14 batteries. The result has been negative.

10. Therefore, it should be opportune to contact the Firm of Heisenbergher at Monza about the availability or possibility to construct the original cells for electric locomotives.

This should be made prior to start the works and to take provisions measures which certainly would be not quite successful and would require a rather long time.

Ca ng 6/5.

697

CHIT, Vol. 2

TO : Deputy Secretary
The State-Department

129

1. Reference is to Letter 399.124/Tn3, of 2nd April 45 addressed to 94 Nov. and Transportation AFHQ.
2. I am a little surprised to find such a letter was written without consultation with this Division.
3. Whilst provision must be made against the eventual withdrawal of AG Officer in Regio, in my view it is imperative that our Officer should sit on any control panel which may be introduced.
4. The letter appears to contain a suggestion that IRS should return to Regio Division. It is felt that this is mainly a matter for discussion between this Division and representatives of IRS, but as the Direction of Military Railway Service handed the Division to AG in July 44, it is felt that very careful investigation should be made before any revisionary action is taken. It would hardly be compatible with the directives of Washington and London at this stage.

367

5. We have received no complaint from MRS of the working in Reggio Division. The Wagen exchange is reviewed daily at this Headquarters with MRS representatives. I am much more inclined to press for a suitable wagon control at this Headquarters rather than in the field, where the full picture is not available.
6. As Divisional Rail Officer in Sicily, I did my best to maintain a balance of wagons across the ferry, but unfortunately the movement Control officer at Reggio used to order, ed lib.wagons ex Sicily, without even referring the matter to me, with the result, that an acute wagon shortage was produced in the island.
7. Whilst the Bidding system continues, it is fully appreciated a responsible check is needed, but we are certainly most interested from an operating point of view.

W. Lindbergh. L. C.

0-7-74110-2

[illegible]

Chief, Rail Division.

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198

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

Transportation Sub-Commission (Rails)

Ref.: 843209

12 April 1945.

NAVY TARRANTO

FREEDOM SITE FROM FOR INFO

1987

21 APRIL 1943

PRIORITY

RESTRICTED PD

PARA ONE PD YOUR TARE ADJUTANT WOULD BEAT THREE FIVE FOUR CHARLES
ON 21X APRIL TO THE ^{INC} TARRANT PD

PARA TWO PD TARRANT PD FREEDOM SITE FROM FOR INFO FROM THE ALONG
SITE ADJUTANT

PARA TWO PD ITALIAN STATE WAYS AND TRADING HOUSE SALONIA WILL VISIT
TARRANT PD WEEK TO DISCUSS WITH NAVAL ARMED QUESTION BATTERIES
FOR VOLUNTARY LIGHT WAY PD SALONIA WILL FIRST VISIT YOUR HQ PD
PARA THREE PD REQUEST YOUR ADJUTANT OBTAINING RELEASE AND
SUBSEQUENT MOVEMENT TO CHRYSTAL ANY BATTERIES WHICH MAY BE FORMED
AVAILABLE PD

495

COPY TO RAIL DIV 194

MRR

TRANSPORTATION NO

334

NICHOLAS PICHISO
CMD. U.S.A.
Asst. Adjutant

ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (DMRS)

Subject : Batteries for Valdineto
Light Railway : CALABRIA.

Tn.A.3(M)/98.

To : A.Q.M.G. Mov.,
Tn. Sub Commission, A.C.

19 April 45. *WST*

430/10

Copy to : Tn. Sub Commission, A.C. (Bdg).
(Attention Major Baister)

A.D.D. Equipment (Bdg).

Ing. Corbellini, ISR. (Bdg).

G-4(Mov & Tn). A.F.H.Q. (Through D.D. Tn., A.F.H.Q.)

1. Joint report on Calabrian Light Railways, Tn.A.3(M)/98 of 13 April, Valdineto Light Railway, para.(a) refers. *494*

2. A telegram from A.Q.M.G. Mov., TARANTO, now states that no batteries are available at TOSI Shipyard and that they have no knowledge of previous supply to CROTONE. The Naval Arsenal may be able to supply but require more exact specifications.

3. The following action is therefore required and should be put into force immediately if these electric locomotives are to be got on to the road :-

(a) Ing. Corbellini to investigate the question of these batteries with the makers, Henzenburgher & Co., and let me know the result. This will be communicated to you as soon as received.

