

Various Letters Vol III

10000/148/1475
1 Apr 45

SE

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

file

Tel : 843239
Ref : AC/TnS/306.C.E.

8th November 1945

SUBJECT : Contractors
TO : Eng. Lo Cigno
Chief of Works Service

1) At a recent Committee meeting the question of prices put forward by Contractors, came up.

In una Assemblée del Comitato tenuta recentemente è stato discusso la questione dei prezzi da parte degli Appaltatori.

2) It would seem appropriate that the introduction of "Fresh Blood" on the List of Contractors invited to Tender would be an advantage.

Sembrerebbe adatto a includere nell'elenco degli appaltatori invitati alla gara del "Sangue Nuovo" e sarebbe un vantaggio.

3) I attach herewith a request from a firm of contractors who seem to be sufficiently well equipped, have had suitable experience and to be financially stable to warrant inclusion on your lists of suitable contractors. It should be noted that they have been previously recommended to the I.S.R.

Accludo una domanda da parte di una ditta appaltatrice che sembra sufficientemente ben attrezzata, hanno buona esperienza e finanziariamente sono in grado di essere incluso nel vostro elenco per appaltatori adatti. Si dovrebbe osservare che precedentemente sono stati raccomandati alle FF.SS.

4) Submitted for your consideration, please.

Si prega di prendere ciò in considerazione.

S. P. BUCKLEY, Major RE
For Lt. Col. A. H. STREET

2188

copy : M; Richard, Florence
~~Eng. Lo Cigno~~
Capo Compartimento, Florence
Col. Street
File

I. C. E. S. I. A.

IMPRESA COSTRUZIONI EDILI STRADALI INDUSTRIALI & AFFINI

L U C C A

Via Vittorio Emanuele I4 - Tel: 5215

Lucca, 3rd November 1945

TO : Mr. Richard
Chief Engineer
Sub-Commission
Florence

The Society I.C.E.S.I.A. Impresa Costruzioni edili stradali industriali affini - Via Vittorio Emanuele I4 - Lucca, has given all the documents requested, included a letter from the LL.PP. Administration regarding the perfect carrying out of works, in order to be on the list of I.S.R. Contractors as well as on that of the LL.PP. for whom we have carried out the following works :

- A) Construction of bridge over the river Rio Fontana Maggio in Barga, total amount Lire 4,137.000
- B) Construction of bridge Mocco sulla Lima in Bagni di Lucca, total amount Lire 2,840.000
- C) Construction of bridge over river Loppora fornaci di Barga, total amount Lire 1.108.000
- D) Construction of bridge over river Rio Casale, total amount Lire 788,000
- E) Construction of bridge over river Turrite di Galliciano, total amount Lire 2,085.000 and other works of less importance.

We have the following equipment at our disposal:

- 2 Trucks with trailer - each 80 Quintals
- 3 Concrete mixers
- 2 Lime mixers
- 4 Elevators
- 1 Stone crusher - 200 x 400
- and other materials.

2187

As the above mentioned firm has not been invited to tender for works along the Florence-Pisa line by the Works Section, ISR, in order to carry out the work of reconstruction ISR, and due to our own ~~equipment~~ financial and technical equipment.

./.

we kindly beg you to help us to obtain a block of work, and especially the stretches of Lucca-Piazza al Serchio; Lucca-Viareggio lines, etc. and subordinateley to the various tenders.

Trusting in your kindly interest in this respect, I am yours faithfully

for I.C.E.S.I.A.

/s/ Ing. illegible

The Society I.C.E.S.I.A. Imprese Costruzioni edili stradali industriali edili - Via Vittorio Emanuele II - Lucca, has given all the documents requested, including a letter from the M. P. Administration regarding the project covering out of works, in order to be on the list of I.C.E.S.I.A. Contractors as well as on that of the M. P. for whom we have carried out the following works:

- 1) Construction of bridge over the river Rio Fontana Maglio in Barga, total amount lire 4.137.000
 - 2) Construction of bridge across hills in Bagni di Lucca, total amount lire 2.440.000
 - 3) Construction of bridge over river Loppo in Barga, total amount lire 1.102.000
 - 4) Construction of bridge over river Rio Canale, total amount lire 733.000
 - 5) Construction of bridge over river Rio Canale, total amount lire 2.082.000
- and other works of less importance.

To have the following equipment at our disposal:

- 3 Trucks with trailer - each 35 Quintals
- 3 Concrete mixer
- 3 Lime mixer
- 4 Elevators
- 1 Stone crusher - 200 x 400
- and other materials.

As the above mentioned firm has not been invited to tender for works along the Florence-Pisa line by the Works Section, 128, in order to carry out the work of reconstruction ICR, and due to our own financial and technical equipment.

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

Fik
8 November 1945

TO: Ing. Di Penta.

Dear Mr. Penta,

This to introduce
Mr. Naldo Naldi a friend of mine.
He formerly worked as Engineer
with me from July 44 Rome Aerea
Water Supply V.th Army Days.
Then with Region X Public Works
& Utilities.
I Wonder if you could find him a
job either in your office or on
one of your contracts. If you could
I would be very grateful.
He is, as I have always found, most
trust-worthy efficient, and a hard
worker, and I can recommend him
with confidence.

Caro Sig. Di Penta,

Questa per pre-
senterle il Sig. Naldo Naldi un
mio amico. Egli prima lavorò con
me come Ingegnere dal luglio 944
alla Roma Area Comando Sezione
Acqua al tempo della V armata.
Poi con la regione X Lavori pub-
blici e Utilità.
Mi chiedo se potreste offrirgli
un posto nel Vostro Ufficio o nei
vostri lavori. Se lo potreste ve
ne sarei molto grato.
Egli è, come ho sempre potuto con-
statare molto fidato ed efficiente
nonchè un buon lavoratore, ed io
posso raccomandarlo in tutta con-
fidenza.

2186

305
Military Railway Service,

C.M.F.

Tel: Wirebox 9345.

Th. 1.2/63.

8 Oct. 45

ATTACHMENT NO. 2 TO TECHNICAL INSTRUCTION NO. 38.

SUPPLY OF EQUIPMENT AND STORES TO THE ITALIAN RAILWAYS.

GENERAL STORES REQUIREMENTS.

1. W.C.F. 1 Oct. 45 para. 4(e) is in suspense until further notice and T.S.Ic. have been instructed to reject all indents from Capi Compartimenti, who will reply to H.Q. Stores Section I.S.R. Rome to arrange supply of emergency requirements.

2. This decision has been accepted by Stores Sec., H.Q. I.S.R. and TM. units are therefore requested to avoid sponsoring supplies for the use of Italian personnel not under their immediate supervision and not engaged in maintenance or repair of V.D. equipment.

3. For information purposes it should be noted -

- (a) that we have agreed to consider arranging emergency supply only when representation has been made by H.Q. Stores Section I.S.R. to M.R.S. Stores Section, this H.Q.,
- (b) Allied Commission have assumed W.C.F. 1 Oct. 45 full responsibility for ordering and supplying all requirements for the Italian civil railways including those requirements of a military nature which due to their character cannot be split on a quantitative and use basis,
- (c) W.C.F. 1 Oct. 45 M.R.S. is responsible only for the supply of strictly military requirements of TM, units and labour under their direct supervision and necessary for project purposes or the maintenance of V.D. equipment,
- (d) Military responsibility for the issue of stores needed to prevent disease and unrest among the civil population ceased W.C.F. 1 Sep. 45.

4. M.R.S. control of I.S.R. stores, in accordance with Technical Instruction No. 45, 9 Jul. 45, will continue until further notice.

8183

1/10/63, 10/10/63

GENERAL STORES REQUIREMENTS.

1. W.C.F. 1 Oct. 45 para. 4(e) is in suspense until further notice and T.C.F. have been instructed to reject all incidents from Capi Compartimenti, who will apply to M.R. Stores Section I.S.R. Room to arrange supply of emergency requirements.
2. This decision has been accepted by Stores Sec., H.Q. I.S.R. and T.C. units are therefore requested to avoid sponsoring supplies for the use of Italian personnel not under their immediate supervision and not engaged in maintenance or repair of M.D. equipment.
3. For information purposes it should be noted -
 - (a) that we have agreed to consider arranging emergency supply only when representation has been made by H.Q. Stores Section I.S.R. to M.R.S. Stores Section, this H.Q.,
 - (b) Allied Commission have assured W.C.F. 1 Oct. 45 full responsibility for ordering and supplying all requirements for the Italian civil railways including those requirements of a military nature which due to their character cannot be split on a quantitative and use basis.
 - (c) W.C.F. 1 Oct. 45, H.R.S. is responsible only for the supply of strictly military requirements of T.C. units and labour under their direct supervision and necessary for project purposes or the maintenance of M.D. equipment.
 - (d) Military responsibility for the issue of stores needed to prevent disease and unrest among the civil population ceased W.C.F. 1 Sep. 45.

4. M.R.S. control of I.S.R. Stores. in accordance with Technical Instruction No. 45, 9 Jul. 45, will continue until further notice.

2183

1/18/46

R.D. WAGHORN, Brigadier,
Director, Military Railway Service.

DISTRIBUTION:-

- | | |
|----------------------------------|--|
| List W.1 - Less D.R. Tn. (recs). | Lt. Col. E.R. de Lisle, Stores Section, M.R.S. (5) |
| G-4 (Gov. & Tn.), A.F.H.Q. | H.Q. 3 Tn. Stores Group (20) |
| Asst. D.D.M.R.S.I., A.F.H.Q. | Tn. Liaison Officer, Operating Office, Bari. |
| A.C. Tn. Sub-Commission (10) | Coal Section, A.F.H.Q. |
| Director General, I.S.R. (6) | Coal Section, A.C. |

INTER OFFICE MEMO

303 SPB/af

file 8

Tel : 843239
Ref : AC/Tn/8/303/C.E.

6th November 1945

TO : Sig.ra GRECH

To day I received your letter of the 2nd November inclosing project of bridge on a private railway Rovato-Soncino.

I note that you have delivered the letter to Eng. Bianchi.

For some reason best known to yourself you have also returned to me my letter of October the 27th without the copies of the correspondence Buckley-MQ, Col. Birchets Regional Eng. Piemonte (Torino) about stone bridge over the river Ticino 12 km east of Novara, this I asked you for in that letter.

You also returned me the letter for Sig. Casilini, would you kindly deliver this letter to sig. Casilini, I am sending it to you again.

S. P. BUCKLEY, Major RE

2184

SPP/em

filed
302.2

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

31st October 1945.

Tel : 843239

Ref : AC/TN/8/302 C.E.

SUBJECT : I.S.R. Reconstruction.

TO : Port of Naples Authority.

Please see attached letter.

1. Messrs Ferrobeton are the
Contractors for six bridges over
the river Serchio.

2. They are in urgent need of:-

N° 6 Suspension Jack (rachets).

N° 48 Chain Links 1,50

N° 8 ditto 0,75

These are now stored on the
"Cesario Console" quay - the
Port of Naples.

3. Would you give them authority
to remove these to the above
mentioned work.

Prego vedere l'acclusa lettera

1. La Ditta Ferrobeton è appalta-
trice per sei ponti sul fiume
Serchio.

2. Essi hanno urgente bisogno di
N° 6 viti di sospensione.

N° 48 maglioni di catena ml 1,50

N° 8 maglioni di catena ml 0,75

Questi sono ora immagazzinati
alla banchina "Cesario Console"
al Porto di Napoli.

3. Vogliate dare ad essi la
facoltà di prelevare questo mate-
riale per il su menzionato lavo-
ro.

For the Director :

LB

S.P. BUCKLEY, Major R.E.
for A.H. STREET, Lt. Col.

