

Meetings of New Worlds and Contracts
Sub Committee

and Contracts

10000/148/1479
Jan '45

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

22nd October 1945.

Tel : 843239

Ref : AC/371/Tn 4

SUBJECT : Supervision of Italian State Railways.

TO : Chief,
Engineering Branch.

Reference is to meeting with Chief Rail Division, at which he outlined policy to be adopted for the immediate future.

1. By AMHQ directive shortly to be published, I.S.R. will receive full powers from military as from 1st November 45, with the exception of certain trunk lines of military importance, and the Trieste Compartimento, which will continue to come under M.R.S. supervision.

2. Mr. Moss indicated at the meeting that it was desirable all Field Engineers of the Sub-Commission should devote their attention to handing supervision of repair works to the Italians by 1st November, and that the Sub-Commission from that date would adopt an advisory role through Headquarters Rome. It was later agreed that in view of LIAP and other difficulties, 1st November would not be early enough for the hand-over to become effective, and the date of 1st December was generally agreed to be the date by which this could be arranged.

3. It has now become desirable that every effort should be made to speed up the hand-over, and it is requested that target date be re-assessed as 20th November 45, with all Field Officers reporting to Rome by that date.

4. You are especially reminded of the statement by Mr. Moss that, sooner or later, Transportation Sub-Commission would be considerably reduced in strength, and that Field Engineering Officers concerned with their future should take opportunities of seeking satisfactory posts outside the organisation of Transportation Sub-Commission. The possibilities of the reduction are now increasing and it is likely the reduction may take place before the end of the year.

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A.C.PING, Major,
Executive Officer,
Rail Division.

Copy to: Lt. Col. STREET ✓
Major Mele. ✓
Captain Conway. ✓ *for Mele.*
Lt. Skouse. *Held* ✓
Lt. Church. ✓
Lt. Taylor. ✓
Mr. Richard. ✓

2444

State
McNair's file
Tn.A. 2/135.

MINUTES OF TENTH MEETING OF ALLIED RAILWAY BOARD STORES SUB-COMMITTEE
(INCORPORATING THE CONSTRUCTION AND EQUIPMENT SUB-COMMITTEES) HELD
IN ROOM 173, MINISTRY OF COMMUNICATIONS BUILDING, ON 6TH NOV. 1945.

PRESENT:

Lt. Col. D.R.H. Chaplin, M.R.S. (Chairman).	
Major C.M. Long, A.C. Tn. Sub-Commission	- Stores.
Ing. G. Bracci, I.S.R.	- "
Lt. Col. A.W. McMurdo, M.R.S.	- Construction.
Major S.P. Buckley, A.C. Tn. Sub-Commission	- "
Ing. B. Renda, I.S.R.	- "
Lt. Col. M.T. Kelly, M.R.S.	- Equipment.
Major C. Wordsworth, M.R.S.	- "
Major G.S. Barres, A.C. Tn. Sub-Commission	- "
Major W.P.R. Mitchell, M.R.S.	- Stores.
Major W.N. Kilsby, M.R.S.	- "

In Attendance:

NOTE: The number of the previous minute dealing with the same subject is shown in brackets.

DISTRIBUTION:-

D.S.M.C., G.H.Q., C.M.F. (Chairman, Allied Railway Board).
Director, Military Railway Service.
Director, Tn. Sub-Commission A.C.
Director, Tn. Sub-Commission I.S.R.

Ing. G. Bracci, I.S.R.	-	"
Lt. Col. A.W. McMurdo, M.R.S.	-	Construction.
Major S.P. Buckley, A.C. Trn. Sub-Commission	-	"
Ing. B. Renda, I.S.R.	-	"
Lt. Col. W.T. Kelly, M.R.S.	-	Equipment.
Major C. Wordsworth, M.R.S.	-	"
Major G.S. Barnes, A.C. Trn. Sub-Commission	-	"
	-	
<u>Indance:</u>		
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Major H.D. Kilsby, M.R.S.	-	"

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DISCUSSION:-

D. Q. M. G., G. H. Q., C. M. F. (Chairman, Allied Railway Board).
 Director, Military Railway Service.
 Director, Tn. Sub-Commission A. C.
 Director-General, I. S. R.
 T. D. M. R. S.
 P. D. Tn., B. T. A., Vienna.
 Major C. M. Long, A. C. Tn. Sub-Commission (6 copies)
 Ing. G. Bracci, I. S. R. Stores Department.
 Stores Sub-Committee (Construction Element) (6 copies)
 Stores Sub-Committee (Equipment Element) (6 copies)
 Traffic Sub-Committee.
 Finance Sub-Committee.
 Capt. Raymond, U. S. M. R. S. Stores Section.
 H. Q., 3 Tn. Stores Group P. E.
 Sec., Allied Railway Board.

Minute
No.

100

(90)

EMERGENCY SUPPLIES OF EQUIPMENT AND STORES TO THE I.S.R.

The Chairman stated that although A.F.H.Q. Instruction AG-531 TPN-O dated 17 Oct. 45 handed over the responsibility of operating and maintenance to I.S.R. W.E.F. 1 Nov. 45, the Italian railway stores situation remained the same, and I.S.R. Stores branch continued under M.R.S. control.

Chairman stated that the suspension of emergency issues under T.I. 38 para. 4(e), to I.S.R. Capi Compartimenti, from military stocks will continue until further notice.

Ing. Bracci stated that difficulty had been experienced in obtaining supplies of Carbide and Cement. Chairman stated that should this prejudice movement of military traffic, M.R.S. should be informed to enable suitable action to be taken.

Ing. Bracci reported purchase of 360 tons Carbide - 60 tons from Perna and 300 tons in Northern Italy. The 300 tons had been retained in Northern I.S.R. Compartimenti and was not being made available for Central or Southern Italy. Chairman requested Ing. Bracci to report such instances and he would in emergency authorize withdrawal under M.R.S. arrangements for subsequent distribution to I.S.R. Compartimenti in Central and Southern Italy.

ACTION:-

Ing. Bracci to advise Stores Section M.R.S. of location of stocks Carbide in North Italy when action would be taken to withdraw supplies for Southern and Central Italy.

101

(91)

RECOVERY AND DISTRIBUTION OF DISPERSED I.S.R. STORES IN NORTHERN ITALY.

(a) Ing. Bracci stated that he had made no further progress in compilation of stock status for warehouses in Northern Italy. He was pressing for provision of further information from his representative at Milan.

(b) Chairman stated that lists of I.S.R. Stores personnel under suspension awaiting repatriation had been received and referred to M.C. In. Sub-Commission for action. Maj. Barnes, Tr. Sub-Commission reported that A.C. have put up a case for acceleration of examination of the personnel concerned to the Italian Evacuation Committee, and had stressed the importance of early action.

(c) (i) Lt. Col. McQuarrie reported he had instructed I.S.R. Works Section to put in hand priority repair work to I.S.R. Stores Warehouses in the North. Ing. Renda stated that it was necessary to obtain details of actual work required before construction materials could be assessed and allocated. This was in hand.

(ii) Lt. Col. W.T. Kelly referred to I.S.R. Workshops and considered that Traction sec. I.S.R. should survey condition of their Workshops and Running Sheds and seek high priority for allocation of materials

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(ii) Lt. Col. W.T. Kelly referred to I.S.R. Workshops and considered that Tractor Sec. I.S.R. should survey condition of their Workshops and Running Sheds and seek high priority for allocation of materials for repairs. Lt. Col. Kelly stated that workshops at Naples had not been repaired since the Allied occupation and considered I.S.R. Works Section should state what materials were being made available against this priority.

ACTION:- (a) Ing. Bracci to continue action to obtain information on Stores supplies available in Northern Italy.

(b) Ing. Renda to advise on action being taken in respect of -

- (i) Repairs to I.S.R. Storehouses,
- (ii) Repairs to I.S.R. Workshops and Running Sheds

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TIMBER.

Chairman reported that U.S. Army had now decontrolled the Calabria and Polzano zones, which action should ease the procurement situation for the I.S.R. The British Army had not yet been able to effect any decontrol of the BR. Zone, Calabria, and the facts in this connection were being reported to D.C.M.G. (Gov.). C.H.Q. C.M.F. for consideration. Ing. Bracci reported on the I.S.R. supply position as follows:-

Calabria Supplies. I.S.R. had only been successful in obtaining 6/7000 cubic metres for delivery this season. Further contracts were being made for forward deliveries in 1946.

Bolzano. The 20,000 cubic metres promised by firms in this area had not materialised and he had sent a representative to Bolzano to clear up difficulties and ensure release. An Italian Timber Control Committee had been set up in Northern Italy and it was hoped that an allocation would be made to permit movement arranged through A.C. and P.B.S. to take place before winter set in.

Chairman pointed out that the monthly consumption of timber for all I.S.R. purposes exclusive of sleepers was approx. 500 cubic metres and requirements for months December to May inclusive would amount to 20/24,000 cubic metres of timber. Present contracts would provide 6/7000 cubic metres leaving a deficiency of 14/15,000 cubic metres to be found if I.S.R. repair and reconstruction work was not to stop or be hampered.

Additional difficulties arise in connection with sleepers where 5 million were originally needed in 1945 but contracts let for 1,000,000 only, of which 600,000 were already delivered. 2,000,000 sleepers per year are normally required but war damage had necessitated heavy increase in requirements. Minimum requirements for 1946 were 3,000,000 sleepers, against which I.S.R. have been able only to contract for 1,000,000.

Ing. Bracci stated it was hoped that the saw-mills in the North had brought logs down to mills for cutting before the winter set in, otherwise the possibility of supply to meet difficulties in supply of general timber requirement, and sleepers not obtainable in Calabria were remote.

Ing. Bracci stated that Italy had always relied on the importation of certain types of timber in pre-war days.

The Chairman proposed that A.C. Italy should take up with A.C. Austria the possibilities of procurement of timber from Austrian sources for I.S.R. use. The need for urgent action by I.S.R. to cover potential deficiency in supplies was also stressed.

ACTION:-

- (c) A.C. Tn. Sub-Commission to explore possible source of supply for I.S.R. in Austria.

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Chairman pointed out that the monthly consumption of timber for all I.S.R. purposes exclusive of sleepers was approx. 3500 cubic metres and requirements for months December to May inclusive would amount to 20/21,000 cubic metres of timber. Present contracts would provide 6/7000 cubic metres leaving a deficiency of 14/15,000 cubic metres to be found if I.S.R. repair and reconstruction work was not to stop or be hampered.

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ACTION:- (a) A.C. Tn. Sub-Commission to explore possible source of supply for I.S.R. in Austria.

(b) I.S.R. stores branch to report on supplies obtained in Bolzano area.

(c) I.S.R. Stores branch to take fullest advantage of new sources open to them since U.S. Army dec. of areas in Calabria and Bolzano.

Minute
No.

103

(93)

COAL SUPPLIES.

The coal supply situation was reported and in general was considered satisfactory.

Ing. Bracci proposed to arrange redistribution of stocks held in S.E. Italy dumps, which were considerably in excess of local requirements. Chairman stated that under present arrangements very small quantities would be delivered to Trento/Pari during coming months and stocks now at dumps would be eaten down. For the present no rail movement of coal ex Heel stocks should be undertaken without the prior approval of BR. Stores Sec. M.R.S.

Maj. Wordsworth raised the question of unprotected I.S.R. coal dumps, and mentioned several cases, e.g. Foggia, where stocks were open to pilferage. Ing. Bracci explained that I.S.R. personnel were employed for guard duties. Chairman considered that pilferage was taking place and asked I.S.R. Traction Section to report to the Stores Sub-Committee on the steps taken by I.S.R. to protect stocks and provide efficient guards to deny unauthorised persons access to coal stocks.

ACTION:- I.S.R. Traction Section to report on arrangements made to protect and guard I.S.R. coal dumps.

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(94)

P.O.L.Fuel Oil.

(a) Chairman stated in connection with the current emergency at Florence that in emergency it was the responsibility of I.S.R. to take action as necessary to move stocks of Fuel Oil from one place to another without reference to M.R.S. and to refer difficulties to M.R.S. when these were outside the scope of the I.S.R.

(b) Chairman reported 178,000 barrels Fuel Oil were allocated to I.S.R. for consumption in November, and this quantity will permit limited oil burning locomotive operation on Line 86 South during the second half of the month.

(c) Ing. Bracci reported that the future procedure for provisioning P.O.L., including Fuel Oil, for Italy through Foreign Office channels had not yet been clarified and the matter was still under discussion in Italian Ministry channels. Chairman reported that he had taken up the question of this procedure with G.H.Q. C.M.F. but details had not yet been provided. Chairman stressed the importance of I.S.R. obtaining information and setting up machinery to ensure future supplies of P.O.L. for the I.S.R. So far as was known, provision had not been arranged beyond Dec. 45.

ACTION:- (a) I.S.R. would deal with temporary local deficiencies in supplies of P.O.L. all types and refer to M.R.S. only when action needed military support.

1427

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ACTION:- (a) I.S.R. would deal with temporary local deficiencies in supplies of P.O.L. all types and refer to M.R.S. only when action needed military support.

(b) (i) M.R.S. to press for definite advice on action necessary to ensure future supplies of P.O.L.

(ii) M.R.S. to ascertain and advise I.S.R. on procedure recognised by Allied Military Authorities.

Minute
No.