(b) A.C. Tn. Sub Commission to obtain a sample disused battery from the Valdineto Light Railway and have it forwarded to A.Q.M.G. Mov., TARANTO, for further investigation with Naval Arsenal.

(c) Meanwhile A.D.D. Equipment to instruct C.O., 753 Shop Bn. to earmark the next 50 ISR coach batteries to be repaired at CAMPI FLEGREI for this purpose. They will be collected by A.C. Tn. Sub Commission and forwarded to the Valdineto Light

Copy to : Tn. Sub Commission, A.C. (Bdg).
(Attention Major Baister)

A.D.D. Equipment (Bdg).

Ing. Corbellini, ISR. (Bdg).

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(d) Ing. Corbellini to send a Capo Tecnico to CROTONE to see that the best use is made of these 50 batteries and that they are installed in as suitable a manner as possible in the locomotives.

All in hand with Major Baister.
We do with A.Q.M.G. (Mov) Tn. A.3(M)
in para 3(4). 21/4
Director Military Railway Service

JWB/ele

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division - Rail)

20 April 1945

Tel : 478704

430/2/Tn 3

SUBJECT : Railway Working - Calabria & Sicily

TO : G-4 (Mov & Tn)
AFHQ

1. Reference your Mov 3/212 dated 31 March '45.

2. During his recent tour of Southern Territory, Lt. Col. J.W. Baker, together with I.S.M. representative, investigated the questions of wagon control at Psolo and alleged non-operation with (Movements) in the Messina Area.

3. Eng. G. Volanti, the Official regularly employed on wagon distribution on line 92, G. Zafemia - G. Nicola Varco inclusive, has been away ill for the past 4 months. Sig. G. Leonì is now deputizing and this employee, when questioned on wagon distribution, produced the loading programmes issued by Capo Compartimento; Movements Reggio and 10 Transportation Officer, Reggio. All loadings, military and civil, in which he was interested were clearly marked and he gave an assurance that wagons were distributed strictly in accordance with overall direction from Reggio. The yard was checked and satisfactory authorities for loadings in progress were produced. There was no indication of non-cooperation with the military and no just reason for the removal of this employee could be found. Neither Capt. Lester of Movements Reggio nor Capt. Boddy, Senior Transportation Officer (A.C.) Reggio, had any knowledge of cause for complaint, but both Officers will jointly watch this Section of the line, reporting any reasons for future dis-satisfaction.

493

4.

The complaint regarding Messina appears to have arisen largely because of the activities of a young female interpreter, employed by Q(Movements), and had already be raised with Col. Q(M), HQ Movements West Italy. This young woman apparently considered she was personally responsible for Railway working in Messina Area and also for the manner in which the Messina Ferry way operated. However, DAQMG(M), HQ Movements West Italy, visited Messina a few days prior to Lt. Col. Baker and called a meeting of all concerned. He made it clear to the young woman in question that she was not an E.S.O., was not empowered to take executive action and was nothing more than an interpreter for Q(M) personnel. Lt. Banting, Movements Liaison Officer, Catania, AC Transportation Officer and I.S.R. authorities are all of opinion there will be no further trouble. No justification could be found for removal of Ing. Caroniti, who is a competent and experienced railwayman and his services are valued by Capo Compartimento, Palermo.

For the Chief Commissioner

192

Signed by Col Thomas

M.B. THOMAS, Colonel
Deputy Director
Transportation Sub-Commission

Subject: LIGHT RAILWAYS : CALABRIA

To: DQMG (Mov & Tn), AFHQ

Military Railway Service

OMF

Telephone: Firebox 52

Outside Line 843867

Tn.A.3(M)/38

13 Apr 45

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 (AQMG 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 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 sided 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

ADIn.3(W)

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.

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491

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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 km 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 DERS 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 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.

(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 30 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 PETRAOCCI 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 DMRS 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 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

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.

VALLINETO LIGHT RLY (50 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 Henzenburgher & 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, ADEN 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 by 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 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 type anywhere in liberated Italy.

0026

can then be sent to the Southern area, where they can be repaired when timber found in that area, and then put into service. It is necessary that the Sub-Com (Rail Div) follow this up.