2183

SPB/em

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

file 8

Tel : 843239
Ref : AC/Tn/8/301 C.E.

29th October 1945

SUBJECT : Italian Engr. Units. (Rly).

TO : D.N.R.S.
Attn. Lt.Col. McMurdo R.E.

Your enquiring of this morning:-
we have ascertained from I.S.R. that Italian Rly Engr. Units
are deployed as follows:-

2nd and 3rd Battalion in the Verona Area
(3rd Battalion disbanding 31st October 1945).

1st Battalion in Parma area and will remain.

6th and 13th Battalion in Bologna Area.
(6th Battalion disbanding 31st October 1945).

So w.e.f. 31st October only 3 Battalion will remain in
service.

3rd November 1945 2nd Battalion will move from Verona
to Pisa.

During November 1945 (no date yet) 13th Battalion will
move from Bologna to Ostiglia.

SPB

2182

S.P. BUCKLEY, Major R.E.
for A.H. STREET, Lt.Col.

Civil Engineers

TRANSPORTATION SUB-COMMISSION AC,
(RAIL DIVISION)

c/o Transportation (Br) Main,
C.M.F.

Fixed 95

Tel.: 843238

Ref.: AC/176B/Tn.4

22 October 45

SUBJECT: Special form of ticket for use of Allied Commission personnel.

TO : (See distribution).

On and from 1 November 45, a special form of ticket will be introduced for use of Allied Commission personnel travelling by civilian passenger trains, and from that date no other form of ticket will be used for such personnel.

Purpose of the Ticket :-

- (a) To enable personnel of Allied Commission to travel on duty between points in Italy by civilian passenger trains and to provide them with suitable documents for the journey.
- (b) To safeguard the Italian Railways against abuse by persons producing documents and letters purporting to be authority for travel by civilian passenger train.

Personnel to whom the tickets will apply:-

Allied Commission Officers and EM/OR's on duty.
Allied Commission Allied civilian personnel on duty.
Allied Commission Italian civilian personnel on duty.

Tickets will not be issued to Allied civilian personnel not in the employ of Allied Commission. Any other organization interested in the use of free travel such as UNRRA, WSA, HWY, etc. should so indicate to Transportation Sub-Commission, when the appropriate negotiations will be made with the Italian State Railways.

Authority for issue of ticket :-

The authority for issue of a ticket will be published travel orders for the person named thereon to travel between the points indicated by rail.

Tickets will NOT be issued for Italian personnel in whom Sub-Commission may be interested, but who are not in the employ of the Allied Commission. Procedure in such cases is for the Sub-Commission concerned to give the person a written document

2181

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Allied Commission Italian civilian personnel on duty.

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2181

Authority for issue of ticket :-

The authority for issue of a ticket will be published travel orders for the person named **thereon** to travel between the points indicated by rail.

Tickets will NOT be issued for Italian personnel in whom Sub-Commissions may be interested, but who are not in the employ of the Allied Commission. Procedure in such cases is for the Sub-Commission concerned to give the person a written document indicating interest of Allied Commission in the journey of the passenger. This document should be produced at the railway booking office in order to obtain priority of booking a ticket at ordinary fares.

Description of Ticket :-

The ticket is printed on pink paper, and is in three sections (see Appendix "A"). It consists of a Biglietto, a Matrice, and a Contromatrice. The Biglietto and matrice when completed will be handed to the passenger, the contromatrice is retained in the book as record of issue.

././.

- 2 -

At the departure station, the railway official will detach the matrice and retain it for Railway recording purposes.

It is necessary for the traveller to have the ticket duly stamped at the departure station, and if used for a return journey, at the station from which the return is being made.

Validity of Tickets :-

The validity of single tickets is based on the distance to be covered.

For a distance of less than 200 Km., the ticket is valid for one day only, and for each 100 Km., or part of 100 Km. beyond that distance a further day's validity is given.

On a distance, say, of 600 kilometres, the validity is 5 days, from and including date on which ticket is authorized for travel and the journey can be commenced within that period of five days, but when the five days have expired, the ticket becomes out of date, irrespective of the actual date of commencement of the journey.

The over-all validity of a return journey ticket is 60 days, but the return journey is subject to the same conditions as a single ticket, i.e., once the date stamp of the departure station has been inserted, the ticket takes on a validity based on the distance to be covered.

Break of Journey :-

Break of journey is permitted en route if desired, within the validity of the ticket, on the following basis:-

Travel between	200 to 400 Km	one break
	401 to 600 "	two breaks
	601 to 800 "	three "
	801 to 1000 "	four "
	over 1000 "	five "

Cancelled tickets :-

If for any reason tickets are cancelled before use, the Biglietto and matrice should be clearly endorsed "Cancelled" and sent to Transportation Sub-Commission (Rail Division) HQ - 42, and not left in the book. The counterfoote should be similarly endorsed and retained in the book for reference.

Preparation of Tickets :-

On production of the appropriate travel order specifying rail as one of the forms of permitted transport, ticket will be prepared in the following manner:-

At the top of the Biglietto, matrice and centromatrice, after the hand counter, the letters "40" will

On a distance, say, of 600 kilometres, the validity is 3 days, from and including date on which ticket is authorized for travel and the journey can be commenced within that period of five days, but when the five days have expired, the ticket becomes out of date, irrespective of the actual date of commencement of the journey.

The over-all validity of a return journey ticket is 60 days, but the return journey is subject to the same conditions as a single ticket, i.e., once the date stamp of the departure station has been inserted, the ticket takes on a validity based on the distance to be covered.

Break of Journey :-

Break of journey is permitted on route if desired, within the validity of the ticket, on the following basis:-

Travel between	200 to 400 Km	one break
	401 to 600 "	two breaks
	601 to 800 "	three "
	801 to 1000 "	four "
	over 1000 "	five "

Cancelled tickets :-

If for any reason tickets are cancelled before use, the Biglietto and matrice should be clearly endorsed "Cancelled" and sent to Transportation Sub-Commission (Rail Division) HQ - AC, and not left in the book. The ~~matrice~~ matrice should be similarly endorsed and retained in the book for reference.

Preparation of Tickets :-

On production of the appropriate travel order specifying rail as one of the forms of permitted transport, ticket will be prepared in the following manner:-

At the top of the Biglietto, matrice and ~~matrice~~ matrice, after the "Mo" in the top right hand corner, the letters "AC" will be inserted.

At (1) the name of the issuing office will be inserted.

At (2) the rank, initials and surname of the person to whom the ticket is issued will be inserted. If a civilian, "Allied civilian" or "Italian civilian" will be inserted after the name.

././.

At (3) the points between which the journey is to be made will be inserted. If only a single journey is to be made "Vice Versa" will be deleted.

At (4) Place and date of issue will be inserted.

At (5) Signature of issuing official will be inserted.

The official stamp of the issuing office will be placed on the Biglietto and the matrice in the circle marked "Dollo dell'Ufficio Emittente".

Use of tickets:-

It is not the idea to give unlimited free rail travel, but to facilitate the authorised movement of Allied Commission personnel, and tickets will be sparingly used. One compartment on all long distance trains is reserved for the use of Allied Commission personnel.

Books of tickets are of considerable value, and they must be safeguarded. As the Railways concerned will perform the accountancy, no documentation is necessary by issuing offices, but stubs of tickets and unused books must be kept in security. The stubs of completed books will be retained against any subsequent enquiry which may be made.

All travellers should be warned to carry identity cards with them and to produce them if and when requested by authorised I.S.R. personnel.

Books of tickets are being distributed as under :-

HQ Commandant AC	(2)
Regional Commissioner Liguria	(2)
" "	Piemonte (2)
" "	Lombardia (2)
" "	Venezia (2)
AC Advanced HQ	(2)
Liaison Naples Commune	(1)
" Bari	(1)
" Sicily	(1)
Tn Sub-Comm. Ad Echelon	(2)
Tn Officer Ancona	(1)
Bologna	(1)
Firenze	(1)
Naples	(1)
Bari	(1)
Verona	(1)
Rome	(1)

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HQ Commandant AG	(2)
Regional Commissioner Liguria	(2)
" "	Piemonte (2)
" "	Lombardia (2)
" "	Venezia (2)
AC Advanced HQ	(2)
Liaison Naples Commune	(1)
" Bari	(1)
" Sicily	(1)
In Sub-Comm. AA Behelon	(2)
In Officer Ancona	(1)
Bologna	(1)
Florence	(1)
Naples	(1)
Bari	(1)
Verona	(1)
Rome	(1)

Acknowledgement of receipt is requested.

For the Chief Commissioner:

P.D. G. Buchanan
 Director.

2180

DISTRIBUTION:

HQ Commandant (2)
Regional Commissioner Liguria (2)
" " Piemonte (2)
" " Lombardia (2)
" " Venezia (2)
A.C. Advanced HQ (2)
Liaison Naples Comm. (1)
" Bari (1)
" Sicily (1)
In Sub-Comm. Ad Echelon (2)
In Officer Lineage (1)
Reggio (1)
Florence (1)
Naples (1)
Bari (1)
Verona (1)
Rome (1)

AFHQ C-4 Nov Tn : 20
UNRRA Rome : 2
WSA : 2
MWT : 2
MRS : 3

TRANSPORTATION SUB-COMMISSION (RAILS)
ENGINEERING BRANCH
FLORENCE

Tel. F.B. 13
Ref : V-1

TO : Tn. INC. MAIN ROME
For Lt. Col. A.H. STREET

September 1, 1945

I greatly appreciate the assignment of Lt. Skouse to this region as an able assistant was very necessary to accomplish the proper supervision of the many works under way and especially the winterisation program to maintain existing temporary lines this winter together with the opening of other lines necessary for food and fuel transport to prevent suffering this winter.

Lt. Skouse has demonstrated exceptional ability under the difficult existent conditions in this railway reconstruction program. He possesses the technical knowledge, has had wide practical experience through his work with the M.R.S. and above all his good sound judgement and personality secures cooperation from Italian and Military personnel. He is well liked by all with whom he comes in contact including the undersigned.

I trust that we may have the benefit of his valuable services on this important work for some time to come and suggest that when promotions are in order that he be given every consideration.

Kindest regards.


Edward Richard
Chief Engineer

ER/la

Subject:- De-requisitioning

Transportation Sub-Commission A.C.
(Rail Division)
c/o Transportation (Br) Main. C.B.F.

Ref your AC/Th/8/285 C.E. dated 5 Oct 45 re
Lancia Aprilia Car NA 28519, WD No. TM 57468.

This requisitioning was regularised by the issue of
AB 361 24 Sept 44, original of which was lodged with F.A.D.
Claims & hirings. Your attention is drawn to GPO 579/45 :-
no authority can be given for de-requisitioning. The vehicle
will be handed into the collecting Centre of the Direzione
del Genio Militare, Ufficio Lavori once the Navy have no
further use for it.

AW/JC

Stefano
Lt Col
A.D.O.B.

2179

SFB/cm

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

Tel : 843239
Ref : AC/Tn/8/285 C.E.

5th October 1945

SUBJECT : Release of requisitioned car.

TO : A.D.O.S.
Via Aniello Falcone - Naples.

- Mears*
1. *Mr.* Laudiero are engaged on the reconstruction of the Railway Castellammare - Sorrento, and request that if possible they would like, for use of the engineers engaged on this work, the return of their Lancia Aprilia NA. 28519.
 2. Attached a copy of the requisitioned order, it is stated that this vehicle is now in use by the Royal Navy - who may now be in a position to derequisition this vehicle, please.



S.P. BUCKLEY, Major R.E.

Copy of requisition~~ing~~ order attached.

Motore 13316 Hp. 15

38/16144

ADOS
Via Aniello
Falcone -
Villa Tucci.