105

I.S.R. LOCAL PURCHASE - NORTHERN ITALY.

(96)

Chairman reported that proposals on responsibilities and procedure affecting the Stores Procurement Commission, Northern Italy had been submitted to him by Chief of Stores Sec. I.S.R. and had been recommended for acceptance to Allied Railway Board, 19 Oct. 45, subject to additional responsibilities in controlling I.S.R. Stores branch stocks in Northern Italy being delegated to the Commission.

Chairman referred to Minute 80 of last Allied Board Meeting and stated that on the instructions of the Board he had met D.G. I.S.R. and Heads of user branches, and had considered the future policy in connection with control of I.S.R. stores, particularly those in short supply. Minutes of this special meeting, held 1 Nov. 45 (at App. A), were read and the recommendations made and accepted by D.G. I.S.R. approved.

Chairman referred the Committee to the statement made by D.G. I.S.R. in connection with the I.S.R. Delegations in N.E. and N.W. Italy. It was agreed, after discussion, to recommend to the Allied Railway Board:-

"That the constitution of the Delegations in N.E. and N.W. Italy should be reconsidered, with a view to authorising the disbandment of these organisations, which had served their purpose during the period when communications between Northern and Southern Italy were much impaired.

It was the opinion of the Committee that an early return to normal I.S.R. Compartmental organisation involving unified control from Rome was most desirable and would increase the efficiency of the I.S.R. in the Stores, Construction and Traction (Equipment) Departments".

106

LONG TERM REQUIREMENTS.

(97)

Chairman explained that U.S. and RR. Stores Sections had agreed reduction of U.S. military demands on Washington. One requisition has been entirely cancelled with the concurrence of A.C. Tr. Sub-Commission.

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PRE-WAR CONTRACTS FOR STORES - I.S.R.

Lt. Col. Kelly reported that I.S.R. contractors who had contracted for castings etc. in pre-war days (some as long ago as 1935) were now producing materials no longer necessary to the I.S.R. and in effect were wasting raw materials and coal in abortive production. Many of the items concerned, such as axlebox castings, were available in large quantities from recovered stock.

It was agreed that I.S.R. Stores & Equipment Section should submit to the Committee lists of contracts (valued at £500 sterling or 50,000 lire at 90/100 to £1) and still in course of fulfilment.

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It was agreed that I.S.R. Stores & Equipment Section should submit to the Committee lists of contracts (valued at £500 sterling or 50,000 lire at 90/100 to £1) and still in course of fulfilment from Italian production. The committee would consider such lists and recommend cancellations to enable production facilities and raw materials to be diverted to more useful purposes.

ACTION:- I.S.R. to submit to Stores Sub-Committee details of outstanding contracts as referred to above.

CEMENT.

Maj. Buckley, A.C. Construction stated that he was not receiving advices of Cement despatched from factories to I.S.R. Works Sections.

Chairman stated that as Works Capi Sezione of areas where cement was released ex factories is held responsible for arranging despatch to Compartimenti, on distribution instructions given by Works Sec., H.Q. I.S.R., he should also be made responsible for advising details of despatches to all concerned, and also advise H.Q. I.S.R. when difficulties of any kind arose. A.C. Tr. Sub-Commission stated they were prepared to obtain a higher Rail Movement Priority for cement when I.S.R. experienced difficulty in obtaining wagons under existing priorities, provided they were informed of difficulties and efforts made by I.S.R. to overcome such difficulties.

ACTION:- I.S.R. to report difficulties and action already taken to A.C. Tr. Sub-Commission when delays in obtaining supplies of cement occurred.

SUPPLY OF STORES TO ITALIAN GOVERNMENT FROM ALLIED AND C.E.M. DUMPS.

Chairman stated that a separate organisation linked with I.S.R. Stores H.Q. has now been set up to deal with accounting and handling these materials on behalf of the Italian Government. Ing. Bracci stated that he has not yet obtained details of the materials in these dumps, and that an Italian Inter-Ministerial Committee is being formed to decide on priority of claim and disposal of the stores concerned. Chairman requested Ing. Bracci to arrange with D.G. I.S.R. for the Minister of Transport to obtain a high priority for allocation to I.S.R. and to advise results to M.R.S.

M.R.S. Chief of Equipment Section (Lt. Col. Kelly) reported 200 wagons of captured enemy weapons had recently been turned over to I.S.R. in North Italy. Chairman called for details of these stores to be submitted to the Committee.

ACTION:- I.S.R. to - (a) Report of arrangements made for priority issue of materials ex Allied dumps,
(b) Request I.S.R. Stores branch to report generally upon captured enemy stores turned over to Capi in Northern Italy.

DISTRIBUTION OF I.S.R. MACHINE TOOL RESOURCES.

Lt. Col. Kelly reported that in a number of instances serviceable machine tools had been allocated by I.S.R. to workshops not now in use and considered such wastage of available resources should be halted. Chairman requested I.S.R. Stores & Equipment branches to examine this matter and report under what circumstances and on whose authority machine tools were being reallocated.

ACTION:- I.S.R. to report method and procedure by which available machine tools were allocated between workshops.

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L.H. Chaplin
D.R.H. CHAPLIN, Lt. Col.,
A.D. En. (Stores) M.R.S.,
Chairman, Stores Sub-Committee.

2440

ANNEX 'A'

ALLIED RAILWAY BOARD - STORES SUB-COMMITTEE

MINUTES OF SPECIAL MEETING HELD 1 NOV. 45.

PRESIDENT

ITALIAN STATE RAILWAYS.

Gen. Di Raimondo Director General.

Ing. Belloni Works Section

" Renda "

" Torni "

" Bracci Stores

M.R.S.

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

Maj. W.F.R. Mitchell, D.A.D.Tn. (Stores).

Capt. C.W. Canham Supt. (Stores).

Maj. C.M. Long, T.O. A.C.

OBJECT.

The object of the meeting was, in accordance with Minute 80, Minutes of Allied Railway Board, 19 Oct. 45, to examine existing arrangements for the centralised control and allocation of common user stores and recommend to Director General methods by which the system could be improved and made efficient.

GENERAL.

Lt. Col. Chaplin stated that any recommendations made would be framed to work within the present system of procedure in force on the I.S.R. and M.R.S. had no intention of reorganising the I.S.R. method of operation.

The first object was to:-

- (a) ensure best possible usage of available I.S.R. resources,
- (b) to obtain all possible aid from the production and local resources of Italy,
- (c) to encourage the utmost economy in use of available materials and to direct them to priority purposes.

The system for supply, holding and control of I.S.R. stores must be considered under two headings, as follows:-

- (a) Stores held by the Technical branches in dumps, workshops etc.
- (b) Stores held by the Stores Dept. I.S.R. in warehouses and Stores Depots.
- (i) To provide background to (a) it is necessary to appreciate that the Stores Dept. I.S.R. is in general a bulk holding organisation and that in pre-war days Technical branches of the I.S.R. demanded and received into sub-depots etc. under their own control up to 12 months supply, according

"	"	"	D.A.D.Tn. (Stores).
"	Traction "	"	Capt. C.W. Canham. S/Capt. (Stores).
"	Stores "	"	Maj. C.M. Long, T.C. A.C.

OBJECT.

The object of the meeting was, in accordance with Minute 80, Minutes of Allied Railway Board, 19 Oct. 45, to examine existing arrangements for the centralised control and allocation of common user stores and recommend to Director General methods by which the system could be improved and made efficient.

GENERAL.

Lt. Col. Chaplin stated that any recommendations made would be framed to work within the present system of procedure in force on the I.S.R. and M.R.S. had no intention of reorganising the I.S.R. method of operation.

The first object was to:-

- (a) ensure best possible usage of available I.S.R. resources,
- (b) to obtain all possible aid from the production and local resources of Italy,
- (c) to encourage the utmost economy in use of available materials and to direct them to priority purposes.

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- (i) To provide background to (a) it is necessary to appreciate that the Stores Dept. I.S.R. is in general a bulk holding organisation and that in pre-war days Technical branches of the I.S.R. demanded and received into sub-depots etc. under their own control up to 12 months supply, according to budgetted requirements. Since 1940 demand periods have been reduced to 6 or even 3 months and at present the agreed holding of all technical branches is fixed at 3 months supply. Certain items, e.g. track, although contracted for by the Stores Branch I.S.R., does not go into Stores Depots but direct to Engineer Sub Depots.

- (ii) It has been, and is, the responsibility of the I.S.R. Stores Branch to procure stores in bulk by demands on Italian production or by import to replace stocks issued to user branches. It is noted that once I.S.R. Stores branch has issued bulk supplies for 12, 6 or 3 months user, they relinquish all control over such items even though they may, for convenience of the user service, remain on hand in I.S.R. Stores Depots. H.Q. Stores branch are however advised at fixed periods of actual expenditure, but the 2439 for provision purposes only.

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PART I - RECOMMENDATIONS.

To secure control, restrict holdings and equate distribution to requirements in all areas of the I.S.R. system the following recommendations were made by Lt. Col. Chaplin and accepted by D.G. I.S.R. and Heads of Technical Branches for more efficient control of stores held by user branches:-

- (a) That stock margin of common user stores to be held by user branches be reduced immediately to a maximum of 6 weeks and a minimum of 4 weeks supply.
- (b) That Capi Sezione of user branches would be instructed to make a monthly return of all common user and specialist stocks held at the commencement of each month, quantities used and purpose for which used, stocks on hand at end of month and purpose for which held.
- (c) Heads of Branches would arrange redistribution of common user or specialist stores as necessary, between Compartimenti, in accordance with known needs for maintenance or works authorised by H.Q. I.S.R.
- (d) Heads of other Branches would provide H.Q. I.S.R. Stores Branch each month with full details of all common user stocks still on hand in all Compartimenti.

It was agreed that reduction in user branch stock holdings should throw up quantities of general user stores for return to Stores Dept. warehouses and restrict extravagant usage where excessive stocks were held. Details to be provided under (d) would, assuming technical branches organised efficiently the speedy provision of information, enable the Stores branch to trace stocks of items in short supply and heavy demand and to propose to D.G. I.S.R. redistribution where competitive demands existed between the various users.

D.G. I.S.R. confirmed that action on these recommendations would be taken but emphasised the continued inability to control action on stores holdings etc. under Delegations in Northern Italy. He strongly recommended the disbanding of these Delegations, when he considered Compartimenti would perforce return to the control of the I.S.R. Rome H.Q. Until the Delegations were disbanded he could not definitely undertake to bring the North into line with Central and Southern Italy, which were under centralised control of H.Q. I.S.R., Rome.

This statement is recorded for consideration by the Stores Sub-Committee, Allied Railway Board.

PART II - CONTROL OF STORES IN STORES BRANCH DEPOTS.

It was agreed in view of the improbability of early supply of stores demanded through A.C. channels that urgent action is necessary to control issue of items in short supply, due either to limited output in Italy or necessity to import.

Ing. Bracci, Chief of Stores branch produced a list of items now in short supply and it was generally agreed that in coming months this list will be enlarged as existing stocks are consumed.

Lt. Col. Chaplin therefore recommended to D.G. I.S.R. and it was agreed that:-

(a) Heads of Branches would arrange redistribution of common user or specialist stores as necessary, between Compartimenti, in accordance with known needs for maintenance or works authorised by H.Q. I.S.R.

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Lt. Col. Chaplin therefore recommended to D.G. I.S.R. and it was agreed that:-

- (a) Head of Stores branch I.S.R. would publish monthly for information of all branches of I.S.R. a list of all items in short supply, whether of local production or import variety.
- (b) Upon publication of list, Heads of all Technical Branches I.S.R. would place these items under stringent control in all Compartimenti and personally accept responsibility for authorisation of use or issue from their holdings.
- (c) Head of Stores branch I.S.R. would block issue of controlled items from Stores Depots or warehouses and issue only on the authority of D.G. or Heads of Technical branches I.S.R.

- 2 -

- (d) Head of Stores branch would be responsible for referring all demands received for common user items in short supply to Heads of other branches, drawing attention to stocks reported as held in user branches' depots.

PART III - ADDITIONAL RECOMMENDATIONS.

Recommendations were also made and accepted in connection with the following:-

- (a) I.S.R. Branches (Technical user and Stores) would reinstitute the system of Travelling Audit Committees to visit Sections / Warehouses and investigate stockholdings and verify stock reports.

(NOTE: This arrangement should overcome the tendency not to disclose full stocks to H.Q. I.S.R.).

- (b) The Head of Works Section would in future not only allocate materials purchased by his section, i.e. Cement, Bricks etc., to lines in various Compartments, but arrange to assess priority of jobs on each line and designate the specific jobs for which supplies would be used.

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D.R.H. CHAPLIN, Lt. Col.,
A.D.M. (Stores) M.B.S.

- 1437
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ALLIED RAILWAY BOARD.

STORES SUB-COMMITTEE.

Tn.A.2/135.

MINUTES OF MEETING NO. 9 HELD IN OFFICE OF A.D.TN. (STORES) M.R.S., 27 SEPT. 1945.

PRESENT:

Lt. Col. B.R.H. Chaplin, M.R.S. (Chairman).
Major C.M. Leng, A.C. Tn. Sub-Commission.
Ing. G. Bracci, I.S.R.

Lt. Col. E.F. de Lisle, M.R.S.
Major L.E. Robson, M.R.S.

NOTE: The number of the previous minute dealing with the same subject is shown in brackets.