VALDERETO 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 Henzenburgher & Coy. 430. 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 4090 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.

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 CHOTONE. 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 the 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 the 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 the 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 the Sub-Commission, AC.

L. Amendolito

A.Q.M.G.(M). T. Sub-Comm.

*S. L. 1.5 airtel Wagon
To Sub-Comm Rail (Mch)*

PENDIXSUBJECT : 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.
4.	Fishplates for above rails.	944 No.
5.	Bearing plates for above rails.	209 No.
6.	Fish bolts for above rails.	944 No.
7.	Bearings for coach screws	1888 No.
8.	Coach screws	
9.	Fishplates, Calabro-lucane Railway type for the turnout and three crossings.	70 No.
10.	Bearing plates -do-	150 No.
11.	Fishbolts -do-	150 No.
12.	Bearings for Coach screws	190 No.
13.	Coach screws	800 No.

Alled Force Headquarters
C-4 Nov 4 Th
Tel: Freedom 320

Nov 3/212

30 Mar 45

Subject: Railway Working - Calabria.

To : IMES BUREAU
AC Tn Sub Commission.

Copy to: Nov 3/39

1. The importance of the movement of timber and other local produce on military account in Calabria is causing special attention to be given to railway working in that area. A report, copy attached, has been prepared by the RUC at Crotone on the two light railways which serve the port of Crotone and a visit has been made to the area by Colonel Q(N), West Italy.

2. The RUC's report is non technical, but it reveals the need for some assistance to be given to the lines in question if they are to continue in operation. This is essential to the movement of timber from the sawmills in the hills.

It is therefore necessary for a technical investigation to be made into the needs of the light railways concerned with a view to meeting their genuine requirements in the way of batteries for electric locos, repairs for steam locos, additional rolling stock, supply of coal etc.

3. A further point, arising out of the visit of Colonel Q(N), is that a request has been made for an additional spur from the Calabro Lucerno line to serve Crotone harbour. There are two quays in this port both of which are served by the Vellineto light railway, but only one by the Calabro Lucerno. The local C&A works has prepared a plan showing how the proposed spur could be laid, and this would enable stock piles of timber to be built up more rapidly and contribute directly to the speedy loading of timber ships.

It is understood the Calabro Lucerno Coy are unable to carry out this work without assistance.

4. With the increased timber traffic as the weather improves it is anticipated rolling stock on the Calabro Lucerno line will be insufficient to meet demands for movement of timber from the forests to the sawmills and from the mills to the port. A number of wagons of the same or similar gauge are understood to be available on other lines owned by the Calabro Lucerno and Circumvesuviana Railway which might be spared for use in the Crotone area. There are some specially fitted well wagons available in Southern Italy to move these narrow gauge wagons over the ISR system.

5. Another cause of friction appears to be the fact that the Vellineto

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5. Another cause of friction appears to be the fact that the Valineto Railway has received no payment for timber carried in the past although vouchers certified by the local GSN have been forwarded to the Ministry of Communications in Rome. This Company also complains that the present flat rate of 100 lire per ton originally imposed by AC Tr Sub Commission is lower than the charge for similar traffic on other lines and ask that the arrangement be reviewed. Will you please have these questions gone into and payment of outstanding accounts investigated.

6. It is appreciated that the light railways under consideration are not the responsibility of DMRE, but they represent the only practicable means of transporting urgently required timber from forests in the Crotone area and it is definitely in the interests of the war effort that they be raised to a minimum standard of efficiency.

2/3.

(2)

Will you please therefore arrange for suitable technical officers of HRS and AC to visit CHOCOME and submit an early joint report as to what action should be taken to deal with the points enumerated above.

Atch R. Phillips

A. T. de HRS PHILLIPS, Brigadier,
DPMG (Mov & Tr)

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REPORT ON LIGHT RAILWAYS - CROTONE.

There are two separate light railways working military timber in the Crotone Area :-

- (a) The Val di Neto railway.
- (b) The Calabro-Lucana Light railway.