Most Secret.

APPENDIX "C"

to

57 AREA ADMINISTRATIVE ORDER N°.1.

Form to be used in requisitioning property -

The following accomodation/property has been taken by the Royal Navy from:-

Owner or Tenant..... Laudiero Pasquale
Address Via Posillipo 18, Naples
Description of premises (including condition)..... Lancia, Aprilia,
without wheels and batterie, H. A. 28519, 12000 Kilo's
.....
general condition:- good / one tyre and one batterie
.....

Certified that the above were required for immediate use in the Naval Service.

Date of Entry..... 14. 12. 43..... Signed
(Rank and Name)

On completion one copy of the above will be handed to the owner or tenant and one copy to the Town Major. In the latter case only, the form will be endorsed with the name of the unit occupying the premises and the purpose for which they are being used. This information will not be disclosed to the owner or tenant.

Owner's signature:-

Sgd.

2177

TRANSPORTATION SUB-COMMISSION, INC.
(RAIL DIVISION)
c/o Transportation (Rr) Main
C.M.E.

Tel. 643238
Ref. AG/576/In 4.

1st October 45

SUBJECT : Reduction of Supervisory Activities.

TO : ~~Chief, Rail Division~~
Stores Branch,
Mechanical Engineering Branch
Civil Engineering Branch
Operating Branch of Rail Division.

1. In accordance with Allied Commission policy, it is necessary for Branches of Rail Division to change over from present supervisory tasks to work of an advisory character.

2. Documentary work ~~should~~ ^{will} be reduced to a minimum, with ISR submitting a monthly report of activities to the Branch concerned.

3. ~~Stores Branch~~ ^{will} should take steps to see that all Stores Indents and requests revert to ISR. The present method of ISR seeking Allied Commission approval for withdrawal of certain items from Stores should be amended, whereby ISR move the Stores and submit monthly (or weekly) report accordingly.

4. ~~Mechanical Engineering Branch~~ ^{will} should inform ISR that every help and assistance will be given in an advisory way, but that responsibility for repairs, both by ISR and the private firms is now vested in the State Railways. An ISR travelling workshop inspector might be desirable, but monthly report should be submitted with information as to difficulties.

5. ~~Civil Engineering Branch~~ ^{will} should advise all Field Engineers that their work as supervisors ~~should~~ be terminated by 1st November, it being left with Chief of Division to leave men on temporary duty in selected points in a purely advisory capacity ~~for further work~~, with the idea of recalling to ~~ISR~~ ^{by 1st Nov} ~~by 1st Nov~~. Field Officers would then be available for inspection work of an advisory character as requested ~~by ISR~~, but they ~~should~~ take no initiative without approach from ISR. Monthly reports to be submitted by ISR, instead of by Allied Commission Field engineers.

6. ~~Operating Branch~~ ^{will} will continue to exercise some supervisory powers over, ISR, and time-table conference will continue to meet to deal with additional services. Wagons control will be under chairmanship of ISR, and Allied Commission will advise ISR as to desirable action to maintain satisfactory distribution. This Branch will continue to act as liaison between Move ents and ~~ISR~~ ^{MS/ISR}.

7. Month of October should therefore be devoted to turning back to ISR as much work as possible, so that by 1st November the main functions of the Division will be advisory to ISR. Letters to ISR Division Heads by the various Branches on the intended new procedure should be prepared for signature of Chief of Rail Division on behalf of the Director.

Civil Engineering Branch
Operating Branch of Rail Division.

1. In accordance with Allied Commission policy, it is necessary for Branches of Rail Division to change over from present supervisory tasks to work of an advisory character.

2. ^{will} Documentary work ~~should~~ be reduced to a minimum, with ISR submitting a monthly report of activities to the Branch concerned.

3. ^{will} ~~Stores Branch~~ should take steps to see that all Stores Inlets and requests revert to ISR. The present method of ISR seeking Allied Commission approval for withdrawal of certain items from Stores should be amended, whereby ISR move the Stores and submit monthly (or weekly) report accordingly.

4. ^{will} ~~Mechanical Engineering Branch~~ should inform ISR that every help and assistance will be given in an advisory way, but that responsibility for repairs, both by ISR and the private firms is now vested in the State Railways. An ISR travelling workshop inspector might be desirable, but monthly report should be submitted with information as to difficulties.

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R.F. MOSS,
Chief,
Rail Division.

2176

TRANSPORTATION SUB-COMMISSION, AC
(MAIL DIVISION)
c/o Transportation (Mr.) Min
C.M.F.

Tel. 043232
Ref. M/15/Tn 4
29 September 45

SUBJECT : Reconstruction and rehabilitation of Italian Railways.

Doctor Ugo La Malfa,
Minister of Transport,
R O M E

My dear Dr. La Malfa:

Effective 1st October, 1945, power of authority for reconstruction and rehabilitation of Italian Railways will be passed to Minister of Transport, who will be responsible for giving financial authority to ISR to proceed with the projects desired, and for ensuring that sufficient funds are made available by the Treasury for such works as are authorized.

All works at present in hand under MRS and AC supervision are to be completed in accordance with the contracts already in hand, but the Minister will be responsible for allocation of priorities to future works, except in such limited cases as Director, Military Railway Services may desire for military needs.

It will not be necessary for ISR to submit to AC any further requests for financial approval, but it is requested that two copies of any authorizations of expenditure given under the hand of the Minister be passed to Transportation Sub-Commission AC, and that ISR be instructed to provide, not later than 1st of each month, a report of the previous month showing:-

- New Works authorized
- Priorities given
- Capital expenditure involved
- Estimated materials to be used
- Estimated dates of completion
- Brief report of all other works in hand.

2175

These arrangements will apply in all Italy, Sicily and Sardinia, with the exception of Venezia Giulia, where funds and authorizations will continue to be provided through Allied Military Government.
Transportation Sub-Commission will be available to advise and help ISR as and when requested.

Yours very truly,

FRANK URMER JR.

Minister of Transport,
Rome

My dear Dr. La Malfa:

Effective 1st October, 1945, power of authority for reconstruction and rehabilitation of Italian Railways will be passed to Minister of Transport, who will be responsible for giving financial authority to ISR to proceed with the projects desired, and for ensuring that sufficient funds are made available by the Treasury for such works as are authorized.

All works at present in hand under MRs and AC supervision are to be completed in accordance with the contracts already in hand, but the Minister will be responsible for allocation of priorities to future works, except in such limited cases as Director, Military Railway Services may desire for military needs.

It will not be necessary for ISR to submit to AC any further requests for financial approval, but it is requested that two copies of any authorizations of expenditure given under the hand of the Minister be passed to Transportation Sub-Commission AC, and that ISR be instructed to provide, not later than 3rd of each month, a report of the previous month showing:-

New Works authorized
Priorities given
Capital expenditure involved
Estimated materials to be used
Estimated dates of completion
Brief report of all other works in hand,

2175

These arrangements will apply in all Italy, Sicily and Sardinia, with the exception of Venezia Giulia, where funds and authorizations will continue to be provided through Allied Military Government.

Transportation Sub-Commission will be available to advise and help ISR as and when requested.

Yours very truly,

FRANK UPMAN JR.
Director

Copy to:

Director, Military Railway Service
Director, Finance Sub-Commission, AC
Regional Commissioner, Venezia Giulia
Regional Commissioners Liguria, Lombardia, Piemonte, Venezia
CS AMM
Chairman, Allied Railway Board
Economic Section
Chief Engineer, Tn Sub-Commission (5)

~~CONFIDENTIAL~~

ALLIED FORCE HEADQUARTERS
APO 512

RHF/awm

AF 757

25 September 1945

AG 531/229 GDS-0

SUBJECT: Administration of Railways in Venozia Giulia

TO: All Concerned

1. The administration of the railways in VENEZIA GIULIA will be carried out by the Director of Military Railway Service Italy and by the appropriate Yugoslav authorities in accordance with the attached directive.

2. The text of the directive is that which was recommended by the Joint Economic Committee for VENEZIA GIULIA and approved by the Yugoslav Government and this headquarters. This approval is recorded in Minute 31 of the Joint Economic Committee meeting of 10 August 1945.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

Edmund R. Shugart
EDMUND R. SHUGART
Colonel, AGD
Asst Adjutant General

1 Incl
As Stated Above

DISTRIBUTION:

"B"
5 - G-4 (Mov & Tn)
1 - G-4 (A)
1 - G-5
1 - Log Plans
2 - AG Records

2174



~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
CONFIDENTIAL

ADMINISTRATION OF RAILWAYS IN VENEZIA GIULIA

1. The parts of Venezia Giulia administered by the Allied Military Government are designated zone 'A' and the part of Venezia Giulia administered by the Yugoslav Military Government is designated zone 'B'.

The railways in Zone A shall be under the administration of the Allied Military Government and the railways in Zone B under the administration of the Yugoslav Military Government.

2. For the coordination of the work of the railways in both zones a Joint Operating Committee (established in accordance with Appendix I, paragraph 1(b) of the Agreement of the 20th June 1945) shall be formed in TRIESTE, this Committee to be composed of three members from each side, with an interpreter and the necessary minimum number of clerical assistance.

3. The members of the Joint Operating Committee shall be named and authorized by the respective Military Governments of Zones A and B.

4. The Joint Operating Committee shall have the following functions:

a. To settle day to day problems in connection with the interchange of traffic between zones A and B.

b. To meet as a formal Committee as often as required, and not less than once a month, to deal with matters of common policy regarding operating, technical, traffic and tariff questions. Additional members as necessary may be co-opted by either side for formal meetings of the Committee. Records of proceedings shall be kept and submitted to the appropriate authorities.

c. To appoint transit (exchange) stations as necessary for new lines open to traffic across the demarcation line between Zones A and B.

5. Each Military Government shall be responsible for the supply of consumable stores and materials in its own zone. Where shortages of certain materials exist in Zone B which the Yugoslav Government is unable to obtain from its own resources, the Allied Government shall do its best to supply from Zone A or elsewhere, so that Zone A and Zone B shall be treated on an equitable basis regarding supplies. Questions of financial adjustment shall be for the ultimate settlement between the Governments concerned.

6. Electric locomotives in Zones A and B shall be used in common. Their equitable distribution shall be decided by the Joint Operating Committee. The Allied Military Government shall supply electrical energy to cover the requirements of electric traction in Zone B.

7. Where facilities, such as for the repair of rolling stock, exist in one Zone only, such facilities shall be available to cover the requirements of both zones.

8. Separate accounts shall be kept for all purposes for each zone: all services and materials supplied from one Zone to the other shall be recorded.

Inclosure No 1 to A 11tr,
AG 531/229 GDS-0, dtd 25 Sept 45

~~CONFIDENTIAL~~
CONFIDENTIAL

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

TO TN/AC/RAILS HQ.
for attention Col. Street

Subject : Additional Personnel
Ref : TN/G/AC/248/CE

19 September /45

1. As Verona Compartimento is without assistance, it is proposed subject to your approval, to Station there Ing. Dott. Morgando.
2. This Engineer is a retired Inspector General of I.S.R. & I want him at Verona, as I do not think, from inspection, that things are as they should be in that Division.
3. I would ^{like to} ~~let~~ have your decision by ^{signed} ~~signal~~, please.

C.H.G.
S.E. Buckley
Major R.E.

proposed subject to your approval, to Station there Ing.
Dott. Morgando.

2. This Engineer is a retired Inspector General of I.S.R.
& I want him at Verona, as I do not think, from inspection,
that things are as they should be in that Division.

3. I would ^{like to} ~~let~~ ^{Signel} ~~be~~ have your decision by ~~signal~~, please.


S.P. Buckley
Major R.E.