DISTRIBUTION:-

D.Q.M.G. (Mov. & Tn.); A.F.H.Q. (Chairman, Allied Railway Board).
Director, Military Railway Service.
Director, Tn. Sub-Commission, A.C. ~~new~~
Director-General, I.S.R.
D.D.M.R.S.

Major C.M. Long, A.C. Tn. Sub-Commission.
Ing. G. Bracci, I.S.R.

Lt. Col. E.F. de Lisle, M.R.S.
Major L.E. Robson, M.R.S.

NOTE: The number of the previous minute dealing with the same subject is shown in brackets.

DISTRIBUTION:-

D.O.M.G. (Mov. & Tn.), A.F.H.Q. (Chairman, Allied Railway Board).
Director, Military Railway Service.
Director, Tn. Sub-Commission, A.C. ~~1~~
Director-General, I.S.R.
D.D.M.R.S.
D.D.Tn., B.T.A., Villach.
Major C.M. Long, A.C. Tn. Sub-Commission (6).
Ing. G. Bracci, I.S.R. Stores Department.
Construction Sub-Committee.
Equipment Sub-Committee.
Transportation Sub-Committee.
Finance Sub-Committee.
Lt. Col. E.F. de Lisle.
H.Q. 3 Tn. Stores Group.
Sec., Allied Railway Board.

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EMERGENCY SUPPLIES OF EQUIPMENT AND STORES TO THE I.S.R.

Chairman stated that v.e.f. 1st October 1945 the Emergency arrangements for supply of stores from BR. T.S.Ds. to I.S.R. Compartimenti under Technical Instruction No. 38, Part II, para. 4e will be suspended for a trial period of one month. The following I.S.R. Compartimenti would be affected - Bologna, Florence, Rome, Naples, Bari, Ancona and Venice. The improved I.S.R. stores supply position in Southern and Central Italy and the necessity for the I.S.R. H.Q. Stores organisation to accept at an early date overall responsibility for provision of supplies necessary for operation of the railways was stated to have occasioned this decision.

It was noted that T.S.Ds. are not sited in the vicinity of other I.S.R. Compartimenti and the emergency supply arrangements have not been in operation in other than those mentioned.

Ing. Bracci agreed to instruct all Capi Compartimenti to submit indents to H.Q. I.S.R. Stores Section for items required in emergency. Chairman stated that where I.S.R. were unable to provide and items were of a critical nature, application should be made to Stores Sec. M.R.S. for special assistance.

Chairman pointed out that Technical Instruction No. 45, 9th July 1945, with regard to general control of I.S.R. Stores, will continue to operate until further notice.

Ing. Bracci requested a list showing the types and quantities of materials issued to Capi Compartimenti under the Emergency arrangements during the past 2/3 months. These details were promised by M.R.S.

RECOVERY AND DISTRIBUTION OF DISBURSED I.S.R. STORES IN NORTHERN ITALY.

The Chairman referred to the discussion which took place at the last Allied Board Meeting and requested Ing. Bracci to take all action to accelerate recovery and redistribution of decentralised stocks.

Ing. Bracci reported on matters arising out of the last Stores Sub-Committee Meeting.

(a)

Details of the M.T. allocated for Stores recovery purposes in Compartimenti had been provided for the information of M.R.S. and A.C. In Sub-Commission, but Ing. Bracci reported that the vehicles were not being operated owing to lack of petrol. The Chairman stated that the Italian Government were receiving a bulk allocation of petrol, for the I.S.R. from Pet. Sec. A.F.H.Q. and it is evident that proper distribution was the responsibility of the Italian Government. It was noted that the I.S.R. had already

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91 (79) RECOVERY AND DISTRIBUTION OF DISPERSED I.S.R. STORES IN NORTHERN ITALY.

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- (b) Ing. Bracci reported the statement showing the comparative numbers (by grades) of stores personnel employed in 1939 and 1945 had been prepared and was ready for submission to the D.G., I.S.R. whence it would be referred to Stores Sub-Committee, Allied Railway Board for consideration. 2435

- (c) Ing. Bracci reported considerable progress in the compilation of I.S.R. stock summaries for Northern Italy. The Chairman agreed, after discussion, that decentralised stocks should be considered as already included in the summaries already submitted to M.R.S. Stocks dispersed by enemy action and since recovered remained to be listed and must be incorporated in summaries as quickly as possible.

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(79)

(d) Ing. Bracci reported that he had almost completed a list of first priority repairs required to I.S.R. Stores warehouses. The Chairman stated that on receipt of the list he would take up with the Construction Sub-Committee to ensure priority in repair was given wherever possible.

ACTION:

- (a) Ing. Bracci to submit details of Stores Dept. personnel to Stores Sub-Committee.
- (b) Ing. Bracci to expedite check of recovered stores for incorporation in summaries.
- (c) Ing. Bracci to provide list of first priority repairs needed to I.S.R. warehouses in Northern Italy.

92

TIMBER.

I.S.R. representative reported that 1282 cubic metres timber were purchased in August 1945.

The Chairman stressed the inability of military organisations to continue supply and emphasised the need for the I.S.R. to pursue an energetic policy in arranging supply of timber as issues from military reserves would terminate at 30 Sept. 45 except in emergency conditions. This included, not only timber for car repairs, but also timber for railway reconstruction used by the I.S.R. and their contractors.

CALABRIA Supplies.

Ing. Bracci reported a contract had been arranged for 12,000 cu. metres softwood, 4000 cu. metres of which to be delivered by the end of November. Delivery would proceed at approximately 1,500 cu. metres a month. Initial despatches had commenced. Delivery of the balance of 8,000 cu. metres during the current year was very problematical as weather conditions deteriorate to such an extent in December, January and February in this region as to prohibit timber cutting.

The Chairman considered that the rate of delivery before November should be accelerated as much as possible and requested the I.S.R. representatives to press contractors accordingly. The U.S. and British representatives undertook to ascertain whether further areas in Calabria could be released to enable more contracts for supplies during Oct./Nov. to be arranged.

BOLZANO Supplies.

The Chairman reported that large quantities of the timber expected to be available from this area for the I.S.R. had needed to be diverted for the military railway construction work on the Ferrara, Brenner, Mont Genis and Bentone routes, and comparatively small quantities only could be expected for I.S.R. general use.

TELETYPE

- (c) Ing. Bracci to provide list of first priority repairs needed to I.S.R. warehouses in Northern Italy.

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Ing. Bracci stated they had promises up to 20,000 cu. metres from firms in the Bolzano area, provided release by controlling military authorities could be arranged. Lt. Col. de Lisle undertook to approach P.B.S. for release when I.S.R. produced a list of the firms involved and their addresses.

- ACTION: (a) U.S. and M.R.S. Stores Sections to enquire of military services possibility of further decontrol of Calabria forests.
(b) U.S. M.R.S. Stores Section to endeavour to obtain release of timber ex Bolzano area.

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No.

93 COAL SUPPLIES.

It was agreed that the coal supply position was at present satisfactory. Ing. Bracci confirmed he was receiving from Agenzia Marittima details of shipments received and that the I.S.R. would shortly be able to undertake to forecast requirements as their distribution and recording procedure had now been set up.

94 P.O.L.

(i) Rail P.O.L. (except Fuel Oil) working satisfactorily on C.I.R. arrangements.

(ii) Fuel Oil. The Chairman stated that Fuel Oil allocations for oil burning locomotives had been cut to 140,000 barrels per month during months Oct./Dec. 45 and therefore I.S.R. would need to conserve supplies and be punctilious in their distribution to avoid shortages occurring at the consuming points. It was considered that from 1st Jan. 1946 there might be an increased availability to cover additional services which were being considered, but this provision would, subject to military traffic requirements being met, be a matter for the Italian Government, as from 1st October 1945, military responsibility for supply of P.O.L. ceases. The Chairman read a letter from D.S.T. A.F.H.Q. which referred to an arrangement whereby the Italian Government was to slate for provision of all civil supplies, including fuel oil for the I.S.R., through Foreign Office channels, commencing with forecasts to be submitted on 1 Oct. 45. I.S.R. Stores Sec. were advised to make enquiries through their own Governmental channels to clarify this supply procedure.

ACTION: I.S.R. Stores Section to ascertain future provisioning procedure for P.O.L.

95 COLLECTION OF SOAP MATERIALS BY I.S.R.

(82) The Chairman stated the use of the Pist site had been agreed to by all concerned and I.S.R. had been instructed to proceed with its development.

96 I.S.R. LOCAL PURCHASE - NORTHERN ITALY.

(83) The Chairman stated that this matter had been fully discussed at the last Allied Railway Board Meeting and wished to record that representation had been made by the Chief of the Rail Division A.C. Fin. Sub-Commission and himself that they were not yet satisfied with the arrangements made to implement the Board's decision on the establishment of a Stores Procurement Commission in the North.

Ing. Bracci said his proposals on delegation of authority, organisation and procedure were ready and were to be submitted to the D.G., I.S.R. for approval and submission to the Stores Sub-Committee.

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ACTION: I.S.R. Stores Section to ascertain future provisioning procedure for P.O.L.

COLLECTION OF SCRAP MATERIALS BY I.S.R.

(82) The Chairman stated the use of the Pisa site had been agreed to by all concerned and I.S.R. had been instructed to proceed with its development.

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Ing. Braconi said his proposals on delegation of authority, organisation and procedure were ready and were to be submitted to the D.C. I.S.R. for approval and submission to the Stores Sub-Committee.

ACTION: I.S.R. Stores Section to submit proposals to Stores Sub-Committee.

LONG TERM REQUIREMENTS.

(84) Ing. Braconi produced a list of items in stock in Northern I.S.R. depots to enable reductions in demands on Washington to be considered.

The Chairman stated that U.S. and BR. M.R.S. Stores Sections would examine them and agree on reductions which could be effected.

ACTION: U.S. and BR. Stores Sections.

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Minute
No.

98

INTER DEPT MOVEMENT OF I.S.R. STORES.

It was agreed that the M.R.S. would no longer require the I.S.R. to seek M.R.S. permission before stores were moved between depot warehouses or between Compartments.

99

FREEZING OF STOCKS.

The Chairman pointed out that the M.R.S. could no longer be responsible for obtaining release of frozen civil stocks of commodities in the North. They were handling the matter as a special case, as the area was under military control, but in future, questions of decontrol should normally be dealt with by the I.S.R. with the civil control authorities direct, with the assistance where necessary of A.C. Th. Sub-Commission.

In the event of U.S. or E.R. military interests being involved in control of supplies the matter should be reported by I.S.R. to U.S. or E.R. Stores Section M.R.S. (according to the rationality of the controlling authority).


R. H. CHAPLIN, Lt. Col.,
A.P. Th. (Stores) M.R.S.,
Chairman, Stores Sub-Committee.

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

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

ALLIED RAILWAY BOARD

CONSTRUCTION SUB-COMMITTEE

I enclose herewith for your information 6 ~~copy~~/copies
of the minutes of the fifth meeting of the above mentioned
sub-committee, held on Wednesday 13 July, 1945.

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

1 4 4 8

Capt. Gray, Mov. Liaison Officer, M.R.B.
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H. Ratter
(J. Ratter)
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for Brigadier,
Director, Military Railway Service.

ALLIED RAILWAY BOARD
=====

CONSTRUCTION SUB-COMMITTEE

Minutes of fifth meeting held in the office of

D.D.Tn (constr) on Wednesday 13 July 1945.
=====

PRESENT: Col. J. Ratter, D.D.Tn (Const) - in the Chair.
Lt. Col. A.W. Morfitt, R.E. A.D.Tn (Constr) M.R.S.
Major H.C. Skull, T.O. Assistant Deputy Director,
(Eng) M.R.S.
Major A.H. Street, R.E.) Allied Commission,
Major F.P. Richardson, R.E.) T.O. Sub-Commission,
Capt. H. Inglis, R.E. Staff Captain (Constr) M.R.S.
Ing. E. Lo Cigno, Chief of works section, I.S.R.
Ing. E. Salerri, Asst. Engineer (Constr) M.R.S.

+++++

29. RESPONSIBILITY FOR FUTURE CONSTRUCTION WORKS.

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

30. PRESENT STATE OF RECONSTRUCTION.

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

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

(c) A proposal was being considered for the use of German railway construction Companies on opening Line 85, Bologna to Padua, on temporary structures. This would not interfere with I.S.R. schemes for permanent repairs.

31. PERMANENT REPAIRS TO TEMPORARY STRUCTURES.

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

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

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

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

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

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

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

32. PROVISION OF STORES.

(a) The Chairman stated that it had been ruled that no Allied military steel would be available for non military projects without War Office, London, or War Department. Washington consent, it was therefore necessary that any Allied bridging used in temporary repairs and salvaged by permanent repairs, should be returned to M.S.D. and not used in further I.S.R. jobs, except in approved projects. The Chairman also stated that the amount of captured steel bridging had been completed.

- (b) The Chairman reported on works in hand by M.R.S. giving estimated dates of opening of lines.
- (c) A proposal was being considered for the use of German railway construction companies on opening Line 85, Bologna to Padua, on temporary structures.
This would not interfere with I.S.R. schemes for permanent repairs.