Valdineto :- This is a 80 cm. railway running from Crotone to Campodanara, a distance of about 25 miles, and where there is one of the larger timber dumps. The permanent way itself goes on to the village of La Foresta but no services are run thereto and the timber situation is not affected by this stretch of line. The railway is owned by the Montecatini Fertiliser Company and was initially used for the offloading of phosphates at the port - hence the tipper wagons and latterly for goods and timber haulage to and from the hills.

Engine Position :-

Steam Locos in service	- 4
Electric Locos " battery driven	- 2
" " under minor repair	- 2
" " out of service due to lack of batteries only	- 6
" " requiring major repair not at present possible	- 1

Wagon Position :-

Open wagons, double bogey, capacity 10 tons, in service	- 50
Tipper wagons, steel, capacity 1.75 metres cubed	- 16
" " " " 1.5 " "	- 40

There are no wagons off the road for major repair.

Services :- The maximum load for one train is seven open wagons carrying an average load of 70 tons timber and at the peak period of running two trains per day were in operation giving an output of 120 - 140 tons per day at the port dumps. At the present moment an average of one train per day is being run, giving 70 - 80 tons of timber per day at the port. This could be stepped up to its old peak level when the occasion demands always subject to the observations below.

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Other commitments :- There is a local passenger train run twice daily using one electric engine at 0700 hrs. and again at 1700 hrs. This train is really essential as a number of port workers and stevedores are brought in to work by it from outlying parts.

- 2 -

Grain ships are offloaded and quay clearance is carried out by this railway, using a minimum of 16 open wagons and two locos. My MLO/Ro/2 refers.

Phosphate ships for which the railway was originally designed are also offloaded by the use of this railway, with the tipper wagons. One loco can be used on this work but for efficient working without loss of time two engines are desirable.

Tonnage Carried :- In the month of January the total tonnage of timber carried on this line was 2,380 tons. At the present moment there is no Sunday train, as it has not yet been pressed for, but it could be put into operation if desired.

Limitations :- (a) Shortage of engines in service to cover all work.

(b) Shortage of drivers which prevents 24 hours work per day on all commitments.

(c) Shortage of batteries to put more engines into service and which detracts from the efficiency of present engines not running on full power.

(d) Shortage of rolling stock when commitments are at there peak i.e. grain, phosphate and timberships all working together.

(e) From the month of April throughout the Summer there is danger of fire in the wheat growing country through which the train passes. For this reason before the advent of the Allies, steam locos were forbidden to run outside of Crotone. The Director points out that should we insist on his using these locos during the Summer (apart from the damage to vital crops) there will be heavy fines to pay and who will pay them? It is further pointed out from knowledge of the Italian people that this situation could be turned into quite a nice racket.

To Combat Limitations :- To step up the haulage of timber it will be necessary to effect the above limitations.

(a) Engine shortage - either cut out grain and phosphate ships, certainly never allow both in the port at one time or provide the necessary batteries to put a further number of electric locos into service. Attached is a description of these batteries in Italian giving all necessary dimensions. It seems that no batteries of this description can be found in Southern Italy, but it may be possible to have them made. This list also gives spare parts required for the steam locos, parts that must be forthcoming if these engines are to remain in service.

(b) Shortage of drivers - this at present due to sickness more than shortage of skilled men and can probably be overcome should the occasion arise.

(c) Battery shortage - this is covered by remarks in (a) above.

(d) Shortage of rolling stock - without grain

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To Combat Limitations :- To stop up the haulage of timber it will be necessary to offset the above limitations.

(a) Engine shortage - either cut out grain and phosphate ships, certainly never allow both in the port at one time or provide the necessary batteries to put a further number of electric locos into service. Attached is a description of these batteries in Italian giving all necessary dimensions. It seems that no batteries of this description can be found in Southern Italy, but it may be possible to have them made. This list also gives spare parts required for the steam locos, parts that must be forthcoming if these engines are to remain in service.

(b) Shortage of drivers - this at present due to sickness more than shortage of skilled men and can probably be overcome should the occasion arise.

(c) Battery shortage - this is covered by remarks in (a) above.

(d) Shortage of rolling stock - without grain ships there are sufficient wagons to run two trains a day with ease, but with these ships working 16 of the 50 wagons at disposal are automatically lost, and this is the minimum number, 20 being the ideal number for discharge. With grain ships working it is certainly impossible to reach a three trains a day level - full capacity. For remarks and a possible solution to this situation see my MIO/Re/2.