2173

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
PIEMONTE REGION
APO 394
F.W.O. U. DIVISION

24 September /45

SUBJECT : Recommendation

ETTORE MORGANDO

TO : Transportation Subcommittee
Rails Division.

1. The undersigned is glad to be able to recommend Ettore Morgando as a civilian engineer qualified to work for any allied unit.
2. Ing. Morgando was hired by this Headquarters as an assistant to Maj. H. W. Westwood, water supply and sewage disposal specialist on the staff of the Regional Engineer. He has served for some four months with complete satisfaction and has shown himself to be not only a good engineer but an efficient energetic worker who has adapted himself readily and willingly to the allied system of operations.
3. It is hoped that an opening in your organization may be found for Ing. Morgando.

Sgt.
J. A. ROME JR.
Major Sig. C.
Administrative Officer.

ETTORE MORGANDO

TO : Transportation Subcommittee
 Rails Division.

1. The undersigned is glad to be able to recommend Ettore Morgando as a civilian engineer qualified to work for any allied unit.
2. Ing. Morgando was hired by this Headquarters as an assistant to Maj. H. W. Westwood, water supply and sewage disposal specialist on the staff of the Regional Engineer. He has served for some four months with complete satisfaction and has shown himself to be not only a good engineer but an efficient energetic worker who has adapted himself readily and willingly to the allied system of operations.
3. It is hoped that an opening in your organization may be found for Ing. Morgando.

Sgt.
J. A. ROED JR
Major Sig. C
Administrative Officer.

2172

277

TRANSPORTATION SUB COMMISS ON
(RAIL TRANSPORT)
e/o Transportation Increment
C.M.F.

Duplicate

MEMORANDUM

TO TH/AC/Rails HQ.
For attention Col. Street D.S.O.

SUBJECT : Additional Personnel
REF : TH8/AC/248/CE

19 Sept./45

1. Subject to approval it is proposed to engage Sig. Ing. N. Walidi as (Bridge specialist) Engineer.
2. This Engineer has worked first with me Rome Area Command, June/44, transferring to Rome Region also with me, since then he has been continuously with Regional Engineer A.M.G. Region X.
3. Attached their report on his work, he will be free 15 Oct. or can be transferred as soon as you give your approval.

Phone 13844 Palazzo Litt
Corso Magenta
265541/2703 Stazione Centrale
Office.

SP

S.P. Buckley
Major R.E.

Copy to

Regional Engineer X
Major Westwood R.E.
HQ.
File.

2171

SUBJECT : Additional Personnel
REF : TN8/AC/248/CE

19 Sept./45

1. Subject to approval it is proposed to engage Sig. Ing. N. Naldi as (Bridge specialist) Engineer.
2. This Engineer has worked first with me Rome Area Command, June/44, transferring to Rome Region also with me, since then he has been continuously with Regional Engineer A.M.G. Region I.
3. Attached their report on his work, he will be free 15 Oct. or can be transferred as soon as you give your approval.

270

S.P. Buckley
Major R.E.

Phone 13844 Palazzo Litt
Corso Magenta
265541/2703 Stazione Centrale
Office.

Copy to

Regional Engineer X
Major Westwood R.E.
HQ.
File.

2171

HEADQUARTERS

ALLIED MILITARY GOVERNMENT

PIEMONTE REGION

APO 394

P.W. & U. DIVISION

24 September/45

SUBJECT : Recommendation Waldo Naldi

TO : Transportation Subcommittee
Railroads Division

1. For more than a year, Ing. Waldo Naldi has been employed by A.M.G. (first in Rome Region and now in Piemont Region) under Col. C.R. Birchett as Regional Engineer.

2. Ing. Naldi has demonstrated his ability and worth as an assistant to Engineer officers. At all times he has been conscientious and thorough and his integrity has been beyond question. Furthermore his personality has been such as to make him a good "team member" and well liked by his associates.

3. The writer has no hesitancy in giving Ing. Naldi the highest recommendation. It is hoped that his valuable services may be retained by the Allies even when this region ceases operations in the near future.

Sgt. J A Robb JR

Major Sig.C.
Administrative Officer.

Fin. Guardia d'Italia

26 August 1945

269

ALL THE RAILWAYS WILL BE IN OPERATION WITHIN THREE MONTHS.

Roma, 26 August 1945. —

During an interval of the Council of the Ministers, the Minister of Transportations, LA MALFA has reported to the journalists that he holds it possible that about at the end of November the entire Railway-net will be reestablished. The works are proceeding expeditiously at every place and the stock of rolling material is continuously increasing. For the above date traffic will be reestablished everywhere and all the restrictions actually in vigour for the travellers will be cancelled, as for example, the reservation of places etc. It is obvious, however, that at first the time-tables will be considerably reduced.

The amount of the works anticipated for the complete reconstruction of the electric and telegraphic lines, etc. will exceed the conspicuous sum of 30 milliards, 8 of which are required only for the repairs of the electrification. It is estimated that another 18 milliards will be needed for the repairs and reconstruction of rolling stock. The programme of new constructions includes the manufacturing, within 1946, of about 15.000 wagons of different type and 17.000 passenger-carriages.

→ *To Col Street D.S.O*

*For information, Sorry
that I did not have
time to correct the
English PB*

2169

TH (INC) Tn Sub-Commission)

20.9 9.00

I.S.R. CAPO SEZIONE LAVORI BARI.

O.21 (.) RESTRICTED (.)

PONTE SUL FIUME OFANTE (.) SEQUITO TELEGRAMMA MAGGIORE MOLE (.)
MATTONI DELLA FORMACE DI MARINELLO A ROSETO SARANNO USATI (.)
IL COMPARTIMENTO ANCONA HANNO PROVVEDUTO IMMEDIATA SPEDIZIONE
PER FERROVIA SUL POSTO (.)

201700X
2108

TN INC (TRANSPORTATION SUB-COMM). 20 09.00

MAJOR MOLE c/o SIGNAL OFFICE ANCONA
I.R.C.E. 4 c/o SIGNAL OFFICE BOLOGNA
I.S.R. ROME.

0.19 (.) RESTRICTED (.) MONTHLY INSPECTION TOUR (.) DIESEL LEAVE ROME
24 SEPTEMBER AT 09.00 HRS (.) ARRIVE ANCONA 16.00 HRS (.) LT. TAYLOR JOIN
PARTY AT ANCONA (.) LEAVE ANCONA 16.10 HRS ARRIVE PESCARA 19.00 HRS (.)
LEAVE PESCARA 21.00 HRS ARRIVE BARI 25 SEPT. 06.00 HRS. (.) CAPO SEZICONE
LAVORI BARI TO MEET MAJOR MOLE AT STATION AT 08.00 HRS AND PROCEED 325
T.S.D. BY I.S.R. MOTOR CAR TO INSPECT NEW SIDINGS (.) DIESEL LEAVE BARI AT
10.00 HRS ARRIVE TERMOLI AT 16.00 HRS (.) INSPECT RIVER OFANTO AND BIFERNO
RIVER BRIDGES ON ROUTE CAPO I.S.R. BARI TO ACCOMPANY PARTY (.) DEPART
TERMOLI 16.05 HRS FOR CAMPOBASSO INSPECT LINE (.) I.S.R. ENGINEERS NAPLES
DIVISION TO JOIN DIESEL AT TERMOLI (.) DIESEL TO STABLE FORNIGHT at
CAMPOBASSO (.) 26 SEPT. LEAVE CAMPOBASSO AT 06.00 HRS. ARRIVING BENEVENTO
AT 14.00 HRS (.) I.S.R. ENGINEERS NAPLES DIVISION TO MEET PARTY AT
BENEVENTO AND INSPECT BENEVENTO AVELLINO LINE BY I.S.R. MOTOR TRANSPORT (.)
PARTY RETURN BENEVENTO FOR NIGHT (.) 27 SEPT. PARTY TO LEAVE BENEVENTO
AT 06.00 HRS AND INSPECT AVELLINO ROCCHETTA LINE BY I.S.R. MOTOR CAR AND
P.WAY TROLLEY ARRIVING ROCCHETTA 12.00 HRS (.) DIESEL TO LEAVE BENEVENTO
0.8.00 HRS ARRIVING ROCCHETTA AT 12.00 HRS (.) DEPART ROCCHETTA AT 14.00
HRS. ARRIVING ANCONA 23.59 HRS (.) 28 SEPT. DIESEL LEAVE ANCONA 00.01 HRS
ARRIVING BOLOGNA 04.00 HRS (.) LEAVE BOLOGNA 08.00 HRS FOR ANCONA (.)
I.S.R. BOLOGNA DIVISION ENGINEERS TO ACCOMPANY PARTY INSPECT BRIDGES ON
ROUTE (.) I.S.R. ANCONA ENGINEERS JOIN DIESEL AT RIMINI AT 09.30 HRS. TO
INSPECT BRIDGES RIMINI - ANCONA (.)

2197

21976A

I.S.R. ROME.

0.19 (.) RESTRICTED (.) MONTHLY INSPECTION TOUR (.) DIESEL LEAVE ROME
 24 SEPTEMBER AT 09.00 HRS (.) ARRIVE ANCONA 16.00 HRS (.) LT. TAYLOR JOIN
 PARTY AT ANCONA (.) LEAVE ANCONA 16.10 HRS ARRIVE PISCARA 19.00 HRS (.)
 LEAVE PISCARA 21.00 HRS ARRIVE BARI 25 SEPT. 06.00 HRS (.) CAPO SEZIONE
 LAVORI BARI TO MEET MAJOR MOLE AT STATION AT 08.00 HRS AND PROCEED 325
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 RIVER BRIDGES ON ROUTE CAPO I.S.R. BARI TO ACCOMPANY PARTY (.) DEPART
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 ROUTE (.) I.S.R. ANCONA ENGINEERS JOIN DIESEL AT RIMINI AT 09.30 HRS. TO
 INSPECT BRIDGES RIMINI - ANCONA (.)

2107

IMPORTANT

24/11/46
 11/11/46

1047

Major Sheet 252

ALLIED FORCE HEADQUARTERS
APO 512

22 February 1945

CONFIDENTIAL

Corrected copy.
destroy all others

AG 400.342/031 030-0

Subject: Procedure for Procurement of Standard Army Type Items for Potential Civilian Use, as Authorized by the Combined Chiefs of Staff in CAS 285.

To : All Concerned.

1. Civil Affairs requirements fall into four main classes.
 - a. non-technical items such as subsistence, soap, and clothing together with bulk items requisitioned for varied uses e.g. newspaper, acoustic code.
 - b. Medical, veterinary and sanitary supplies.
 - c. Miscellaneous items not normally held by Army Services e.g. canning materials, agricultural machinery and fertilizers.
 - d. Items of standard army type equipment common to civilian users and Army Services e.g. telecommunications stores, road maintenance equipment, industrial supplies, mining supplies, electrical power equipment, transport and transportation stores.

2. The procedure for the procurement of items falling within the scope of paragraph 1a, b, and c above, will not be altered by this directive.

3. Army Supply Services, United States and British, will be responsible for provision of military items as defined in paragraph 1 d above against approved Civil Affairs requirements, either from theatre stocks or by new procurement.

4. Procurement will be as follows:

- a. The Allied Commission and various Military Liaison Headquarters will prepare and forward requirements to the Assistant Chief of Staff G-5, this headquarters, for approval. Those requirements will be stated in terms of standard military items wherever practicable.
- b. The Assistant Chief of Staff G-5, this headquarters, will refer such requirements to the appropriate United States and British services for comment and recommendations as to:

- (1) Acceptance by Services as falling within scope of paragraph 1a, b, c above
- (2) Validity of the requirements for the stated purposes,
- (3) Possible substitutes of Army type equipment to accomplish the intended purpose.