31. PERMANENT REPAIRS TO TEMPORARY STRUCTURES.

- (a) The Chairman requested A.C. and I.S.R. that immediate advice be given M.R.S. of any delays to works in progress to stabilize temporary structures on the main lines, for the winter. M.R.S. will then take prompt steps to assist where possible.
The importance of all main lines being safe for the winter was paramount, and all such works should be treated as "military priority".
- (b) A.C. reported that delays were being occasioned to important contracts by failures in petrol supply.
The Chairman undertook to report the difficulty to the Allied Railway Board.
- (c) I.S.R. reported that they urgently required assistance in clearance of steel debris at the Ostiglia Po Bridge.
Major Stull emphasised the importance of the clearance being completed before the flood season.
The deficiency lies in underwater steel cutting plant and operators.
M.R.S. would endeavour to obtain assistance from Allied naval sources, and requested I.S.R. to explore Italian sources further.

32. PROVISION OF STORES.

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

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32. PROVISION OF STORES (Contd).

(b) The Chairman stated that M.R.S. would welcome I.S.R. plans for the relaying of main lines with a view to removing the heavy speed restrictions which are causing great delay to passenger services. The I.S.R. pointed out that the removal of restrictions would require not only an adequate supply of new rail, but also heavy supplies of sleepers. The normal consumption of the I.S.R. was two million sleepers per annum on maintenance works, and present arrangements catered for the supply of 200,000 only.

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

(c) Cement.

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

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

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

(d) Mechanical equipment.

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

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

33. MAINTENANCE.

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

34. NEXT MEETING.

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

(J. Ratter)
Colonel,
Chairman,
Construction Sub-Committee.

1433

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(J. Ratter)
Colonel,
Chairman,
Construction Sub-Committee.

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

To: D.Q.M.G. (Mov & Tn) A.F.H.Q.
Brig. Q.(M). A.F.H.Q.
D.M.R.S.
D.D.Tn., A.F.H.Q.
D.M.R.S. representative, A.F.H.Q.
Transportation Sub-Commission, A.C. (6)
Capt. Gray, Mov. Liaison Officer, M.R.S.
Ing. Le Cigne, I.S.R.

ALLIED RAILWAY BOARD

CONSTRUCTION SUB-COMMITTEE.

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

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

1435
D.D. Tho, A.F.H.Q.
D.M.R.S. representative, A.F.H.Q.
Transportation Sub-Commission, A.C. (6)
Capt. Gray, Mov. Liaison Officer, M.R.S.
Ing. La Cigno, I.S.R.

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for Brigadier,
Director, Military Railway Service.

CONSTRUCTION SUB-COMMITTEE

Minutes of fourth meeting held in the office

of D.D. Th (const) on Thursday 7 June 1945.

PRESENT: Col. J. Ratter D.D.M., (constr) - In the chair

Lt.-Col. A. W. McMurdo, R.N. A.D. En (Constr). M.R.S.

Mr. J. H. O. Stull, T.O.
Assistant Deputy Director
(Eng) M.R.S.

Major A.H. Street, R.E. } Allied Commission
(Tn. Sub-Commission,
Major E.J. Hole, R.E. } Rail Division).

Major C. Williams, R.E. D.A.D. In (constr). M.R.S.

Capt. C. Johnston, T.O. Signal Maintenance Supt., M.R.S.

ING. MARIN, Deputy Director Italian State Railways.

ING. E. LO CIGNO, Chief of Works Section, Italian State Railways.

Ing. E. Salerni, Assistant Engineer (Construction) M.R.S.

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Minutes of fourth meeting held in the office

of D.D.Tn (Constr) on Thursday 7 June 1945.

=====

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

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

Major A.H. Street, R.E. } Allied Commission
Major M.J. Mole, R.E. } (Int. Sub-Commission,
Rail Division).

Major C. Williams, R.E. D.A.D.Tn (Constr). M.R.S.

Capt. C. Johnston, T.O. Signal Maintenance Supt., M.R.S.

Ing. Marin, Deputy Director Italian State railways.

Ing. E. Lo Cicco, Chief of Works section, Italian
State Railways.

Ing. E. Salerni, Assistant Engineer (Construction) M.R.S.

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Melanesian Provinces

In complete

Semina - Postellia 3 July

Arrival at

Dec-28 - December 28th

Arrival at

Dec-29 - 31 July

Arrival at

Dec-30 - 31 July

Arrival at

Dec-31 - 31 July

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Dec-31 - 31 July

Arrival at

Dec-31 - 31 July

19. PREAMBLE.

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

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

20. THE GENERAL PLAN.

The Chairman referred to M.R.S. letter Tn.A.4/25 dated 29 May, 1945, (copy attached hereto) which formulates proposals for the provision of a network to meet essential military and civil requirements. The whole of this network should be in operation by 1st August.

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

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

21. ITALIAN RAILWAY ENGINEER UNITS.

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

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

22. RESPONSIBILITY FOR FUTURE CONSTRUCTION.

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

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

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(b) A.C. to be responsible for all other work.

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

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

/to sheet 2.....

22 (Contd).

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

- (a) That M.R.S. be responsible only for the completion of the plan outlined in para.2 of M.P.S. letter RA.4/95 dated 29 May, 1945, plus such other projects of a purely military nature as may be specified from time to time.
- (b) That the initiation, supervision and provision of assistance to all construction work on the railways additional to that outlined in the previous paragraph is the sole responsibility of A.C.

23. MAINTENANCE.

The Chairman pointed out that at present a skeleton military organisation was assisting and supervising the I.S.R. maintenance on lines 50, 65, 66 (North), 67, 218 and 219. This supervision would continue for as long as military units were available to do the work. It was however impossible at present to forecast the duration of this, and A.C. should make plans immediately in conjunction with the I.S.R. for carrying on after the removal of the military supervision.

24. STORES.

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

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

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

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

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

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

23. MAINTENANCE.

The Chairman pointed out that at present a skeleton military organization was assisting and supervising the I.S.R. maintenance on lines 50, 65, 36 (North), 87, 213 and 219. This supervision would continue for as long as military units were available to do the work. It was however impossible at present to forecast the duration of this, and A.C. should make plans immediately in conjunction with the I.S.R. for carrying on after the removal of the military supervision.

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

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

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

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25. MECHANICAL EQUIPMENT.

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

To sheet 3....

- 3 -

26. USE OF GERMAN ARMY STORES ON BREMER RAILWAY.

The Chairman stated that the present use of German Army stores for the repair of the Bremer railway was purely a temporary expedient and as soon as the line was opened to traffic they would be removed. The Germans had the organization, equipment and stores available to do the work and were rapidly turning out other forces at our disposal, and for these reasons were being used. The nature of the repairs the Germans would carry out would be of a very poor quality and A.C. with I.S.O. would be well advised to prepare a scheme of permanent repair for this line.

27. CONSTRUCTION.

The Signal Superintendent stated that all W.D. Signal stores and instruments were labelled would be left in situ. He knows that had however been made for supply of any stores for lines other than those being repaired by military forces. A.C. would therefore have to consider from what source they would obtain signal stores for installation on these lines they intended to put back into operation.

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

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

28. PLANNING.

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

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

27. CONSTRUCTION

The Signal Maintenance Superintendent stated that all W.D. signal stores and instruments were well maintained and would be well provided for. He stated that he had been asked to provide for the repair of any stores for the other than those being repaired by military forces. A.C. would therefore have to consider from what source they would obtain signal stores for installation on these lines they intended to put back into operation.

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

3. NEW LINES

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

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

Subject: RAILWAY RECONSTRUCTION - ITALY.

Military Railway Service,
C.M.F.
Tel. Pirebox 9341.
Outside Line 843236.
Tn.A.4/95.
29 May'45.

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

1. GENERAL.

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

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

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

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

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

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

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

2. M.R.S. PLAN.

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

✓ 28 May Line 71 VENICE, MESTRE, TREVISO, UDINE, GEMONA,
(using deviations at main river crossings).
✓ 1 June Line 86 FAENZA to BOLOGNA.

✓ 3 June Line 65 CRIZZANA to BOLOGNA.
Line 85 BOLOGNA to SAN PIETRO IN CASALE.

✓ 7 June Line 53 MILAN to VERONA.

✓ 15 June Line 53 VERONA to VICENZA
Line 69 BOLOGNA to POGGIO RUSSO
OSTIGLIA to VERONA

It is expected that the whole of this project will be completed

by 1 August, 1945.

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

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

- (i) After completion of the M.R.S. plan, the British, South African and American units engaged are likely to be quickly redployed, and will be available only in small strength for isolated works purely military in character.
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| | | |
|-----------|-------------|--|
| ✓ 28 May | Line 71 | VENICE, MESTRE, TREVISO, UDINE, GEMONA.
(using deviations at main river crossings). |
| ✓ 1 June | Line 86 | RAVENNA to BOLOGNA. |
| ✓ 3 June | Line 65 | GRIZZANA to BOLOGNA. |
| ✓ 7 June | Line 85 | BOLOGNA to SAN PIETRO IN CASALE. |
| ✓ 15 June | Line 53 | MILAN to VERONA. |
| ✓ 15 June | Line 53 | VERONA to VICENZA |
| | Line 69 | BOLOGNA to POGGIO RUSSO |
| | | OSTIGLIA to VERONA V |
| ✓ 1 July | Line 71 | GEMONA to PONTREBA and VILLACH. |
| | Line 84/188 | TRIESTE, CERVIGNANO, UDINE. |
| ✓ 7 July | Line 69 | POGGIO RUSSO to OSTIGLIA (FO river bridge). |
| ✓ 15 July | Line 71 | VENICE, TREVISO, UDINE, GEMONA.
(on permanent bridges at main river crossings). |
| | Line 53 | VICENZA - MESTRE. |
| ✓ 30 July | Line 65/59 | BOLOGNA to ALESSANDRIA. |

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/to sheet 2...

Sheet 2.

para. 2 (contd).

(b) German railway units, under M.R.S. direction, are at work on line 69, VERONA, BRENNER and INNSBRUCK, and line 66, FORTEZZA SAN CARLO and VILLACH.

Both lines will be open on temporary bridges by 31 July.

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

(i) entering the port of GENOA with TURIN; and MILAN.

(ii) enabling MAIL to SWITZERLAND via the ST. GOTTHARD and SIMONMOUNT.

(iii) linking ITALY to AUSTRIA via

BOLZANO, VERONA, BRENNER and INNSBRUCK

and GROSSE, MONTALCONE, CERVIGNANO, UDINE, GORIZIA, TARVISIO, VILLACH.

(iv) providing the two main lateral lines

TURIN, ALESSANDRIA, PAVIA, BOLOGNA, ANCONA,

and TRIESTE, LIVORNO, VERONA, PADOVA, MESSINA, TREVISO, UDINE.

3. ADDITIONAL REQUIREMENTS OF MILITARY RECOGNITION.

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

(a) Reopening the river bridge at PAVIA to complete line 65 PAVIA to MILAN.

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

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

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

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

(a) Line 69 - BOLZANO - VERONA. Permanent repair to the existing PO bridge at OSTIGLIA. M.R.S. are providing a piled deviation only.

(iii) Linking Italy to Austria via

BOLOGNA, VERONA, BRENNER and INNERBRUCK
and TRIESTE, MONTAIGNE, CERVIGNANO, UDINE, GEMONA,
TREVISO, VILLACH.

(iv) providing the two main lateral lines

TRIN, ALESSANDRIA, PIAENZA, BOLOGNA, ANCONA,
and TURIN, MILAN, VERONA, PAVIA, MESTRE, TREVISO, UDINE.

3. ADDITIONAL REQUIREMENTS ON MILITARY DEFENCE.

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

(a) Repairs to the river bridge at PIAENZA to complete Line 65
PIACENZA to MILAN.

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

(c) The main sector in the execution by M.R.S. of the works detailed in para. 2. is fixed.

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

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

(a) Line 69 - BOLOGNA - VERONA. Permanent repair to the existing PO bridge at OSTIGLIA. M.R.S. are providing a piled deviation only.

(b) Line 65 - PIAENZA to MILAN. Permanent repair to the PO bridge at PIAENZA.

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

/to sheet 3..

2424

Sheet 3.

Para. 5 (Contd.).

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

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

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

is essential for effective results on the priority works.

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

DISTRIBUTION:

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| Major Stull, M.R.S. | " " |
| Tn. 4/188. | " " |
| Tn. 4/172. | " " |

(f) permanent repairs to all lines at deviations and temporary bridges.

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

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| D.D.M.R.S. | " " |
| Major Stull, M.R.S. | " " |
| Tn.4/188. | " " |
| Tn.4/172. | " " |
| File | |
| Spare (6) | |

2423

Subject: Minutes of meeting held in office
of A.D.Tn.4 on 6 June, 1945.

Military Railway Service,
C.M.F.
Tel. Firebox 9351.
Outside Line 843476.
Tn.A.4/188.
6 June, 1945.

1. PRESENT:

| | | |
|-----------------------|---|----------------------|
| Lt.Col. McMurdo | - | A.D.Tn.4. |
| Major Stull | - | M.R.S. |
| Major Street | - | A.C. |
| Major Long | - | Stores Officer, A.C. |
| Ing. Lo Cigno | - | I.S.R. |
| Ing. Salerni | - | Tn.4. |
| Asst. to Ing Lo Cigno | - | I.S.R. |

2. OBJECT:

It was explained that the object of the meeting was to formulate proposals for submission to the Construction Sub-Committee of the Allied Railway Board on the following subject:-

(a) New revision of responsibility for engineering work between M.R.S. and A.C. on the Italian State Railways.