Note :- Coal is supplied to this railway and the Calabro-Lucane by the I.S.R. at a cost of 2,400 lire per ton. The Director complains of this price and suggests that the I.S.R. are overcharging. He has bills to back this statement and should you

continued /

- 3 -

therefore consider that there is substance in the complaint, would you please take the matter up for redress.

CALABRO-LUCANE LIGHT RLY.

This is a 95 cm. gauge railway running from Crotone to Policastro, a distance of about 30 miles into the hills. It is privately owned with more branches in other parts of Calabria, the principal line being that from Catanzaro to Cosenza, at present used mainly by the U.S. Army forestry section. The head offices are at Catanzaro City.

Engine Position :- All traction on this railway is steam driven and the following engine position refers only to the Crotone - Policastro line.

Locos at present in service - 3 (one good, two fair).
Locos under repair - 2

Of these two locos, one requires a heavy repair impossible to carry out with the tools and materials at disposal, and the other requires a new "caldaia". It is not known whether this means boiler or firebox. This type of engine is referred to in Italy as a "OO1" class loco.

Wagon Position :- Again referring to the same stretch of line the wagon position is as follows :-

Open highsides in service	- 38
" " under minor repair	- 1
" lowsides in service	- 32
" " under minor repair	- 4
" bogey wagons, long, POZ type in use	- 6
Cistern wagons, water in service	- 5
Coaches, wooden seated in service	- 7
Diesel rail-cars, bus type, in service	- 2

The only wagons in need of repair are those as stated above.

Services :- One train daily is run for the haulage of timber from the hill dumps to Crotone, and a further goods train is run on civil account when traffic demands it. The engine capacity for incoming trains is 240 tons, which gives an approximate total per train of 120 tons of timber.

Tonnage Carried :- The tonnage of timber carried by this railway throughout the month of January was 1,860 tons on 255 wags.

Limitations :- The greatest limitation is the engine position, but as the demand for military timber has not yet exceeded the use of two engines per day, this limiting factor has not yet been touched.

484

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Locos under repair - 2

Of these two locos, one requires a heavy repair impossible to carry out with the tools and materials at disposal, and the other requires a new "caldaia". It is not known whether this means boiler or firebox. This type of engine is referred to in Italy as a "001" class loco.

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Increase of Timber Haulage :- Timber haulage on this line could easily be increased by 400 tons per day. As this has not been suggested by 274 Works Sec. it would seem that there is not sufficient timber available to justify the demand.

Materials required :- The local director of this stretch of line complains of lack of :- 150 volt bulbs - 20 required.

Zinc plates for telephone battery cells.

Dry battery cells for telephones - normal type.

"Caldaia" for repairs to one engine.

continued /

Chieravalle to Sovanto :- It has now been arranged to use this section of the Jalebro-Lucano line to cut down haulage in this area, the arrangement having been made by 24 Works Sec. with Calabro-Lucano Rly. At the present moment it is estimated that 40 tons of coal per week is necessary to run the required services, but although supply of this amount was agreed with A.C. Tr. Reggio, none has yet arrived at Sovanto. It would be appreciated if I.S.R. could be informed that they must supply coal on demand, amounts being verified by Mov. L.O. on each demand.

It is hoped to make a tour of this line in the near future, but until then, no further definite information as to capacity, etc. can be given.

Description of batteries and list of materials required.

I locomotori non sono in efficienza perche mancano i materiali di ricambio per la batteria di accumulatori. Sin dal 14 dicembre 1944 abbiamo interessato la A.C. di Roma per il tramite del Comitato Esperti Italiani per la provvista di questo materiale. In seguito abbiamo interessato le Autorita alliate e precisamente il Sig. Cap. Grey ad il Comando 9 C.M.E.

I nostri accumulatori hanno la cassetta di ebanite esterna della dimensione di mm. 230 x 125 x 590, spessore della cassetta mm. 5. L'elemento e costituito da 7 piastre negative a 6 positive della dimensione di mm. 375 x 190.

Capacita dell'elemento 400 ampere.

Corrente di carica 50 ampere.

Corrente scarica massima 150 ampere.

Per ogni batteria occorrono 128 elementi completi di separatori di legno e di ebanite, di pettini di ebanite, commessione di rame e bolloni per i poli.