TO : All Concerned.

1. Civil Affairs requirements fall into four main classes.

a. non-technical items such as subsistence, camp, and clothing together with bulk items requisitioned for varied uses e.g. newsprint, canteen etc.

b. Medical, veterinary and sanitary supplies.

c. Miscellaneous items not normally held by Army Services e.g. sewing machines, agricultural machinery and fertilizers.

d. Items of standard army type equipment common to civilian users and Army Services e.g. telecommunications stores, fuel maintenance equipment, industrial supplies, mining supplies, electrical power equipment, transport and transportation stores.

2. The procedure for the procurement of items falling within the scope of paragraph 1a, b, and c above, will not be altered by this directive.

3. Army Supply Services, United States and British, will be responsible for provision of military items as defined in paragraph 1 d above against approved Civil Affairs requirements, either from theatre stocks or by new procurement.

4. Procurement will be as follows:

a. The Allied Commission and various Military Liaison Headquarters will prepare and forward requirements to the Assistant Chief of Staff G-5, this Headquarters, for approval. These requirements will be stated in terms of standard military items wherever practicable.

b. The Assistant Chief of Staff G-5, this Headquarters, will refer such requirements to the appropriate United States and British services for comment and recommendations as to:

- (1) Acceptance by Services as falling within scope of para 1a, b, c above
- (2) Validity of the requirements for the stated purposes,
- (3) Possible substitutes of Army type equipment to accomplish the intended purpose.

c. Appropriate United States and British Services will submit their recommendations through normal channels to the Assistant Chief of Staff, G-4, this headquarters, who will, on the basis of these comments, recommend to the Assistant Chief of Staff, G-5, approval or disapproval of the requisition, and advise what division of supply responsibility is between United States and United Kingdom is to be recommended to the Combined Chiefs of Staff.

d. The Assistant Chief of Staff, G-5 will forward to the Combined Chiefs of Staff for the Combined Civil Affairs Committee the approved requirement incorporating this headquarters recommendations.

e. When the Combined Civil Affairs Committee notifies decision as to approval and supply responsibility, the Assistant Chief of Staff, G-4 will direct provision by the appropriate Service which will be responsible for supply from theater stocks or by normal provision action as in the case of other military requirements. The Assistant Chief of Staff, G-4 will adjust supply responsibility between United States and British theater services if necessary.

5. When a service is directed by the Assistant Chief of Staff, G-4 to make supply provision, the Service will so notify the Allied Commission and appropriate Military Liaison Headquarters with copy to the Assistant Chief of Staff, G-5, this Headquarters, and will advise estimated date and details of delivery. All issue vouchers will be endorsed "for essential civilian supply" and carry G-5 Section requisition numbers. Arrangements for release, delivery and/or collection will be made between the Allied Commission and appropriate Military Liaison Headquarters and issuing depots. Conflicts of priority between these requirements and other theater requirements will be referred to the Assistant Chief of Staff, G-4 for determination in consultation with the Assistant Chief of Staff, G-5. Maximum use will be made of theater stocks in lieu of additional imports.

6. The requisition as approved by the Combined Civil Affairs Committee is the basis and authority upon which the Services can initiate new or replacement procurement action.

BY COMMAND OF FIELD MARSHAL ALANVAUGHAN

(Signed) A. B. KING,
Lt. Col. AGO
Assistant Adjutant General

2103

AHS/ef

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

238

20th August 1945

Tel : 843239
Ref : AC/Tn/8/238/C.E.

SUBJECT : Staff

TO : Chief Rail Division.

1. I attach a translation of a letter received from the Chief Works Section I.S.R.
2. At the moment it is quite impossible to replace Capt. Greany due to shortage of staff.

A.H. STREET, Lt. Col.

2164

T r a n s l a t i o n s

MINISTRY OF TRANSPORTS

SUBJECT : Controlled materials.

17 August 1945

To the Transportation Sub-
Commission, Lt. Col. Street .

1. The Works Section at Venice report that they have tried to obtain cement and bricks required for urgent works, from the various provincial authorities within their jurisdiction.
2. All efforts have failed due to obstacles placed in their way by the various authorities Allied and Italian for example A.M.C. and Genio Civile, to date very little has been obtained.
3. To help Venice Division a liaison officer Capt. Greany was posted but about 15 days ago he left and has not been replaced.
4. Naturally the appointment of a liaison officer would be of great help to the division. Anyway your assistance will be required to unfreeze the materials.

/s/ The Chief of Works Section

2163

MINISTERO DEI TRASPORTI
 ~~MINISTERO DELLE COMUNICAZIONI~~
 FERROVIE DELLO STATO - DIREZIONE GENERALE
 (1) Servizio Lavori e Costruzioni

Roma, 17 agosto 1945 - A

N. C.S/448

Al N. del

OGGETTO. Sblocco materiali contingentati.

SOTTOCOMMISSIONE TRASPORTI
 Sig.Col. STREET

1) Da parte della Sezione Lavori di Venezia si è provveduto alla ricerca del vario materiale cementizio e laterizio - fra le varie Provincie cadenti nella giurisdizione - necessario per i lavori di ricostruzione di prima necessità.

2) Ogni forma di attività si è però arenata di fronte all'ostacolo frap-
 posto dai vari Enti Competenti - Alleati o Italiani - quali l'A.M.G. o il Ge-
 nio Civile e tuttora ben poco si è potuta ottenere.

3) In aiuto alla Sezione di Venezia - quale Ufficiale di Collegamento -
 era stato assegnato il Sig.Cap.P.Greany RE che da circa quindici giorni è
 assente e non è stato sostituito.

4) Naturalmente l'Ufficiale di Collegamento sarebbe di grande aiuto alla
 Sezione; comunque si segnala alla S.V. la necessità che venga in qualche mo-
 do facilitato lo sblocco dei materiali in questione.

IL CAPO DEL SERVIZIO

2162

Volpe

Servizio.

AHS/ef

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

232

Tel : 843239
Ref : AC/Tn/8/ 232/ C.E.

13th August 1945

SUBJECT : Staff

TO : Mr Richard

1. This letter will be handed to you by Lieut. W.E. Skouse who is joining the engineering staff of the Rail Division.
2. Lt. Skouse will be attached to your office.
3. Lt. Skouse will chiefly interest himself on the following works :

Ostiglia bridge
Prato - Bologna reconstruction
Spezia - Parma
Pisa- Spezia,

and will assist as required in the work on your division.

4. You will still be responsible for the carrying out of the above works.

A.H. STREET, Lt. Col

2161

Rome 4 August 1945

Jurisdiction Venezia and Trieste Compartimenti

To Capo Compartimento

" "

for information Headquarters M.R.S.

AC Tn. Sub-Commission

Capi Servizio

Capi Delegazioni

Trieste

Venezia

Rome

Rome

Rome

Milano-Venezia.

According to the orders we have received from Allied Military Authorities the following dispositions are given:

1° - The limit of the Venezia Compartimento is extended, eastward as far as the boundary between Veneto and Venezia Giulia.

2° - The Trieste Compartimento will include:

a) The territory limited:

westward by the same boundary line between Veneto and Venezia Giulia.

eastward by the Morgan line which, starting from Punta Grossa, south of Trieste, is directed toward east-north-east, crosses the Trieste Fola Line between S. Elia and Erpelle Cosina stations and the railway line Monfalcone S. Pietro del Carso between Sesana and Divaccia; then, going toward north-west, crosses the branch railway line to Cistissina between the stations of Prevaccina and Camigne; further keeping always eastward of Isonzo river, crosses the Line Gorizia-Piedicolle between Ausa and S. Lucia (Isonzo) and proceeding toward north-west and north is connected to the old boundary Italy-Yugoslavia crossing the railway line Tarvisio-Isonzo, east of Resine Laghi.

b) The enclave of Fola.

3° - The I.S.R. railway system east of Morgan Line as far as the original political boundary Italy-Yugoslavia, will remain under the control and administration of the Yugoslavia Government.

4° - In the Territory of which point 2, the Italian Railway Authorities will act as agents of Allied Military Government represented by the Director M.R.S.

5° - All correspondence, from and to Trieste Compartimento, will be forwarded through the M.R.S.

6° - For all matters concerning various services, the Trieste Capo Compartimento will apply to officers of M.R.S. residing there.

7° - The Trieste Capo Compartimento will keep a separate account for the territory of own jurisdiction only, as above precised. He will also duly record all services, of any kind and title.

ward as far as the boundary between Veneto and Venezia Giulia.

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westward by the same boundary line between Veneto and Venezia Giulia.

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b) The enclave of Pola.

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7° - The Trieste Capo Compartimento will keep a separate accounting for the territory of own jurisdiction only, as above precised. He will also duly record all services, of any kind and title made or to be made in respect of traffic and operation covering that part of railway system being under the administration of the Yugoslave Government.

8° - The department's group of Udine is under the direct jurisdiction of the North East Delegation, Verona, in respect of the operation and reconstruction works; however, as regards administrative matters will be subordinate to the Venice Compartimento.

2100

The Director General

ing. G. Di Raimondo.

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

ACP/10
239

11 August 45

Tel. 843238
Ref. AG/120/Tn 4

SUBJECT : Litterine Service.
TO : MEMS - Bldg.

1. In accordance with a previous conversation, we have already written ISR to investigate local passenger services, especially where box cars are used, in order to replace the existing services with litterine, which, it was understood, were available to some extent as a result of their withdrawal from military user.
2. Before such litterine can be used for such purposes, however, they will have to be altered internally for ordinary passenger user.
3. Please say if you agree to ISR taking on this work, and if so indicate litterine which can be so altered.
4. In the meantime, ISR will be asked what litterine are immediately available in the North.

For the Chief Commissioner :

A. C. Ping
A.C. PING, Major

Copy to: Engineering Branch Tn S/C(Rails) —
Mechanical " " "
Mov (Rail) Tn S/C.

2159

Wafn Area J.P.
of Area J.P.
Railways

CONFIDENTIAL

Allied Force Headquarters
 4 (Mov & In)
 Rel: Freedom 320
 Nov 3/378/2
 25 Jul 45

BIDDING PROCEDURE FOR RAIL MOVEMENT WITHIN ITALY & BRITISH ZONE
AUSTRIA

1. Attention is drawn to AFHQ Administrative Memorandum n°16 dated 20 Mar 45 with particular reference to Appendix 'A' attached hereto outlining the procedure for implementing rail movement in ITALY.
2. Acceptance of bids in respect of demands for rail movement is, in certain instances, delegated by AFHQ to subordinate Movements (Br) and Transportation (A) HQs.
3. The final responsibility for internal movement within the Area rests with the Movements Area HQ (Br) or Base Section (US) concerned, but to overcome difficulties of distance and communications authority may be delegated to Mov Sub Areas (Br) as "agents" as shown below:

<u>Area of Movement</u>	<u>Movements (Br) or Transportation (A) HQ responsible</u>	<u>"Agent" Mov sub-Area.</u>
(i) Internal movement within the province of CALABRIA.	Movements NAPLES	Movements Sub-Area REGGIO
(ii) Internal movement over the section of line bounded by inclusive CASERTA-AVERSA-BATTIPAGLIA- PEs (Southern District) AVELLINO.	Movements NAPLES for British Traffic. Transportation Officer	
(iii) Internal movement over the section of line bounded by exclusive FOGGIA-POTENZA-METAPONTO)		Movements BARI
(iv) Movement out of the area set out in para (iii) above into CALABRIA via TARANTO-METAPONTO)		
(v) Internal movement over the section of the line bounded by inclusive CIVITAVECCHIA-FIUDICINO,		Movements ROME

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"Agent" Mov sub-area.