(b) Responsibility for stores supply between M.R.S. and A.C.

3. Letter Tn.A.4/95 dated 29 May, 1945, was circulated, and it was confirmed that all present had received copies and understood the contents. It was emphasized that in future, M.R.S. so far as engineering was concerned would confine their attention to the activities of military units under their command. These units will be employed in the future on work of purely military importance, and as time goes on, strengths of these units will decrease.

4. It was decided therefore, that A.C. ^{should} assume responsibility for all engineering work on the I.S.R. except where that work is carried out by military units.

5. It was also decided that M.R.S. ^{should} bid for and obtain stores including cement, only to meet the requirements of military units, and that all other stores required should be bid for and obtained by A.C. in conjunction with Chief Engineer, I.S.R.
In this connection, it was stated that stocks of cement now held in various Tn.S.Ds throughout the country would be made available to A.C. immediately. These stocks are as follows:-

| | |
|-------------|----------|
| 326 Tn.S.D. | 600 tons |
| 330 Tn.S.D. | 400 tons |
| 331 Tn.S.D. | 500 tons |

The following quantities of cement have been set up for delivery to Tn.S.Ds during the month of June as shown under, and it was decided that these should be made available to A.C. as they arrived at the Depots:-

2. OBJECT:

It was explained that the object of the meeting was to formulate proposals for submission to the Construction Sub-Committee of the Allied Railway Board on the following subject:-

(a) New revision of responsibility for engineering work between M.R.S. and A.C. on the Italian State Railways.

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| 330 Tn.S.D. | 400 tons |
| 331 Tn.S.D. | 500 tons |

The following quantities of cement have been set up for delivery to Tn.S.Ds during the month of June as shown under, and it was decided that these should be made available to A.C. as they arrived at the Depots:-

| | |
|-------------|------------|
| 325 Tn.S.D. | 300 tons |
| 326 Tn.S.D. | 700 tons |
| 329 Tn.S.D. | 1,100 tons |
| 330 Tn.S.D. | 1,200 tons |
| 331 Tn.S.D. | 1,700 tons |
| Total | 5,000 tons |

For months July onwards, cement bid for by A.C. cannot be accepted in Tn.S.Ds.

/to sheet 2....

2422

- 2 -

6. Major Street, A.C. requested that M.R.S. should produce a list of work previously of military interest which at present is being carried out under the direction of D.M.R.S. This applies only to works South of Bologna. This was agreed and M.R.S. would produce the necessary statement which would be forwarded to A.C. separately.

I.R.C.E.4 has let in conjunction with I.S.R., Bologna, contracts for the reconstruction of the permanent bridges over the Rivers Santerno, Adige and Giarro, and it was decided that he should continue to supervise this work until he is removed or A.C. can take over.

7. Maintenance.

The M.R.S. have at present a skeleton supervisory organization covering I.S.R. maintenance activities on lines 50, 65, 87, 86, 218 and 219. It was decided that this organization should continue to function, but that in view of the fact that it may have to be removed at short notice, A.C. and the I.S.R. should make immediate arrangements to take over maintenance of these lines.

A.D.M.4 agreed to give A.C. a detailed list of the maintenance organization referred to.

8. Major Street was handed a comprehensive list of the works required to be done to the Italian railways to the South of Pienza on line 86, and the Prato including Florence. This list has been prepared by Ing. Lo Cigno and has details of the cement requirements.

9. CONCLUSIONS.

It was agreed that the following proposals should be submitted to the Construction Sub-Committee:-

- (a) M.R.S. be concerned in the future, only with the activities of military units and projects of definite military importance.
- (b) A.C. to be responsible for all other work.
- (c) M.R.S. to bid for and obtain stores only for military units.
- (d) A.C. to bid for and obtain all stores required for all other work.
- (e) That the above proposals be put into effect as soon as possible.

W. H. H.

(A.W. McMurdo) Lieut. Col.
A.D.M.4.

219. It was decided that this organization should continue to function, but that in view of the fact that it may have to be removed at short notice, A.C. and the I.S.R. should make immediate arrangements to take over maintenance of these lines.

A.D.Tn.4 agreed to give A.C. a detailed list of the maintenance organization referred to.

8. Major Street was handed a comprehensive list of the works required to be done to the Italian railways to the south of Faenza on line 86, and Prato including Florence. This list has been prepared by Ing. Lo Cigno and has details of the cement requirements.

9. CONCLUSIONS.

It was agreed that the following proposals should be submitted to the construction sub-committee:-

- (a) M.R.S. be concerned in the future, only with the activities of military units and projects of definite military importance.
- (b) A.C. to be responsible for all other work.
- (c) M.R.S. to bid for and obtain stores only for military units.
- (d) A.C. to bid for and obtain all stores required for all other work.
- (e) That the above proposals be put into effect as soon as possible.

(Signature)

(A.W. Richards) Lieut. Col.
A.D.Tn.4.

2621

CONSTRUCTION SUB - COMMITTEE

Minutes of third meeting held in the office of

D. D. In. (constr) on Friday 6th April, 1945.

PRESENT: Col. J. Ratter D.D.M., (Constr) - In the chair.

Major F.E. Richardson, R.E. } Allied Commission,
 } (In-Sub Commission)

Major A.H. Street, R.E.

Capt. Blair, T.C.

Figure 1

Sept. M. Wright, R.H.

S/Cont. (Constr).
Transportation Inc.

ing. In doing

Chief of Works Section,
Italian State Railways.

ING. J. MARTINEZ,

Assistant Engineer;
Transportation Inc.

[illegible]

17
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Col. J. Patton - D.D.Tn., (Consts) - In the chair.

COL. J. RATTOR - D.D.Tn., (constr.) - in the chair.

ALLIED COMMISSION,
(Tn-sub Commission)

100

• • • • •

S/capt. (constr).
Transportation Inc.

Chief of Works Section,
Italian State railways.

Assistant Engineer;
Transportation Inc.

[illegible]

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

Matters arising from Allied Railway Board Meeting were discussed

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

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

- (b) Reconstruction of Chiusi - Siena - Empoli line (A.R.B. Minute 16 (a) refers.)

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

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

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

13. REVIEW OF CURRENT AND PROJECTED WORKS.

- (a) Line 86, Ortona - Ancona.

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

- (b) Line 89, Rome - Torunda - Naples.

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

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

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

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

- (d) Line 50, Rome - Grosseto - Livorno.

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

Ing. Le Cigno stated that a private contract had been made, but

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

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

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

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

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

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

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

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

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

(a) Line 65, Rome - Arezzo.

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

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

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

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

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

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

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

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

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

(h) Line 261, Avellino - Benevento.

Material for repairs is being collected.

(i) Line 86, Bari - Ortona.

Ofanto bridge. Cement has been allotted for this work.

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

(j) Private Line, Cancelli - Benevento.

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

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

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

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

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Material for repairs is being collected.

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Ofanto Bridge. Cement has been allotted for this work.

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

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

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

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

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

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/to sheet 3..

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

(k) (Contd)

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

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

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

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

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

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

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

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

14. MAINTENANCE OF TRACK AND STRUCTURES.

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

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

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

(b) Bridge Maintenance.

The Chairman enquired as to progress of establishing mobile bridge maintenance gangs.

A report has been received from Ing. Le Cigno and this matter is under consideration and will be discussed with him later.

Agreed. That all help possible will be given by M.R.S. to enable

I.S.R. to equip mobile bridge maintenance gangs with sufficient tools and equipment to enable them to carry out

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

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

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(b) Bridge Maintenance.

The Chairman enquired as to progress of establishing mobile bridge maintenance gangs.

A report has been received from Ing. De Gino and this matter is under consideration and will be discussed with him later.

Agreed. That all help possible will be given by M.R.S. to enable

I.S.R. to equip mobile bridge maintenance gangs with sufficient tools and equipment to enable them to carry out the work which they will be called upon to do.

/to sheet 4...

15. TRANSPORT FOR I.S.R.

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

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

16. FUTURE EMPLOYMENT OF CONTRACTORS.

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

17. FUTURE COMMITMENTS - NORTHERN ITALY.

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

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

18. NEXT MEETING.

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

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

16. FUTURE EMPLOYMENT OF CONTRACTORS.

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

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

2418

Civil Engineer

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

MINUTES OF MEETING HELD ON SATURDAY 7 APRIL, 1945
TO DISCUSS AC REQUIREMENTS ON LINE N° 86.

Present: Representing MRS: Colonel A.H. Early, DD Tn Ancona (chair)
Colonel J. Ratter, DD Tn (Construction)
Major W.A.G. Suddaby, 2 Railway Op. Group.
Capt. H. Inglis, Tn (Construction)

Representing AFHQ:

Major D.M. Howes, DQMG (M)

Representing AC:

Major A.H. Street, Engineering Branch
Major F.C. Watson, Operations Branch
Major A.C. Ping, Operations Branch
Major C.R. Worthington, MRE, Rail (Move-
ments) Branch.

1. AC submitted a statement (see Appendix "A") of estimated tonnage requirements at selected stations.
2. Chairman stated meeting had been called to discuss AC requirements, particularly in the matter of sidings on Line 86, between Ancona and Ortona. He asked AC the possible direction of traffic. Major Worthington stated this depended to a certain extent on the developments in Northern Italy, but it could be assumed that the majority of the traffic would be northbound. The period of movement would be continuous.
3. Chairman stated that he felt it would be possible to move 1,000 tons per day without difficulty when the line was working satisfactorily. This might be expected by mid-May. Allowing for completion of the line at target date, 30 April, the placing of coal, adjustment of motive power, and the fact that the line would commence with Italian operation without supervision, a period of 10 or more days would probably be needed before full working could be in force. Freight cars should be available for the traffic at least until the fall of Bologna, but it was not possible to predict what the position would be after that.
4. Colonel Ratter stated there would be no difficulty in installing dead end sidings in the stations listed, capable of taking up to 20 freight cars. It was desirable however, that AC should indicate priority requirements, in order that the earliest attention could be given to them.

Capt. H. Inglis, Tr (Construction)

Representing AFHQ:

Major D.M. Howes, DQM (M)

Representing AC:

Major A.H. Street, Engineering Branch

Major P.G. Watson, Operations Branch

Major A.C. Ping, Operations Branch

Major C.R. Worthington, HBB, Rail (Movements) Branch.

1. AC submitted a statement (see Appendix "A") of estimated tonnage requirements at selected stations.
2. Chairman stated meeting had been called to discuss AC requirements, particularly in the matter of sidings on Line 86, between Ancona and Ortona. He asked AC the possible direction of traffic. Major Worthington stated this depended to a certain extent on the developments in Northern Italy, but it could be assumed that the majority of the traffic would be northbound. The period of movement would be continuous.
3. Chairman stated that he felt it would be possible to move 1,000 tons per day without difficulty when the line was working satisfactorily. This might be expected by mid-May. Allowing for completion of the line at target date, 30 April, the placing of coal, adjustment of motive power, and the fact that the line would commence with Italian operation without supervision, a period of 10 or more days would probably be needed before full working could be in force. Freight cars should be available for the traffic at least until the fall of Bologna, but it was not possible to predict what the position would be after that.
4. Colonel Ratter stated there would be no difficulty in installing dead end sidings in the stations listed, capable of taking up to 20 freight cars. It was desirable however, that AC should indicate priority requirements, in order that the earliest attention could be given to them.
5. Major Worthington was asked to explain the reference "off line 242", and he indicated that this meant that such traffic would emanate from points situated on line 242, such as Macerata, although the line itself was not available for traffic. It would be trucked to railhead.

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- 2 -

6. Colonel Ratter said he felt AC should be considering repairs to such feeder lines.
7. Major Street explained that the continued shortage of cement made it impossible to undertake works which had not a No 1 priority.
8. It was agreed that he should write to Planning Division, AC listing present works in hand and requested, and obtain a priority table. Additions such as line 242 could then be made with an indication of priority of need.

For the Chief Commissioner:

A. C. Reg. M. 7

DISTRIBUTION:

MRS (4)
 AC (Movements) (4)
 Road Sub-Commission, AC (4)
 Mov. AFHQ Liaison Officers, C/o MRS (4)
 AC Rail Division (Operations) (4)
 (Civil Engineering) (2)
 (Mechanical Engineering) (2)
 (Chief) (1)
 DD Tn MRS Ancona (4)
 Capt. W.S. Smith, C/o DD Tn (Railways) Ancona (1)
 Senior Tn. Officer, Naples (3)
 Major W.F. Blair, C/o HQ AMC Toscana Region (1)
 Capt. E.W. Dean, C/o Capo Compartimento, Rome (1)

APPENDIX "A"(a) Estimated tonnages requirements:

| <u>STATION</u> | <u>Already amassed</u>
<u>Tons</u> | <u>Next Season</u>
<u>after July</u>
<u>Tons</u> |
|--|---------------------------------------|--|
| Osimo | 7,500 | 11,000 |
| Loreto | 1,300 | 2,500 |
| P.Rocanati | 6,000 | 9,000 |
| Potenza Picena | 1,500 | 3,200 |
| Civitanova | 250 | 1,300 |
| Civitanova (Ex line 242) | 20,900 | 25,500 |
| S.Elpidio | 3,900 | 6,200 |
| P.S.Giorgio | 4,700 | 8,000 |
| P.S.Giorgio (Ex line P.S.Giorgio-
Amendola) | 6,180 | 10,300 |
| Grottamare | 1,350 | 2,400 |
| Porto Anconi (Ex line 245) | 2,500 | 9,800 |
| Tortoreto | 2,700 | 5,800 |
| Rapeto | 2,400 | 4,700 |

(b) Forecast of weekly tonnages:

| <u>Commodity</u> | <u>Loading Point</u> | <u>Northbound</u> | <u>Southbound</u> |
|--|----------------------|-------------------|-------------------|
| Cement | Barletta | 400 | |
| Wheat | Various | 1200 | 2000 |
| Salt | S.Margherita | 200 | |
| Rationed Foodstuffs | Various | 850 | |
| Olive Oil, Fruit,
Vegetables & Wine | | | |
| Phosphate Rock | Ancona | | 550 |
| Misc. Traffic | Various | 700 | 350 |

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minutes of second meeting held in the Office of

D.D. In. (Const.) on Thursday, 1st March 1945.