Per una scorte completa occorrono 1280 elementi.

Le cassette, utilizzando quello esistenti, possono essere ridotto a 450.

Il rimanente materiale occorrono per la riparazione dei locomotori puo essere trovato sui posto ad occisione delle lampadine e dei portalampe.

Ne occorrerebbero 25 portalampe "Svan", 200 lampadine attacco "Svan" 125 valta 40 watt.

Per le locomotive occorrono: 300 tubi bollitori da mm. 42 esterni, lunghezza mm. 2060; 20 tubi di della lunghezza di mm. 4000, diametro esterno mm. 40; 1 lamiera di rame da mm. 2, non elettro. litico per forno di locomotive, spessore mm. 10; 4 barre di rame trafiliato per viti passanti di caldaia lunghezza mm. 4000, diametro mm. 40.

The above was received on demand from the director of the Valdineto Rly., and has been re-typed in Italian because it was feared that the non technical interpreters available would not do it full justice.

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

IL/cc
Ref : DM/102
Date: 2 Apr.45.

SUBJECT: Allocation of Diesel Seats.

TO : Lt.Col.THOMAS, Deputy Director,
Trans Sub-Commission HQ.AC.APO 394.

1. I regret to have to bring up this question of Diesel seats as this mismanagement can only cast a reflection on A.C. and undermine our authority.

2. It appears from the information I received this E.S.O. at Messina ordered all the passengers off the diesel without due & proper notice to the railways & filled the car up with POW's & Collaborators with no travel warrants.

3. May I be informed:

- (1) If and why POW's & Collaborators are classified as Allied Military.
- (2) If so, why are they not in possession of a proper warrant from a point of view of security & location.
- (3) Why is a copy of warning or movement order not furnished to the E.S.O. in accordance with A.C.'s

4. It is further not understood if these men come across on the Ferry & arrive at Messina at approx 0900 hrs. At Messina the E.S.O. knows perfectly well they are going forward at 1510 & make no attempt whatever to advise the railway but waits until the railway have sold the tickets and the passengers take their seats & just as the train is starting out then the passengers are hustled off the train.

5. I suggest the answer is put on this special daily steam train service as suggested in my letter RS/53 dated 27 Mar.45 or remove the diesel service off the passenger schedule all together as it is most misleading.

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Trans Sub-Commission HQ.AC.APO 394.

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Irvin Lynch
IRVINE-LYNCH S/Capt.R.E.
Transportation Officer
Sicily.

See folio 7.
para 11.

Allied Force Headquarters
C-4(Mov & Tn)
Tel: Freedom 320

Mov 3/212

31 Mar 45

Subject: Railway Working - Calabria and Sicily.

To : AC Tn Sub Commission.

Copy to: Movements West Italy.

1. Below are two extracts from a report made by Col Q(M) West Italy after a tour of Calabria and Sicily, for your investigation and action.

"The local ISR official at Paola responsible for effecting distribution of wagons along that section of coast is believed to be corrupt and he is certainly non-cooperative. His replacement is advisable."

Ing. ¹⁵¹
"Engineer CARONITI is the Railway Superintendent of the Messina area and he has on several occasions shown complete lack of cooperation with Q Movements. This is confirmed by Capt Wombwell of this HQ, Lieut Banting of Catania, also the NCO stationed at Messina. It is strongly recommended that this official be removed and replaced by someone who can be guaranteed to be a help and not a hindrance to the Allied cause."

The AC Tn rep now at Palermo will shortly be withdrawn. When this happens it will be necessary for the Mov L.O. at Catania to have a good contract with the Capo Compartimento at Palermo. It is suggested that, rather than place a Mov officer at Palermo, Ing. CELA, who is the District railway Capo at Catania and both capable and helpful should be appointed Liaison Official of the ISR and become the medium through whom requirements of Mov will normally be transmitted to either the Capo Compartimento or railway sub officials in the island."

2. Please advise what action is taken in regard to the official at Paola and Ing. CARONITI, and whether it is possible to appoint Ing. CELA as Liaison officer between Movements and the Capo Compartimento at Palermo.