Movements (Br) or
Transportation (A)
HQ responsible

Movements Sub-area
REGGIO

(i) Internal movement
within the province of
CALABRIA.

(ii) Internal movement
over the section of line
bounded by inclusive
CASERTA-AVERSA-BATTIPAGLIA- Pbs (Southern District)
AVELLINO.
Movements NAPLES for
British Traffic.
Transportation Officer
for US traffic.

(iii) Internal movement)
over the section of line)
bounded by exclusive)
FOGLIA-POTENZA-METAPONTO)
Movements BARI

(iv) Movement out of the)
area set out in para (iii)
above into CALABRIA via)
TARANTO-METAPONTO)

(v) Internal movement)
over the section of the line
bounded by inclusive
CIVITAVECCHIA-FIUMICINO,
CIVITAVECCHIA-FIUMICINO-
ANZIO-BAGNI DI TIVOLI
ROME SMISTAMENTO-Anguillara
Movements ROME

(vi) Traffic originating in
the LEGHORN area for movement
to FLORENCE and CECINA.
Transportation Officer
Pbs (Main) for US traffic.
British Traffic will be
bid to Pbs through
Movements LEGHORN.

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- 2 -

<u>Area of Movement</u>	<u>Movements (Br) or Transportation (A) HQ responsible</u>	<u>"Agent" Mov Sub-Area</u>
(vii) Internal movement over the sections of the line bounded by inclusive ABOCONA-JESI and ANCONA-MONDOLEO.	Movements North East ITALI	Movements Sub-Area ANCONA
(viii) Internal movement over all rail sections west of a line PARMA-BRESCIA (both towns inclusive) EXCEPT rail section PARMA to PIACENZA.	Movements North West ITALI	Movements MILAN Sub Area Movements GENOA Sub Area Movements TURIN Sub Area
(ix) Internal movement over all rail sections bounded on the WEST by a line BRESCIA-PARMA (both towns exclusive) and the North-east by a line MESTRA (exclusive) PADUA (inclusive) CINTADILLA (inclusive) TREVISO (exclusive) thence north to the Italian - Austrian border EXCEPT rail sections (a) BOLOGNA-VERONA (b) BOLOGNA-PADUA (c) BOLOGNA-PARMA	Movements North East ITALI for BR Traffic Transportation Officer Fifth Army for US traffic.	Mov BOLOGNA
(x) Internal movement over all rail sections within XIII Corps Area.	Movements XIII Corps	Movements PRIMEVIE VENICE
(xi) Internal movement within Eighth Army Area	Movements Eighth Army	Movements 5 Corps
(xii) Rail Movement in Northern ITALI and British Zone AUSTRIA involving more than one of the areas defined in Paras (viii) (ix) (x) and (xi) above may be authorised by the originating Movement Area HQ, who, prior to authorisation, will consult intermediate and receiving Movement Areas on their ability to accept.		

3. Bids in respect of traffic intended for rail movement within the limits indicated in para 2 above will be submitted as applicable direct to the Movements (BR) Sub-Area on Transportation (A) HQ concerned. This procedure will also apply in respect of Allied Commission requirements in excess of the current basic tonnage allocation specifically allotted to them by the Director Military Railway service, ITALI.

(ive) MAINTAIN rail section
PARMA to PLACENZA.

(ix) Internal movement over all rail sections bounded on the WEST by a line BRESCIA-PARMA (both towns exclusive) and the north-east by a line MESTRA (exclusive) PADUA (inclusive) CITTADELLA (inclusive) TREVISO (exclusive) thence north to the Italian - Austrian border EXCEPT rail sections

- (a) BOLOGNA-VERONA
- (b) BOLOGNA-PADUA
- (c) BOLOGNA-PARMA

(x) Internal movement over all rail sections within XIII Corps Area.

(xi) Internal movement within Movements Eighth Army
Eighth Army Area

(xii) Rail Movement in Northern ITALY and British Zone AUSTRIA involving more than one of the areas defined in Paras (viii) (ix) (x) and (xi) above may be authorised by the originating Movement Area HQ, who, prior to authorisation, will consult intermediate and receiving Movement Areas on their ability to accept.

3. Bids in respect of traffic intended for rail movement within the limits indicated in para 2 above will be submitted as applicate direct to the Movements (or) sub-Area on Transportation (A) HQ concerned. This procedure will also apply in respect of Allied Commission requirements in excess of the current basic tonnage allocation specifically allotted to them by the Director Military Railway service, ITALY.

4. Movements (or), and Transportation (A) HQs concerned will accept such bids within the limits of the available line capacities and wagon supply remaining after ARHQ priorities have been met.

5. Bids within the categories indicated in para 2 above, will be submitted to the appropriate Movements (or) and/or Transportation (A) HQs concerned in accordance with standard practice to arrive NOT later than 0800 hours Wednesday for traffic intended for despatch during the seven days period commencing the Monday following.

Movements North East
ITALY for BR Traffic

Transportation Officer
Fifth Army for US
traffic.

Movements XIII Corps
Movements TRIESTE
VENICE

Movements V Corps

6. All bids in respect of rail movement other than that indicated in para 2 above will be rendered in accordance with the detailed instructions contained in Appendix "A" to AFHQ Administrative Memorandum n°15 dated 20 Mar 45.

7. The revised bidding procedure in respect of traffic within the category specified in para 2 above will be brought into effect forthwith.

8. This HQ Memorandum "Bidding Procedure for Rail Movement within ITALY" issued under reference Mov 3/370/2 dated 13 May 45 will be cancelled accordingly.

K.D. Mc KENZIE
Colonel, T.C.
Chief of Transportation.

R.W.L. FELLOWS,
Brigadier, for
DGMG (Mov & In)

DISTRIBUTION:

Internal.

C in C med Q (Maint)
CAO Q (AE)
US Navy ST
DGMG TW (b)
HQ MTOUSA (3) EMG
COT (3) SIGS
G-3 (Org) RELE
G-4 (A) ORL (A)
G-5 ORL (D)

(2)
Survey Med (B)
Salvage V & RS
PS & S DMRS Rep
Postal (A) HQ MAAF (3)
Postal (B) AAPSC/MTO (3)
Pet Sec Mov RAP
Lab Mov 1
BFI Mov 2
Mod (A) Mov 3

External

OG PBS Main (3)
PBS (South) (3)
DMRS ITALY (3)
HQ Mo1 District (6)
HQ Mo2 District (6)
HQ Mo3 District (6)
HQ Rome Allied Area Command (6)
HQ Allied Commission Rome (6)
Mov LO N)3 District (6)
Eighth Army (6)
XIII Corps (4)
V Corps (4)
Fifth Army (4)

HQ AG AUSTRIA (Br Inc) (2)
MMIA
HQ Movements North West ITALY (6)
HQ Movements North East ITALY (6)
HQ Movements NARI (4)
HQ Movements NAPLES (4)
HQ Movements ROME (4)
HQ Movements XIII Corps (6)
Mov LO MMIA
Mov LO DMRS ITALY (6)
Mov LO Fifth Army (4)
HQ Movements Eighth Army Rear (6)

Brigadier, for
DQMIG (Mov & Im)

Colonel, T.C.
Chief of Transportation.

DISTRIBUTION:

Internal.

C in C med	Q (Maint)		
CAO	Q (AE)		
US Navy	ST	(2)	Med (B)
DQMIG	TIN (B)		V & RS
HQ MFOUSA	(3) ENG		DMRS Rep
COT	(3) SIGS		HQ MAAR (3)
G-3 (Org)	REMER		AAASG/LMO (3)
G-4 (A)	ORD (A)		Mov RAP
G-5	ORD (D)		Mov 1
			Mov 2
			Mov 3

External

Cg Pbs Main			
Pbs (South)	(3)		HQ AC AUSTRIA (Br Inc) (2)
DMRS ITALY	(3)		MMIA
HQ No1 District	(6)		HQ Movements North West ITALY (6)
HQ No2 District	(6)		HQ Movements North East ITALY (6)
HQ No3 District	(6)		HQ Movements BARI (4)
HQ Rome Allied Area Command	(6)		HQ Movements NAPLES (4)
HQ Allied Commission Rome	(6)		HQ Movements ROME (4)
Mov LO N)3 District			HQ Movements XIII Corps (6)
Eighth Army	(6)		Mov LO MMIA
XIII Corps	(4)		Mov LO DMRS ITALY
V Corps	(4)		Mov LO Fifth Army
Fifth Army	(4)		HQ Movements Eighth Army Rear (6)

ACP/ar

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

Tel.: 843238

Ref.: AC/335/Bn.4

SUBJECT: Increase of I.S.R. responsibility for
Civilian rail Movement.

TO : Chief, Movements Division
Tn Sub-Commission.

6 July 1945

1. Reference is to your letter 468/13/Tn.3 of 26 June 45.
2. The Rail Division is of course prepared to accept responsibility for duties which rightly come within its province, and is ready to act in close co-operation with Movements Division to make the most of the Block tonnage now allotted AC.
3. There are, however, one or two immediate points which cause difficulty. Firstly, we cannot undertake the important work of ensuring wagon supply with our present staff. It is definitely a full time job for one officer, and we have not, at the moment, an officer who can be allotted to the duties. However, a request for such an officer has been made, and if this is successful the first step will have been taken.

4. The second point is that the actual distribution of wagons has reached an intolerable position; and far from peace bringing a simplification, there appear to be so many cooks now handling the same culinary dish that no one can definitely state he is in charge of this important task. Similarly, no one knows who has power to give orders, but it is quite clear that AHC, far from fulfilling the expressions of willing help so readily given at meetings, is now endeavouring to wield a power over every freight car which its functions should not permit.

5. Although the agreement of allotment of specific block tonnages to AC was based not only on line capacity but on assessed availability of wagons, the past week has been disastrous for AC. There are no wagons for cement works, for lignite mines, for ports, and the "poor relation" atmosphere of AC is being revived at a time when it should in fact have much more importance than many of its brother organisations.

6. Yesterday, M.H.S. received information that P.E.S. would not be able to supply freight cars to Flombino. It is our opinion that

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5. Although the agreement of allotment of specific block tonnages to AC was based not only on line capacity but on assessed availability of wagons, the past week has been disastrous for AC. There are no wagons for cement works, for lignite mines, for ports, and the "poor relation" atmosphere of AC is being revived at a time when it should in fact have much more importance than many of its brother organisations.

6. Yesterday, M.E.S. received information that P.B.S. would not be able to supply freight cars to Piombino. It is our opinion that P.B.S. holds too many freight cars, for under the heading of re-deployment they have amassed many more cars than they can possibly utilise, and there must be some section at AFHQ which can instruct a careful survey of freight cars in P.B.S. area, and to order them to discharge rolling stock which hasn't moved a wheel for weeks past.

As a result of P.R.S. refusal to supply wagons to Piombino, even under their recently introduced clever method of robbing the Ribolla lignite mines of their guaranteed wagons, M.R.S. decided to send 65 freight cars from Rome, and prepared the appropriate instructions to Joint Railway Control.

7. M.R.S. is a responsible body of railway operating personnel, whose livelihood in days of peace is derived from their ability to work railroads efficiently. It is presumed that they are kept advised by Movements of the needs of wagons in the Rome area, and in deciding to send 65 wagons to Piombino, it is not unreasonable to suppose they had some slight grasp of the situation at least.

8. They were stopped from sending the wagons, however, by the AFHQ G4 Mov and Tn Officer with M.R.S., who claimed he had recently been assured he had the authority to stop inter-Compartimental wagon movement if he considered that the military demands in the local area might not be met. This fear of a mythical military requirement, which in present times could in any case be deferred, is not only unreasonable but incomprehensible. If no intelligent anticipation is forthcoming at this stage of the proceedings, it is high time an entirely new release group were created for railwaymen ready and anxious to get back to a job of work. We insisted that these wagons should go, and instructions were ultimately issued accordingly.