PRESENT: COL. J. Ratter D.D.Tn., (constr) - In the chair.

Major F.P. Richardson, R.E.) Allied Commission
(Tn. Sub-Commission)

Major A.H. Street, R.H.

Manfor H.C. Stull, T.C.
U.S.S.

Major C. Williams, R.I.

Capt. M. Wright, R.F.

Int. J. Lo Cigno

Ing. A. Martínez

P.4.D.Tn. (Constr)
Transportation Increment.
S/Captain (Constr)
Transportation Increment.
Chief of Works Section,
Italian State Railways.
Assistant Engineer,
Transportation Increment.

[illegible]

REMARK: Col. J. Retter D.D.Tn., (constr) - in the chair.

Major F.P. Richardson, R.E.) Allied Commission
(Tr. Sub-Commission)

Major A.H. Street, R.E.

Major H.C. Stull, M.C. H.R.S.

Major C. Williams, R.E.

Capt. H. Wright, R.F.

Itay, E. Io Cigno

Ing. W. Martini

D. A. D. En. (Constr)
Transportation Increment.
S/Captain (Constr)
Transportation Increment.
Chief of Works Section,
Italian State Railways.
Assistant Engineer,
Transportation Increment.

[illegible]

ALLIED RAILWAY BOARD MEETING 15TH FEBRUARY, 1945.

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

7. REVIEW OF CURRENT AND PROJECTED WORKS.

(a) Line 86 Orteva - Ancona.

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

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

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

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

(b) Line 89 Rome - Fermo - Naples.

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

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

(c) Line 90 Rome - Cassino - Naples.

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

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

(d) Line 50 Rome - Grosseto - Livorno.

The Chairman stated that the doubling of the line from Tarquinia to Orbetello has been ordered on the I.S.R. an earlier proposal to double the line from Rome to Civitavecchia was being held in abeyance due to construct-

1212 Rly. Construction and Maintenance Group with two Railway Construction Companies and an M.E. Platoon would move on to the line during the first fortnight in March. Detachments of two Railway Telegraph Companies were already at work on the repairs to signals.

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

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

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

(b) Line 32 Rome - Perugia - Naples.

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

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

(c) Line 90 Rome - Cassino - Naples.

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

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

(d) Line 50 Rome - Grosseto - Livorno.

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

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

At Livorno contractors have been let and materials for the work of connecting up the North Pier (ex. Machine Shops).

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

....to Sheet 2.

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

- 2 -

(c) Line 65 Rome - Arezzo.

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

The Chairman stated that so far authority for repairs to the Daello River bridge had been withheld as its repair would not materially improve the line. Owing to the simplicity of the work however, comparatively little material or effort would be required for its repair. Authority was therefore given for I.S.R. to put the work in hand on a low priority.

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

(f) Line 65 Arezzo - Florence.

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

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

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

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

AGREED

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

(h) Line 249. Pisa - Dupoli - Florence.

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

reparation of the line would be required for its repair. Priority was therefore given for I.S.R. to put the work in hand on a low priority.

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

(f) Line 65 Arezzo - Florence.

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

(g) Line 220. Chiusi - Siena - Empoli. *Line to be in charge of the*

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

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

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

(h) Line 219. Pisa - Empoli - Florence. *Line to be in charge of the*

The Chairman stated that owing to length of time that would be required to repair the Serravalle Tunnel the intensity of military effort being expended on Line 219 was being considerably increased. The decisions taken at the previous meeting of this Sub-Committee would be over-ruled. All resources military and civil on the line would be directed by the M.R.S. Engineer in charge of the work in the manner best calculated to open the line in the minimum time. In the majority of cases this would involve co-opting contractors resources to do works in a temporary fashion for which they had not contracted. Arrangements would however be made for contractors to be reimbursed for their out-of-pocket expenses resulting from this arrangement.

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

(i) Line 229. Campitello - Pionbino. 2413

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

(j) Line 281. Avellino - Benevento.

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

...../to Sheet 3.

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

(k) Rome - Smistamento Workshops.

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

(l) Line 86 (South)

Ofanto Bridge.

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

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

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

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

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

(n) Secondary Lines - Benevento - Vairano areas.

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

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

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

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

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

(p) Repairs to Electrical Offices - Ancona.

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

8. MAINTENANCE OF TRAIL AND STRUCTURES.

(a) Responsibility.

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

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

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

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

(n) Secondary Lines - Benevento - Vairano Arce.

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

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

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

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

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

(p) Repairs to Electrical Offices - Ancona.

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

B. MAINTENANCE OF TRACK AND STRUCTURES.

(a) Responsibility.

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

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

...../to Sheet 4.

2412

8. MAINTENANCE OF TRACK AND STRUCTURES (Contd.)

(a) Responsibility (contd.)

be necessary for the maintenance of the track.

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

(b) Bridge Maintenance

The Chairman requested the I.S.R. to establish forthwith mobile bridge maintenance gangs - one to each Compartimento - composed of about 30 tradesmen specially chosen for the work.

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

(c) Breakdown Trains

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

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

9. PAYMENTS TO CONTRACTORS

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

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

10. TYRES FOR I.S.R. VEHICLES

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

AGREED.

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

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

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

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

9. PAYMENTS TO CONTRACTORS.

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

AGREED.

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

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

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

AGREED.

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

11. NEXT MEETING.

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

2411

(C. Williams)
 Major R.E.
 for Colonel,
 Chairman, Construction Sub-Committee.

Subject: Reconstruction Line 86,
Ortona - Ancona.

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

To : R.C.E.1212.

Copy to: D.D.Tn (Rlys)

A.C. (Tn-Sub Commission)
Major Mole, (o/o I.R.C.E.4)

A.D.Tn.4.

I.R.C.E.4.

O.C. 2 Rly Tele. Coy. R.Sigs.

O.C. 40 Rly Tele. Coy. S.A.C.S.

Tn.2.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

6. R.C.E. 1212 will report to Ft. H.Q. as soon as possible the earliest dates at which movement of the units concerned can be arranged.

He will further report to this office, the estimated date ^{21.4.11} of completion of all works on the line as soon as all plans concerning the employment of military units have been drawn up.

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

Major Store- 91

ALLIED RAILWAY BOARD.

STORES SUB-COMMITTEE

Minutes of Meeting No. 2 held in
office of A.D.Tn. (Stores) M.R.S., 22 Feb. 1945.

NOTE: Numbers of previous minutes dealing with the same subject are
shown in brackets.

PRESENT:

Lt. Col. R.E. Coward M.R.S. (Chairman)
Maj. C.M. Long, A.C. Tn. Sub-Comm. (Member)
Ing. G. Bracci, I.S.R. (Member)

Maj. D.R.H. Chaplin M.R.S. Stores Section.
Maj. E.P. De Kiele " "
Capt. P.S. Swinson " "
Maj. C. Williams M.R.S. (Constr. Sub-Committee rep.)
Capt. C. Wordsworth M.R.S. (Equip. Sub-Committee rep.)
Ing. Notarloberti I.S.R.

Distribution:

D.O.M.G. (Mov. & Tn.), A.F.H.Q. (Chairman Allied Rly. Board).
Director, Mil. Rly. Service.
Director, Tn. Sub-Comm. A.C.
Director General I.S.R.
D.D.Tn., Tn. (Br.), A.F.H.Q.
D.D. Tn. Rlys.
Maj. C.M. Long, A.C. Tn. Sub-Comm.
Ing. G. Bracci, Stores Dept. I.S.R.
Construction Sub-Committee.

PRESENT:

Lt. Col. R.E. Coward M.R.S. (Chairman)
Maj. C.M. Long, A.C. Tn. Sub-Comm. (Member)
Ing. G. Bracci, I.S.R. (Member)

Maj. L.R.H. Chaplin M.R.S. Stores Section.
Maj. E.F. De Lisle " " "
Capt. F.S. Swinson " " "
Maj. C. Williams M.R.S. (Const. Sub-Committee rep.)
Capt. O. Worsworth M.R.S. (Equip. Sub-Committee rep.)
Ing. Notarloberti I.S.R.

Distribution:

D.Q.M.G. (Mov. & Tn.), A.F.H.Q. (Chairman Allied Rly. Board).
Director, Mil. Rly. Service.
Director, Tn. Sub-Comm. A.C.
Director General I.S.R.
D.D.Tn., Tn. (Br.), A.F.H.Q.
D.D.Tn. Rlys.
Maj. C.M. Long, A.C. Tn. Sub-Comm.
Ing. G. Bracci, Stores Dept. I.S.R.
Construction Sub-Committee.
Equipment Sub-Committee.
Traffic Sub-Committee.
Finance Sub-Committee.
Maj. E.F. De Lisle.
HQ. 3 Tn. Stores Group.

2439

Minute

6

(1)

SYSTEMATIC PROCEDURE FOR SUPPLYING SHORT TERM REQUIREMENTS OF I.S.R.

- a The Chairman stated that the drafting of a directive had been deferred in view of:
- (i) the approaching transfer to the I.S.R. of responsibility for operating in the Naples Compartimenti,
 - (ii) The withdrawal of M.R.S. and A.C. screening authorities in the Bari and Naples compartimenti.
 - (iii) need for further discussion by Stores Sub-Committee to achieve the simplest and most effective system of supply.
- b The Chairman invited views of those present, bearing in mind the following conditions:-
- (i) M.R.S. must continue to control I.S.R. stores at Poggioreale, Tiburtina, Poligno etc.
 - (ii) I.S.R. requirements must be co-ordinated, classified and submitted at fixed periods.
 - (iii) There must be no duplication in supply.
 - (iv) Works and shops under the direct supervision of military units would continue to be supplied under military procedure.
 - (v) Strictly emergency requirements could be submitted by individual Capi di Compartimenti direct to M.R.S. depots in their area.
- c It was AGREED that short term requirements of general stores should be prepared and submitted as follows:-
- (i) Compartimenti not under direct military control, i.e. Reggio Calabria, Bari, Naples.
Requirements to be listed and submitted by Capi to H.Q. I.S.R. at 2-monthly intervals. Ing. Bracci to screen and transmit requirements from controlled I.S.R. stocks and military stocks to M.R.S. for supply according to availability and priorities. Lists to be consolidated, to be classified by I.S.R. cat. sections and to show stocks held in I.S.R. depots.
 - (ii) Compartimenti under direct military control, i.e. Rome, Ancona and Florence.
Requirements to be listed and submitted by Capi to local military authority for screening and then sent by Capi to H.Q. I.S.R. for similar action as in (i) above. It is proposed that D.D.Tn. (Rlys.) should be the screening authority for the Ancona Compartimenti. In the case of the Rome and Florence, it may prove impracticable for

- following conditions:-
- (i) M.R.S. must continue to control I.S.R. stores at Foggioneale, Fuburina, Folligno etc.
 - (ii) I.S.R. requirements must be co-ordinated, classified and submitted at fixed periods.
 - (iii) There must be no duplication in supply.
 - (iv) Works and shops under the direct supervision of military units would continue to be supplied under military procedure.
 - (v) Strictly emergency requirements could be submitted by individual Capi di Compartimenti direct to M.R.S. depots in their area.

c. It was AGREED that short term requirements of general stores should be prepared and submitted as follows:-

- (i) Compartimenti not under direct military control, i.e. Reggio Calabria, Bari, Naples.

Requirements to be listed and submitted by Capi to H.Q. I.S.R. at 2-monthly intervals. Ing. Bracci to screen and transmit requirements from controlled I.S.R. stocks and military stocks to M.R.S. for supply according to availability and priorities. Lists to be consolidated, to be classified by I.S.R. cat. sections and to show stocks held in I.S.R. depots.

- (ii) Compartimenti under direct military control, i.e. Rome, Ancona and Florence.

Requirements to be listed and submitted by Capi to local military authority for screening and then sent by Capi to H.Q. I.S.R. for similar action as in (i) above. It is proposed that D.D.Tn. (Rlys.) should be the screening authority for the Ancona Compartimenti. In the case of the Rome and Florence, it may prove impracticable for military screening to be done locally, in which case it will be done by H.Q. M.R.S. in conjunction with technical branches and the requirements will be submitted by Capi direct to H.Q. I.S.R. as in (i) above.

d. It was further AGREED that project stores and special requirements e.g. bulk provision for overall I.S.R. requirements should not be dealt with on a compartment basis but by H.Q. I.S.R. (either stores or technical departments) direct with M.R.S. and/or A.C. Tn. Sub-Comm.

e. Coal and POL will be considered as separate matters.

f. M.R.S. will draft a directive for submission to Allied Rly. Board.