F. L. Jagger
F. L. JAGGER, Lt Col.
for Brigadier.
DQM(Mov & Tn).

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F. L. JAGGER, Lt Col.
for Brigadier.
DCEG(Mov & Tn).

See Folio 7

ALLIED FORCE HEADQUARTERS

GA. (MOV & TN)

430/f

SUBJECT : REGGIO Joint Control Office

MOV 3/212

TO : DMRS

9 Apr 45

Copy to: AG Tn Sub Commission ✓
 Mov WEST Italy (Incl copy of AG letter)
 Mov LG DMRS

1. You will have seen AG Letter 399.129/Tn 5 of 2 Apr. The suggestion is accepted as sound in principle and the Movements element of the proposed Joint Control can be provided by part time attendance from the present Movements Staff at REGGIO Mov Sub Area.

2. Will you please say when you will be in a position to nominate a small MMS Staff. It is suggested the terms of reference of the proposed office should be on the lines of those in operation for the NAPLES Joint Control.

430

A. T. de Rivecourt

A. T. de RIVECOURT,
 Brigadier,
 DMSC (Mov & Tn).

34/3

430/3

Ext. 312

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MJB/eh

Phone 489081

AC/430/S/Tn 3

8 April 1945

SUBJECT: Rail Work in Calabria and Sicily

TO : AFHQ, C-4, MOV & TN

1. Reference your letters 3/212 dated 30 and 31 March, respectively.
2. A party consisting of ISR, Rail Branch, Movements Division, and Rail Division, Transportation Sub-Commission, are at present on tour in Calabria and Sicily. This party has specific instructions to investigate the points raised in your two letters.
3. On their return details of the action taken or proposed will be sent to you.

For the Chief Commissioners:


M. J. RIFFE, Colonel
Chief, Movements Division

cc: Rail Division

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. Ext. 318

2nd April, 1945.

359.129/Tn.3.

SUBJECT: Waggon Control, Reggio Calabria.

TO : G-4 (Mov. Tn), AFHQ.

1. Reference discussion at the AFHQ Movement Monthly Conference held on the 24th March, 1945.

2. It is agreed that a uniform waggon control system for each Compartimento in Liberated Italy would be advantageous, and the establishment of a 'waggon control' at Reggio, similar to that operating elsewhere, would prove most useful.

3. In view of the Transportation Sub-Commission's limited representation in the field and the benefit, which will accrue generally, throughout Italy, to all waggon users if an efficient waggon control is established, it is felt that better results would be obtained if an AFHQ representative could sit with the G-4 (Mov. Tn) and ISR representatives at Reggio to form this waggon control rather than throw the added responsibility on to the local A.C. Transportation Sub-Commission representative.

4. May we have your views please.

For the Chief Commissioner:

478

W.B.
W.B. THOMAS, Colonel,
Deputy Director.

Copy to:-

Rail Division Tn. S.A.
Mov. Liaison Officer AFHQ.
AFHQ.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division)

430/1
MJS/vb

Tel: Ext. 318

26th March, 1945.

406/ /Tn.3.

SUBJECT: Waggon Control, Reggio.

TO : Deputy Director,
Transportation S/C.

1. Reference conversation Col. Thomas/Col. Sieff of even date.
2. Brigadier Fellowes raised the question of establishing a waggon control for Reggio which would bring the system of waggon distribution for this Division into line with other Divisions in liberated Italy.
3. I agree with his suggestion. On being asked whether A.C. would like an M.R.S. representative to be sent down to Reggio or whether they, in conjunction with Movements and the I.S.R., would work waggon control, I replied that in view of our limited representation in the field we would like an M.R.S. representative sent down to Reggio. Brigadier Fellowes then said that he thought the best method of tackling the problem would be for us to write to AFHQ, G-4 (Mov & Tn), requesting the initiation of such a step, i.e. waggon control plus M.R.S. representative, with a copy to the M.R.S. 477
4. Although superficially this may appear to be a retrograde step inasmuch as we are introducing M.R.S. control into the toe-nail of Italy, personally I am of the opinion that the overall waggon situation in Italy will improve, if adequate control and distribution is exercised at Reggio, which is the nodal point not only for Calabria, but for Sicily.

*M. J. Sieff Col*M.J. SIEFF, Colonel,
Chief, Movements Division.

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