9. The important point is that AFHQ has, in solemn conclave with M.R.S. and A.C., allotted specific tonnages to A.C., and it frankly appears that A.C. is now the only organization that definitely knows what it wants. There is no question of military importance, the tonnage was allocated to A.C. on wagon availability, and Rail Division demands and expects the wagons to meet the tonnage. We are not concerned with hypothetical prospects, we have a programme in black and white, approved by all concerned, a definite list of commodities ready to move, and specified ships to be cleared at ports.

10. Ing di Raimondo and his staff are doubtless in a state of complete bewilderment. They have so many people giving varying orders, when all they desire to do is to be allowed to operate their own railways. As soon as M.R.S. gives up supervision, another Phoenix arises to harass and confuse them, with the result that we are getting nothing near the tonnage movement it is possible to give with present equipment. Our carefully prepared letter to Ing di Raimondo on wagon supply recently (copy sent you) is completely impossible of achievement now, and if the Italians have any sense they will tell us so. 2154

11. Two days ago we were asked to provide three refugee trains from Bologna to Florence, and in conjunction with M.R.S. we arranged for this to be done. AFHQ refused to allow the train on the third day to run,

8. They were stopped from sending the wagons, however, by the AFHQ G4 Nov and Tn Officer with M.R.S., who claimed he had recently been assured he had the authority to stop inter-Compartimental wagon movement if he considered that the military demands in the local area might not be met. This fear of a mythical military requirement, which in present times could in any case be deferred, is not only unreasonable but incomprehensible. If no intelligent anticipation is forthcoming at this stage of the proceedings, it is high time an entirely new release group were created for refugemen ready and anxious to get back to a job of work. We insisted that these wagons should go, and instructions were ultimately issued accordingly.

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11. Two days ago we were asked to provide three refugee trains from Bologna to Florence, and in conjunction with M.R.S. we arranged for this to be done. AFHQ refused to allow the train on the third day to run, on the grounds that it would exceed the paper allotment to A.C. We ensured all concerned that no effect would be had on military or civilian tonnage, that the train would be able to operate on three consecutive days with the same stock, and it was only after a day of continued telephone calls and some unpleasantness that a grudging concession was made.

12. This absurd waste of time, this nullification of the intelligence of railway operating personnel, this refusal to accept the obvious because paper figures indicate the exceeding of a mythical line capacity, will make it quite impossible for this Division to accept responsibility for meeting your needs for wagons or for refugee trains. Clarity of vision is needed, not a tenacity to outworn shibboleths, and we can make the observation that if we tried to run railways in such a fashion at home there would rightly be a public enquiry and numerous dismissals.

13. At a stage in the proceedings when we are endeavouring to fulfill so oft proclaimed international policy of returning Italy to the Italians, there is a bigger clamp than ever on our actions. This of course would not be so bad if we were not informed so often and so readily that we are strongly supported in our efforts by the very organisations which are in fact clamping us into restricted action. It is quite obvious that nothing short of a qualified united wagon control is needed, on which A.C. should have an equal representation, and this wagon control should consist of people who know something about it. Until some drastic action of that kind is taken this Division can reluctantly accept no further responsibility for wagon supply, and must leave it in the hands of whichever other organisation considers it is capable of being in charge.

Chief,
Rail Division.

189

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/eh

100A/24/Tn 1

19 June 1945

SUBJECT: Staff

TO : Rail Division, Transportation Sub-Commission

1. Reference Major Street's memorandum AC/Tn8/189/C.E., 15 June 1945, it must be made clear that large increases in the civil engineering staff would be against AC general policy. As far as possible we must leave the Italians to carry on with repair work for themselves and our supervision should be limited to periodic inspections to see that the work is progressing reasonably and that they are getting the materials they require. All ordinary problems, requests, etc., should be referred up through Italian channels, i.e., the local Italian engineer should write to ISR Headquarters who, in turn, should take up with Major Street. I quite realize that there may be exceptions to this general practice when our officer on the spot has to take strong action to get materials or to get things done, but they should be exceptions rather than the rule. The officers in the Civil Engineering Branch should be regarded as traveling inspectors rather than resident engineers for a particular job.

2. It is unlikely that at this stage we shall attain more officers for civil engineering work, and Major Street should organize his branch in the light of what is stated above and in accordance with the number of officers he has available.

3. With regard to transport, we are pressing the MRS strongly to take over some 2,000 vehicles which, however, they are unable to receive as quickly as we should like. It does not, therefore, make sense for them to say they are short of vehicles. I propose to raise this subject at the Allied Railway Board on Thursday.

4. The need for reelectrification of Italian railways has not been overlooked. Broadly speaking, it will be carried out on the lines indicated above, i.e., by Italians under Italian engineers responsible to ISR Headquarters. AC supervision will be exercised through ISR Headquarters, although periodic inspections may be made as for other engineering works.

M. B. Thomas

M. B. THOMAS, Colonel
Deputy Director

2152

5 copies

AHS/ef

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

15th June 1945

Tel : 843239
 Ref : AC/T₇8/189/C.E.

SUBJECT : Staff

TO : Chief Rail Division
 Lt.Col.Lindberg.

1. Reference minutes of meeting ~~of~~ of Allied Railway Board Construction Subcommittee.
2. The above minutes make it plain, that very considerable extra responsibility will be thrown on the Civil Engineering division after the 30th July.
3. As I stated at the meeting it will be quite impossible to shoulder this extra load without adequate staff and means of transport.
4. In the past I have stressed the need for the fulfilment of both these requisites, but so far have received very meagre response.
5. Minute 27. To cover this it is proposed to remove Capt. W Conway at present in Genoa and Turin and place him in charge of this section.
6. Mr Richard who has reported to day, will be posted to Florence to take charge of :

Line 219 .	Pisa-Empoli-Florence.	21.1
Line 65.	Arezzo-Florence.	
Line 220.	Chiusi-Empoli-Florence.	
Line 65.	Prato-Bologna, repairs to tunnels etc.	

7. Major Mole will continue at Ancona and will supervise:

Line 242.	Albacina-Civitanova.
Line 245.	Ascoli-Porto d'Ascoli.

TO : Chief Rail Division
Lt.Col.Lindberg.

1. Reference minutes of meeting ~~of~~ of Allied Railway Board Construction Subcommittee.
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Line 65.	Arezzo-Florence.	
Line 220.	Chiusi-Empoli-Florence.	
Line 65.	Prato-Bologna, repairs to tunnels etc.	

7. Major Mole will continue at Ancona and will supervise:

Line 242.	Albacina-Civitanova.
Line 245.	Ascoli-Porto d'Ascoli.
Line 246.	Teramo-Giulianova.
Line 294.	Avellino-Rocchetta.
Line 281.	Avellino-Benevento.
Line 279.	Termoli-Campobasso, permanent repairs to tunnels etc.
Line 86.	(North, repairs to varios bridges.
Line 87.	(Varios bridges).

.../...

- 2 -

8. Capt. Greany will supervise :

- Line 65. Orte - Arezzo, work on various tunnels & bridges.
- Line 88. Rome-Avezzano.
- Line 50. Doubling Rome-Grosseto.
- Line 89. Doubling.
- Line 90. Doubling.

9. This leaves the whole of N. Italy, Division Milan, Turin, Venice, Trieste, Bologna, to be supervised by Major Buckley.

10. It is essential that there should be an engineer in each of these divisions, and that if possible, that an N.C.O. be provided as the nucleus of an office staff for each officer in the field.

11. In addition to the foregoing, the question of the re electrification of the railways, will assume major proportions, in view of the scarcity of coal. It is essential, that the necessity for staff to supervise this work, is kept in mind.

12. The minutes of the meeting also lay stress on the need for planning for the future, articles 22, 23, 25, 26. This work cannot be carried out by the present staff.

13. The question of road transport both for I.S.R. and A.C. engineers requires settlement, it is useless to have engineers if they are tied to their offices, due to lack of transport.

14. To enable the future work to be in any way adequately handled, I consider it essential that the following extra staff be made available.

1	Officer and	1	N.C.O.	Trieste
1	"	1	E.C.O.	Venice
1	"	1	N.C.O.	Genoa & Turin
1	"	1	N.C.O.	Bologna.
		1	N.C.O.	Ancona, Major Mole
		1	N.C.O.	Florence, Mr. Richards
		1	N.C.O.	Rome
		1	N.C.O.	Milan, Major Buckley.

The above will take care of reconstruction and maintenance of track work.

15. If Capt. Conway is to supervise the communication branch, he will require at least 2 assistants either junior officer N.C.O.s.

For the re electrification a staff of at least three

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1	"	1	N.C.O.	Bologna.
		1	N.C.O.	Ancona, Major Mole
		1	N.C.O.	Florence, Mr. Richards
		1	N.C.O.	Rome
		1	N.C.O.	Milan, Major Buckley.

2150

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15. If Capt. Conway is to supervise the communication branch, he will require at least 2 assistants either junior officer N.C.O.s.

16. For the re electrification a staff of at least three will be required.

17. Transport will be essential in all cases.

A.H. STREET, Major/



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
(1) SERVIZIO LAVORI E COSTRUZIONI

Roma 28 Maggio 1945 1945 *A

C.S. 1890
Al N. del 183

OGGETTO: Associazione industriale
della provincia di Ancona

COMMISSIONE ALLEATA
SIG. MAGGIORE STREET

-All. 1 -

Trasmetto per opportuna conoscenza copia della lettera in data
18 corrente della Associazione degli Industriali della Provincia di
Ancona circa l'esecuzione dei lavori Ferroviari nel Compartimento
di Ancona .-

IL CAPO DEL SERVIZIO

Dequo

2149

Stab. Tip. Pucci - Ancona - Ord. 137 - 30-6-42-XX - 1.701.920 1/1

Ministero dei Trasporti
Ferrovie dello Stato.
Servizio Lavori

Roma, 17-11-44
N. 4 / 23367

DIREZIONE GENERALE
MILITARY RAILWAY SERVICE

SEDE

Oggetto
Permessi di viaggio

Necessita poter procurare d'urgenza un sufficiente numero di gruppi motore- pompa a nafta o benzina per il sollevamento dell'acqua per le locomotive, date le condizioni veramente precarie in cui si trovano gli impianti già ripristinati, o da ripristinare, per deficienza o mancanza completa di tali meccanismi. Prego pertanto di voler munire di permesso di viaggio, sul percorso Roma- Milano e viceversa, l'Ing. TRENCHI Luigi, Ispettore Capo Superiore, il quale nelle località di Genova, Milano, Bologna potrà procurarsi i meccanismi stessi dalle Ditte che per il passato li hanno sempre forniti all'Amministrazione.