2408

Minute
No.

7 RECOVERY OF DISPERSED I.S.R. STORES.

(2)

Chairman stated that complete instructions had been issued by M.R.S. and 3 In. Stores Group. Progress of recovery would be reported at the next meeting of the Stores Sub-Committee.

8 REPAIRS TO I.S.R. STOREHOUSES.

(3)

Arrangements have been made for the supply of glass for repairing the roof of a storehouse at Tiburtina.

9 LONG TERM REQUIREMENTS OF STORES FOR I.S.R.

(4)

Maj. Long stated that requisitions for the second half of 1945 had been sent to A.F.H.Q. It was agreed to RECOMMEND TO THE ALLIED RAILWAY BOARD that all steps possible should be taken to hasten provision action on the requisitions submitted to A.F.H.Q. in view of the increasing requirements of the I.S.R. for repairs and rehabilitation and to relieve the demands on military stocks which conflict with requirements of military units.

10 RESOURCES IN NORTHERN ITALY.

a Chairman stated that the Equipment Sub-Committee had prepared a list of private firms in enemy occupied Italy which had in the past been engaged on work (carriage and wagon repairs, etc.) for the I.S.R. The M.R.S. Stores Section might be called upon to take requisitioning action and to prepare inventories of stores at these places. A copy of the list has since been received by A.D.Tn (Stores).

b Ing. Bracci promised to supply a list of firms from whom the I.S.R. had purchased materials in Northern Italy. This will be a useful guide to M.R.S. in carrying out recess. of sources of railway materials.

11 TIMBER REQUIREMENTS.

a Timber for car repairs.

Chairman stated this question had been raised in general terms at the second meeting of the Allied Rly. Board and he had therefore invited the Equipment Sub-Committee to be represented at the present meeting to hear a factual exposition.

Some 4000 tons of hardwood and softwood had been reported by A.C. Tn. Sub-Comm. as lying at Cirella, Cosenza and Crotone in Calabria and not required for general military purposes as it was either too hard or in too short lengths. Release of the timber had been obtained by M.R.S. through American and British channels according to the area in which located. A.C. Tn. sub-Comm. had provided road transport for conveying the timber to rail at Cirella and a small detachment of British stores personnel had been provided for liaison and supervisory purposes. Various difficulties had been experienced but the timber was moving, and approx. 400 tons had been despatched to I.S.R. shops to date.

In addition to the above 100 tons had been supplied from T.S.Ds. during Jan. and M.J. De Lisle stated that 150 tons of 1" to 3" damage

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In addition to the above 100 tons had been supplied from T.S.Ds. during Jan. and Maj. De Lisle stated that 150 tons of 1" to 3" dunnage had been obtained from U.S. depots and sent to I.S.R. shops at Florence, Porto Maggiore and Leghorn.

It is recorded that the whole of the M.R.S. bid for steel sections for March, which included the Equipment Sections estimate of plate for car repairs, had been accepted by A.F.L.R.S.

Minute
No. 11

TIMBER REQUIREMENTS (Cont'd)

a Timber for car repairs (Cont'd)

After discussion it was AGREED that:-

- (i) The supply of timber for car repairs is proceeding reasonably satisfactorily.
- (ii) Quantities supplied from U.S., B.R. and I.S.R. sources during Feb. would be reported at the next meeting of the Stores Sub-Committee.
- (iii) Ing. Bracci would investigate at once the report by O. I/c 326 T.S.D. that no payment had been made to I.S.R. labour employed at Cirella as this was likely to prejudice loading.
- (iv) None of the timber now being obtained in Italy by M.R.S. could be supplied to Sicily.
- (v) As I.S.R. were arranging certain supplies of timber and moreover might be called upon to pay bills for specific supplies from military sources, M.R.S. would advise Ing. Bracci of despatches of timber to all I.S.R. shops. Quantities in some cases may unavoidably be approximate.

Chairman asked Ing. Bracci for information on what timber the I.S.R. were supplying for car repairs. Ing. Bracci stated that approx. 300 tons of hardwood were being obtained from Vetrella for repairs to car floors and that a further 1000 tons total were available at Orvieto or Castel Giorgio. They had not been able to obtain softwood for car sides.

It was agreed to RECOMMEND TO THE EQUIPMENT SUB-COMMITTEE that consideration be given to using the hardwood procurable by the I.S.R. for repair to car sides as well as floors, bearing in mind that softwood available from military sources is frequently of very inferior quality and that hardwood (beech) is often supplied against military demands for softwood.

b Timber for General Railway Requirements.

Chairman stressed the general shortage of timber and stated that allocations from the British area of production was controlled by the staff at A.F.H.Q. The M.R.S. (Br.) bid of 1650 tons for March was at first cut to 400 but as the result of a special appeal was increased to 800 tons with a possible further increase of 200 tons if production permitted.

It was AGREED that no further action should be taken over the March bid but if serious cuts were made to future bids the effect would be assessed and reported at once to D.M.R.S.

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It was AGREED that no further action should be taken over the March bid but if serious cuts were made to future bids the effect would be assessed and reported at once to D.M.R.S.

Maj. Williams (Construction Sub-Committee) raised the question of availability of further quantities of long poles over and above the 1000 - 60 ft. piles required for piling. Ing. Bracci stated that I.S.R. were obtaining quantities of telegraph poles, mainly on behalf of the Ministry of Communications (Telephones). Approx. 100,000 24 1/2 ft. long were available.

Minute
No.

11 TIMBER REQUIREMENTS (Cont'd)

b Timber for General Railway Requirements (Cont'd)

It was AGREED that:-

(i) I.S.R. will make enquiries regarding further availabilities.

(ii) CONSTRUCTION SUB COMMITTEE will supply an estimate of requirements for railway construction purposes e.g. shores for tunnelling work etc.

(iii) M.R.S. Stores Section will then discuss with Eng. Notarloberti with a view to obtaining requirements in (ii) from sources known to I.S.R.

Maj. Long stated that civilian contractors were required to obtain their own timber for work on Line 86. To guard against any delays to work he will find out details of what timber is in fact being supplied.

12 SACFEM WORKS, AREZZO.

Chairman stated that at the last meeting of the Allied Rly. Board the I.S.R. requested that the removal of machinery and stores from these Works be stopped. The firm were contractors to the I.S.R. and the removal of their equipment was making the possibility of recommencing work more remote.

These works were inspected shortly after the capture of Arezzo and the Equipment Section reported that from the M.R.S. point of view they could be considered as being permanently out of action. Arrangements were then made for machinery and stores to be transferred for railway use elsewhere. Authority was obtained in H.Q. A.A.I. letter 2058/2/42 dated 29 July 1944 to M.R.S. for the Works to become a Reserved Transportation Area for the time being, one of the conditions being that controlled stores should be reported to A.F.L.R.S. This has been done.

In view of I.S.R. request A.F.L.R. have now been asked by M.R.S. to stop any further releases of controlled stores from the Works.

It was AGREED TO RECOMMEND TO THE RAILWAY BOARD that instructions be issued by A.F.H.Q. to A.F.L.R.S. and all Services completely blocking any further requisitioning of plant, stores and equipment from the SACFEM Works, Arezzo.

13 SUPPLY OF LOCO COAL - NAPLES COMPARTMENTO.

Chairman suggested that, in view of the pending hand-over of operation in Naples Compartimento to I.S.R., a similar procedure should be introduced as in Bari Compartimento, which summarised briefly is:-

a. M.R.S. supply estimates to Coal Section A.F.H.Q.

(iii) M.R.S. Stores Section will then discuss with Ing. Notarloberti with a view to obtaining requirements in (ii) from sources known to I.S.R.

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- a M.R.S. supply estimates to Coal Section A.F.H.Q.
- b Distribution of shipments arriving at ports is based on recommendations of local representative of Italian Central Coal Office to Movements, and modified as necessary on account of rates of discharge from ship and wagon clearance at dumps.
- c Local rep. of Italian Central Coal Office maintains records of receipts, issues and stocks and transmits weekly returns to M.R.S. through military channels, and others concerned.

It was AGREED that a copy of M.R.S. letter Tn. 2/16 dated 15 Dec. 44 dealing with the supply of coal in Bari Compartimento be passed to Maj. De Lisle to investigate the practicability of introducing a similar procedure in Naples Compartimento.

Minute
No.

POL FOR I.S.R.

14

a Chairman stated that the question of supplies of POL (Petroleum, oils and lubricants) to the I.S.R. had been raised at the last meeting of the Allied Rly. Board and he drew attention to A.F.H.Q. Administrative Memorandum No.49 dated 24 Nov. 44 on the general question of POL supplies.

b The application of this Memorandum to railway requirements may be summarised very briefly under three headings as follows:-

(i) Armed Forces Requirements.

With one exception all armed forces, including diluted military units, obtain their requirements in accordance with normal British or U.S. military procedure. The exception is Italian military units rear of Army boundaries and not under direct British or U.S. command. Requirements of these units are bid through M.M.I.A. and supplied through civilian oil organisations.

(ii) Civil Requirements.

(The I.S.R. and their contractors fall under this heading). Such requirements are submitted through Local Govt. and/or A.C. and allocations by Pet. Sec. are distributed through civilian oil organisations rear of Army areas, or from Army sources through A.C. or A.M.C. in Army areas.

(iii) Contractors working on Allied Military Account.

Requirements of contractors, even when working under military instructions, are normally covered by the allotment for civil use as in (ii) above. In certain circumstances additional quantities may be released to contractors working "on Allied Military Account" but the only contractors considered to fall within this category under the terms of Admin. Memo. No. 49 are contractors in Army areas where the work may be deemed "as solely to the needs of the Allied Military Forces".

c Maj. Long stated that all POL requirements of Reggio Calabria Compartimento were put forward monthly to local A.C. rep. for screening, after which they were passed to H.Q. I.S.R. and by them to Ministry of Industry, Commerce and Labour where they were consolidated with other civil requirements and forwarded to A.F.H.Q. Pet. Sec. Distribution of POL is made by C.I.R. (the civil distributing agency) on production of coupons.

d A.C. state requirements of petrol and lubricants for I.S.R. road vehicles in Reggio - Calabria and Bari compartimenti and are including Naples Compartimento as from March.

e It was agreed that proposals be put by M.R.S. to A.F.H.Q. Pet. Sec. that:-

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d A.C. state requirements of petrol and lubricants for I.S.R. road vehicles in Reggio - Calabria and Bari compartimenti and are including Naples Compartimento as from March.

e It was AGREED that proposals be put by M.R.S. to A.F.H.Q. Pet. Sec. that:-

(i) All I.S.R. POL requirements for Bari and Naples Compartimenti, including loco and wagon lubricants, petrol for rail cars and kerosene for signal lamps, be submitted by Capi to local A.C. rep. for screening, thence to H.Q. I.S.R. for transmission to Ministry of Industry, Commerce and Labour and subsequently to Pet. Sec. Distribution to be affected through C.I.P.

(ii) A similar procedure be introduced in the Rome, Ancona and Florence Compartimenti but excluding loco, fuel and diesel oil, loco and wagon lubricants and kerosene for signal lamps. These latter requirements would be provided through M.R.S. channels.

2408

Minute
No.

14 ROL FOR I.S.R. (Cont'd)

It was also ~~agreed~~ that Ret. Sec. should be asked to confirm that the system of civilian distribution is sufficiently flexible for I.S.R. to obtain additional requirements for emergencies such as washcuts etc. which would have a serious effect on railway communications.

15 ELECTRIC BATTERIES.

I.S.R. had reported that the maintenance and repair of batteries had previously been done by the firm of Partenope at Naples. This firm was the only one in liberated Italy capable of carrying out the work. It had been requisitioned by the military and Ing. Bracci asked whether a part of the plant could be freed to deal with I.S.R. work.

Maj. Long was not present at this stage of the meeting and M.R.S. will discuss the matter with him.

Maj. Chaplin stated that M.R.S. had military stocks of batteries, some of which were available, if suitable, for I.S.R. purposes.

16 CABLES.

Ing. Bracci raised the question of supply to I.S.R. Majors Chaplin and De Miele gave particulars of supplies which were being made to I.S.R. from military stocks. Chairman stated that requirements should be included in two-monthly lists of short term requirements. Emergency requirements could be requested by direct application to M.R.S. Shops under military control would continue to obtain requirements through military channels.

17 ISSUES OF I.S.R. STORES BY M.R.S.

Ing. Bracci stated that cases had occurred where I.S.R. had purchased stores locally for a specific use and on arrival at depots these stores had been used by M.R.S. for other purposes.

Chairman requested Ing. Bracci to provide M.R.S. with copies of local purchase orders. These orders should be endorsed with the purpose for which it is proposed to use the stores. This would enable M.R.S. to instruct the receiving depots as necessary.

Ing. Bracci stated that numerous requisitions were held in I.S.R. stores which were alleged to cover materials withdrawn by M.R.S. but no proof existed that M.R.S. had, in fact, received the stores.

Chairman stated that if Ing. Bracci produced the requisitions efforts will be made to certify them. In cases of future withdrawals arrangements will be made for the M.R.S. O/C Stores and the M.R.S. unit at Foligno to issue a certificate as follows:-

"Received on behalf of the M.R.S. for use or incorporation in the Italian State Railways."