E' pure necessario che l'Ing. ONESTI Lino, Ispettore Capo Superiore, possa al più presto rendersi conto delle condizioni in cui si trovano alcuni importanti impianti civili ed industriali dell'Amministrazione, e pertanto prego di volerlo munire di permesso per lo stesso viaggio.-

Analogamente, sempre per la stessa percorrenza, prego munire di permesso l'Ing. BOLZANO Mario che a Milano deve prendere contatto con Ditte specializzate nella riparazione di carri ferroviari per conto

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Prego infine di volere rilasciare il permesso di viaggio per lo stesso percorso al Sig. PALERMI Augusto, autista, che deve condurre i tre predetti inge-

BM

gneri con l'auto Fiat 1100, targata Roma 63301, N.telaio 221867,
N° motore 222549, permesso circolazione M.151575, rilasciato il
10 Febbraio 1945 in Roma -

IL CAPO DEL SERVIZIO

Volgato

COPIA

ASSOCIAZIONE DEGLI INDUSTRIALI
DELLA PROVINCIA DI ANCONA

SEZIONE COSTRUTTORI EDILI

N. 1060/NF/FP

Ancona, li 18-5-1945

Piazza Roma, 1 - Tel. 26-42

La nostra Associazione ha dovuto constatare con suo vivo rammarico che per i lavori di ripristino del tronco ferroviario Pescara-Ancona, non sono state tenute presenti le imprese locali. Per il lotto affidato alla C.I.L.P. nessuna impresa locale era in grado di disporre l'attrezzatura occorrente; ma per la ricostruzione delle varie opere d'arte molte imprese delle Marche sarebbero state in grado di eseguire i lavori a perfetta regola d'arte, nel tempo prescritto e con la necessaria attrezzatura.

Ci giunge ora notizia che per i lavori di ripristino del tronco Albacina-Civitanova si vorrebbe seguire lo stesso sistema da noi lamentato e cioè pochi grossi lotti alle più grosse imprese italiane.

In tal modo le ditte nostre associate, che nella quasi totalità degli avvenimenti bellici in genere, verrebbero anche questa volta escluse dal partecipare alle gare per gli importanti lavori di ripristino della linea Albacina-Civitanova, a totale vantaggio delle ditte di altre province che hanno subito pochi danni per contingenze belliche.

Confidiamo che il desiderio delle ditte nostre associate sia tenuto nel debito conto da codesta On. Direzione Generale, alla quale rivolgiamo la preghiera di volerci dare benevola assicurazione in merito.

IL DIRETTORE DELL'ASSOCIAZIONE

F.to Dr.F.Nicoletti

IL PRESIDENTE DELLA SEZIONE

F.to Ing. R.Rocchetti

Ancona, li 18-5-1945
Piazza Roma, 1 - Tel. 26-42

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IL PRESIDENTE DELLA SEZIONE

F.to Ing. R.Rocchetti

3) Ing. BALZANO Mario di Vincenzo nato a Chieti il 6-3-1905 domiciliato a Roma - Via Ruggero Fauro 27 - Tessera Auto n. 6436 rilasciata a Cesena il 6-7-1929.-

4) Autista PALERMI Augusto fu Nazzareno nato a Roma il 20 Maggio 1904 - domiciliato a Roma - Via Aversa n. 3 - Tessera auto n.980 rilasciata a Roma il 13-12-1928.-

Auto Fiat 1100 - Roma 63301 - n° telaio 221867 - n° Motore 222549 -
Permesso circolazione n° 151575 - Rilasciato il 10-2-1945 in Roma.-

2) Ing. Onesti Lino fu Giulio nato a Roma il 26 Gennaio 1885 domiciliato in Roma - Via Savoia 78 - Carta di libera circolazione n° 23718

1) Ing. Trenchi Lino fu Cesare nato a Piacenza il 4 Aprile 1881 domiciliato in Roma - Via Savoia 78 - Carta di libera circolazione n° 23712

84

Roma, 16 Maggio 1945

MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO

IL DIRETTORE GENERALE

ALLA COMMISSIONE ALLEATA

S E D E

Di seguito alle precedenti richieste faccio presente che sarebbe del più grande interesse procedere ad una ricognizione delle comunicazioni telegrafiche e telefoniche ferroviarie dell'Italia del Nord e delle relative scorte di materiali per la loro riparazione e manutenzione.

Prego perciò di concedere al Capo Servizio Ing. Silvio DORATI di questo Servizio Lavori e Costruzioni il permesso di recarsi a Bologna, Milano, Genova e Torino.

Vi prego gentilmente di indicare il N° della carta d'identità e la durata del viaggio.

IL DIRETTORE GENERALE

Luigi Rasponi

S. Frisconi

Carta di libera circolazione n° 22689-
Durata presunta del viaggio, giorni 10 circa-

2155

IL CAPO DELLA SEGRETERIA
di SE il Direttore Generale
(Dott. Giorgio Gristina)

19.5.1945

Giorgio

AHS/ef

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

TO : Eng. LO Cigno
Chief of Works Service

SUBJECT : Contractors.

18th May 1945

1. Unless there is no reason to the contrary, will you please put the name of the firm " S.I.C., Rome- Via Ipponio 14, on the list of contractors, to be invited for the reconstruction of the Teramo-Giulianova line.
2. The firm is provided with tools, machines bricks etc.

Se non ci fosse nulla in contrario, vi prego di mettere la Dittà S.I.C. Roma, Via Ipponio 14, sulla lista delle Imprese, per essere invitata per le gare sulla Teramo-Giulianova.

2. L'Impresa dispone di attrezzi, macchinari, bagtoni, etc.

For the Director.

A.H. STREET, Major.

Copy

152

Subject : Railways of Northern Italy.

Military Railway Service,
C.M.F.
Tel. Firebox 21
Outside line 843236
Tn.A.4.37
3 May 1945

TO : Tn. Sub. Commission,
A.S.
Rail Division.

Reference your letter AS/164/Tn 4 of 2 May, 1945.

1. I enclose sitrep received from the Genoa area.
2. Anticipated date of lines 86 and 65 into Bologna is 31 May 45/.
3. The line chosen for construction to Verona^{1st} line 69 via Ostiglia. Line 85 Bologna-Ferrara-Padua is severely damaged in the region of Ferrara and the Pontelagoscuro bridge is completely demolished. It is not anticipated that any work will be done on the line beyond Army railheads at San Giorgio Station by military units.
4. Damage to the Bologna-Modena-Piacenza line is confined to 8 bridges destroyed between Bologna and Piacenza, and track damage and removal between Bologna and Modena. Except for bridges 1 single track is intact between Modena and Piacenza. No other certain information is available at present, but reconnaissance continues and I will keep you informed.

/s/J. Ratter, Colonel,
for Brigadier,
Dir. M.R.S.

151

DCK/fs

RESTRICTED

ALLIED FORCE HEADQUARTERS
APO 512

ADMINISTRATIVE MEMORANDUM)

27 April 1945

NUMBER :
29)

Local Resources Procedure in Army AreasI
Use of Port and Railway Premises and MaterialsII

I---LOCAL RESOURCES PROCEDURE IN ARMY AREAS

1. Letter, Headquarters Allied Armies in Italy, above subject, dated 29 September 1944 is hereby rescinded.
2. The following considerations will govern in the procurement of local resources found in Army Areas:
 - a. Operational requirements of forward formations will have first call on all local resources lying within Army boundaries. In this connection attention is invited to AFHQ Administrative Memorandum Number 14, 1945, the provisions of which are not altered by this Memorandum.
 - b. Any balances remaining after the demands at (a) above have been satisfied will be made available to meet the requirements of the Allied Armed Forces and the civil administration.
 - c. Procurement of local resources will in all areas be restricted to the Service or Staff Sections normally responsible for their supply/.
 - d. AMG/AC will be the sole authority for freezing stocks of commodities required by the Armed Forces.
 - e. Interchange of available resources between Armies will be arranged mutually.

3. In order to apply the considerations listed in paragraph 2 above the following instructions will be effective:

- a. Operational requirements may be met to the limit of availability without reference to this headquarters.
- b. Available balances of controlled or restricted items not required by Armies in Army Areas will be reported to AFIR Section, RAAC. Attention is defines controlled and restricted items.
- c. Services and Staff Sections of AFHQ/MTUSA, including the Allied Navies and Air Forces wishing to investigate local resources in Army Areas will do so only after securing approval from the Army concerned; such approval to be specific as to the object of the investigation the area to be investigated.
- d. Services and Staff Sections of AFHQ/MTUSA, including the Allied Navies and Air Forces, other than those under command of Armies, will only negotiate purchases of controlled and restricted resources in the execution of a release

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 - d. Services and Staff Sections of AFHQ/MTOUSA, including the Allied Navies and Air Forces, other than those under command of Armies, will only negotiate purchases of controlled and restricted resources in the execution of a release order issued by the Board.

2142

AFHQ Administrative Memo H29 (Cont'd)

g. The control of electric power is vested in AFHQ.

f. Foodstuffs are not considered as operational requirements of forward formations, as fresh fruits and vegetables are provided as necessary by the normal provisioning services. It is the responsibility of the procurement officers of the provisioning services in Army Areas to coordinate with local AMG/AC officials in the determination and purchase of surpluses. The effect of such coordination will be to eliminate any purchases which would result in depriving the local population of its food supply. Where conditions are such that no surpluses exist and it is imperative that fresh produce be purchased, authority to exchange preserved food for fresh produce will be requested from AFHQ/MTGUSA. In this connection attention is invited to Section III, AFHQ Administrative Memorandum Number 42, 1944.

II -- USE OF PORT AND RAILWAY PREMISES AND MATERIALS.

1. AFHQ Advance Administrative Echelon, Administrative Instruction Number 15, above subject, dated 11 December 1943, is hereby rescinded.

2. It is of the utmost importance that the essential railways and ports of Italy be rehabilitated with a minimum of delay. In order to assist in this effort the following orders on the use of railway and port transportation premises and materials, and the materials of contractors engaged on work on railways and ports are effective forthwith.

3. All railway premises, including transit sheds, sidings, station buildings, and yards, and all that portion of a port which is specifically set aside for Transportation purposes by agreement of Naval and Military Authorities are reserved Transportation Areas. No depots or installations will normally be set up within Reserved Transportation Areas, and no stores or materials will be stored in them, except those which are required for port or railway operation. This does not apply to special installations such as Bulk Petrol or Cold Storage Plants.

4. No equipment or materials of an essentially railway nature or especially designed for railway or port working will be acquired from Reserved Transportation Areas (which, for the purpose of this paragraph, include private sidings and yards) by others than British Movements of US Transportation authorities controlling the area without application to such authorities. In case of such application the Movements or Transportation Branch of the staff will insure the proper coordination with the Director of Military Railways or with the Port Transportation Authorities, as the case requires.

5. General engineering stores or materials belonging to the Italian State Railways or to Port Authorities, which have been taken in hand on the effective Army boundaries, will be treated as in paragraph 4 above. In newly liberated territories the provisions of Section I, above and Section III, AFHQ Administrative Memorandum Number 46, 1944, apply to all other than equipment and materials of an essential railway nature or especially designed for port working.

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6. As a general rule, port and railway buildings will not be occupied as billets except by personnel of Transportation units engaged in repair or operation of ports or railways or by Transportation or Movements Staff. Other units, except as authorized by Army Commanders in their areas, will obtain permission from the proper Movements of Transportation authority prior to occupancy.

RESTRICTED

AFHQ Administrative Memo H29 (Cont'd)

7. When Railway premises are occupied by military units or when adjoining sites are occupied, railway employees who are properly identified will not be prevented from working on the premises or denied access to railway stores authorized and required for their work. All railway employees carry an identity card on the outside of which appear the words "Ferrovie dello Stato". Except in Army Areas for operational reasons, the homes of railway employees will not be occupied by military personnel except on approval of Headquarters AFHQ/MTUSA.
8. While it is not desired to restrict the operational actions of Army Commanders, it must be emphasized that interference with railway and port installations, or the diversion to other use of railway and port equipment, even in the forward areas, may have serious consequences on the reopening of forward railway communications and ports. Special railway and port equipment which is moved in Army Areas for operational requirements will be released and returned, where practicable, as soon as the operational needs permit.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

C.W. CHRISTENBERRY
Colonel, AGD
Adjutant General

DISTRIBUTION:

C

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BY COMMAND OF FIELD MARSHAL ALEXANDER:

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Adjutant General

DISTRIBUTION:

C

1089