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16

CARRIAGE

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Chairman stated that if Ing. Bracci produced the requisitions efforts will be made to certify them. In cases of future withdrawals arrangements will be made for the M.R.S. O/G Stores and the M.R.S. unit at Poligno to issue a certificate as follows:-

"received on behalf of the M.R.S. for use or incorporation in the Italian State Railways."

Edward

R.E. COWARD, Lt. Col.,
A.D.Tn. (Stores) M.R.S.,
Chairman, Stores Sub-Committee.

Major AH Street.

Subject : Second Meeting Equipment Sub Committee,
Allied Railway Board.

Military Railway Service,
C.K.F.
Telephone : Firebox 52,
Outside Line 843867.
Tn.A.3(K)/90.
2 March 1945.

To : Chairman Allied Railway Board
c/o D.Q.M.G., Lov & Tn, A.F.H.Q.

D.K.R.S. (Bdg.)

Director Tn. Sub Commission, L.C. (Bdg.)

Director General, I.S.R. (Bdg.)

Ins. Corbellini, Capo Trazione, I.S.R. (Bdg.)

D.b. Tn. (Constn.) (Bdg.)

A.D. Tn.2. (Bdg.)

D.D. Tn. Rlys. (Br.), C.I.F. (att. Lt.Col. Sinclair)

C.O., N° 2 Rly. Op. Group RE. (Bdg.)

Asst. Deputy Director Equipment (Bdg.)

Herewith minutes of the above. Will Tn.4 please
advise in due course re para.2(sub-para.2) and para.5, and Tn.2
let us know re para.14.

RM Street
Chairman,
Equipment Sub Committee,
Allied Railway Board.

2405

Minutes of the Second Meeting of the
Equipment Sub Committee
Allied Railway Board,
on 26 Feb. 45.

Present : Lt. Col. W. L. Topham RE. (Chairman) (MRS)
Lt. Col. J. Sinclair M.S.P., RE (MRS)
Major S. L. Eriester (MC)
Ing. Corbellini (ISR)
Ing. Grandi (ISR)
Capt. C. Worsworth RE (MRS)

The meeting commenced by referring back to the Minutes of the last Meeting of the Sub Committee.

1. Car Shops, CIVILNOVA, M.ROCHI (Ghehetti & Coy.)

Lt. Col. Topham said that a supply of Electric Power had now been arranged. The matter of supplying timber, oxygen, etc., was now in hand and the first consignment should be arriving shortly. A letter has been sent to AFM asking them to issue further instructions that in more circumstances be made by military units on the premises of these shops.

Major Eriester (MC) said he was sending an Officer (Capt. Philby) to CIVILNOVA M.ROCHI, as a resident inspector, and he would keep us advised of what was going on there.

2. PTSCARA Shed - Rehabilitation.

Ing. Corbellini had purchased some machinery at PIORANO for PTSCARA Shed. This was noted with satisfaction, and MRS would make the necessary arrangements to have it moved. All these machines are belt driven.

Lt. Col. Sinclair said that as yet no contract has been let for the repairs to the sheds. It was agreed to refer this matter again to the Construction Sub Committee, with a request for prompt action.

Ing. Corbellini stated that by the end of March, the Mechanical Dept. would have available at PTSCARA about 70 footplate men and about 50 other workers. It was agreed that a small detachment of military personnel would be sent down now to boost forward the rehabilitation and Lt. Col. Sinclair would arrange this.

Lt. Col. Topham stated that if necessary for Railway Mobile Workshop would be sent to PTSCARA to provide steel machinery, if the work of providing permanent machinery was not complete at the time of re-opening the line. This workshop would be manned by the military detachment at PTSCARA.

Ing. Corbellini stated that by the time the line was re-opened, there would be 7 engines available for work at PTSCARA. Seven more, which are beyond the repair facilities at PTSCARA, would

1. Car Shop, CIVITANOVA MARONI (Cicchetti & Coy.)

Lt. Col. Topham said that a supply of Electric Power had now been arranged. The matter of supplying timber, oxides, etc., was not in hand and the first consignments should be arriving shortly.

A letter has been sent to ARHQ asking them to issue further instructions that no more encumbrances be made by military units on the premises of these shops.

Later Baister (AC) said he was sending an Officer (Capt. Philby) to CIVITANOVA MARONI, as a resident inspector, and he would keep us advised of what was going on there.

2. PTSCARA Shed - Rehabilitation.

Ing. Corbellini had purchased some machinery at FIORTUCCI for PTSCARA Shed. This was noted with satisfaction, and LRS would make the necessary arrangements to have it moved. All these machines are belt driven.

Lt. Col. Sinclair said that as yet no contract has been let for the repairs to the sheds. It was agreed to refer this matter again to the Construction Sub Committee, with a request for prompt action.

Ing. Corbellini stated that by the end of March, the Mechanical Dept. would have available at PTSCARA about 70 Footplate men and about 50 other workers. It was agreed that a small detachment of military personnel would be sent down now to boost forward the rehabilitation and Lt. Col. Sinclair would arrange this.

Lt. Col. Topham stated that if necessary New Railway Mobile Workshop would be sent to PTSCARA to provide shed machinery, if the work of providing permanent machinery was not complete at the time of re-opening the line. This workshop would be manned by the military detachment at PTSCARA.

Ing. Corbellini stated that by the time the line was re-opened, there would be 7 engines available for work at PTSCARA. Seven more, which are beyond the repair facilities at PTSCARA, would be worked South for shipping at PORTUCCI.

3. NEWI Steelworks.

Lt. Col. Topham stated that much of the preparatory work had now been completed, and most of the boilers had been taken into the shop.

Lt. Col. Topham also stated that a letter had been sent to DIPS, asking their authority to manufacture superheater element ends and spare loco parts, and also to undertake the task of repairing wagons, re-building them as all-steel vehicles. Although no reply had yet been received, no objections were anticipated.

2494

During wagon recovery at TIRMI some scrap wagon frames had been handed over to TIRMI Steelworks as scrap steel. ISR had thought at first that good frames were being dealt with in this way. It was explained to them that this was not the case and in future to avoid any misunderstanding may cars so dealt with would be jointly agreed by D.D. Th. Rlys. representative and the resident ISR Inspector. Scrap cars would be stripped of every useful part before disposing to the Steelworks. Repairable cars would be sided until such time as the Steelworks were ready to undertake this class of repair.

Lt. Col. Sinclair raised the point that a large amount of scrap steel was lying about at IMCON. and considerably hampering the work of reconstruction. He enquired if it would be possible to dispose of this to TIRMI. It was decided that the ISR representative would get in touch with him on this subject.

Some surprise was caused when Ing. Corbellini stated that, as yet, no ISR representative had been sent to TIRMI. He said that Ing. Volpini of ROMI had been selected. the Chairman asked him to see that the transfer took place without further delay.

Lt. Col. Fopham stated that on reading through the list of spares proposed for manufacture at the TIRMI Steelworks, he had noted that no cylinder casting or wheel tyres were included. He asked Ing. Corbellini to compile a list of these parts immediately, as all such orders had to be approved by BRPS at IMHQ and it would not be possible for ISR to order direct on the Steelworks.

4. Piaggio Wagon Shops, PISA.

Lt. Col. Fopham stated, for the information of all concerned, that Piaggio Shops were so heavily damaged that the question of rehabilitation would not be further pursued by ISR.

5. ROST Smeistamento Wagon Shop.

Ing. Corbellini produced a list of machinery that he had available for this shop.

It was agreed that the hand-saw from the RZZO Pesciola Shop (Favre - Arezzo - Sinalunga) would be sent to the Smeistamento Shop.

Ing. Corbellini stated that, as yet, the Engineering Dept., ISR, had received no authority from the Engineering Dept. to proceed with the work of re-roofing this Shop. It was decided that the Construction Sub Committee would be asked to take immediate action.

6. Machinery at FOLLIGNO.

Ing. Corbellini said a wagon had been found, containing three lathes and a small planing machine, at FOLLIGNO (Line 50). It was decided that this material should remain where it was until the line to FLORENCE was open: it would then be sent to FLORENCE for re-conditioning and storage in the future.

dispose of this to TMMI. It was decided that the ISR representative would get in touch with him on this subject.

Some surprise was caused when Ing. Corbellini stated that, as yet, no ISR representative had been sent to TMMI. He said that Ing. Volpini of ROKI had been selected, the Chairman asked him to see that the transfer took place without further delay.

Lt. Col. Popham stated that on reading through the list of spares proposed for manufacture at the TMMI Steelworks, he had noted that no cylinder castings or wheel tyres were included. He asked Ing. Corbellini to compile a list of these parts immediately, as all such orders had to be approved by DTP3 at IRAQ and it would not be possible for ISR to order direct on the Steelworks.

4. Piaggio Wagon Shops, PISA.

Lt. Col. Popham stated, for the information of all concerned, that Piaggio Shops were so heavily damaged that the question of rehabilitation would not be further pursued by ISR.

5. ROMI Smistamento Wagon Shop.

Ing. Corbellini produced a list of machinery that he had available for this shop.

It was agreed that the hand-saw from the RIZZO

Pescioloa Shop (Porto Tiro - Genoa) would be sent to the Smistamento Shop.

Ing. Corbellini stated that, as yet, the Engineering Dept., ISR, had received no authority from ISR Engineering Dept. to proceed with the work of re-roofing this shop. It was decided that the Construction Sub Committee would be asked to take immediate action.

6. Machinery at FOLLONICA.

Ing. Corbellini said a wagon had been found, containing three lathes and a small planing machine, at FOLLONICA (Line 50). It was decided that this material should remain where it was until the line to FLORENCE was open: it would then be sent to FLORENCE for re-conditioning and storage against future requirements.

7. German Wagon Bresses.

Lt. Col. Popham stated that the analysis of the high copper-content alloy, with which some German wagon axlebox brasses had been lined, had been completed.

Ing. Corbellini then produced details of another similar alloy, of ISR origin. Lt. Col. Popham requested Lt. Col. Sinclair to consider the possibilities of using a similar alloy on locomotives, as it was considered that wagon repairs used only a small proportion of the total consumption of white metal.

3.
Lt. Col. Topham then mentioned 5 tons of white-metal received from R.M. sources in L.I.M. This was a tin-zinc alloy, of approximate composition 60% - 40% tin-zinc, with traces of copper and iron. It was agreed that ISR be furnished with a sample for laboratory tests.

8. Rehabilitation - CHUSI Shed.

It was agreed that all machines from Arezzo - Pesciola Shop (with the exception of the band-saw, see 5 above) would be made available for this shed.

An inspection of the shed would be made on 1 March.

9. Vasto Shop, VAPLAD.

Lt. Col. Topham stated that no report had yet been received from DD Equipment as to the possibility of using this plant for the repair of wagons.

10. REPAIR.

Reference was made to the letter received from the Director General, I.M., on the subject of the repairing of these shops. Lt. Col. Topham pointed out that when REPAIR was taken, and it was found that there was no possibility of making use of the locomotive repair shops, use of the buildings had been granted to a REPAIR tank repair unit, who were still occupying these shops.

Lt. Col. Topham stated that there was no objection to the ISR carrying out repairs in the buildings as a long term policy, but the REPAIR unit was virtually in charge of the buildings, and it was entirely up to them to allow or refuse the ISR access to the buildings. Lt. Col. Sinclair will contact this unit to find out whether they are soon likely to vacate the shops, and if not, if they will allow the ISR access to any of it.

Lt. Col. Topham then suggested that any of the ISR workers, now without work, could be usefully employed on recovery of locomotives and rolling stock at such points as CESMA, FORLI and FARENZA, as practically all this work had so far been undertaken by military personnel.

Lt. Col. Sinclair stated that there appeared to be a certain lack of authority at REPAIR. The Works Manager - Ing. Zetunni - was still there, but his authority seemed somewhat nebulous. From the military point of view, there seemed to be no properly defined authority with whom liaison could be maintained. Lt. Col. Topham asked Ing. Cortellini to instruct Ing. Zetunni at REPAIR to make himself better known, and to keep in closer touch with the MRS representatives.

9.

Vasto Shop, NAPOLI.

Lt. Col. Topham stated that no report had yet been received from DB Equipment as to the possibility of using this plant for the repair of wagons.

10.

RM.III.

Reference was made to the letter received from the Director General, IRR, on the subject of the repairing of these shops. Lt. Col. Topham pointed out that when RM.III was taken, and it was found that there was no possibility of making use of the locomotive repair shops, use of the buildings had been granted to a RM.III tank repair unit, who were still occupying these shops.

Lt. Col. Topham stated that there was no objection to the ISR carrying out repairs to the buildings as a long term policy, but the RM.III unit was virtually in charge of the buildings, and it was entirely up to them to allow or refuse the ISR access to the buildings. Lt. Col. Sinclair will contact this unit to find out whether they are soon likely to vacate the shops, and if not, if they will allow the ISR access to any of it.

Lt. Col. Topham then suggested that any of the ISR workers, now without work, could be usefully employed on recovery of locomotives and rolling stock at such points as USANA, FORII and FAENZA, as practically all this work had so far been undertaken by military personnel.

Lt. Col. Sinclair stated that there appeared to be a certain lack of authority at RM.III. The Works Manager - Ing. Zetunni - was still there, but his authority seemed somewhat nebulous. From the military point of view, there seemed to be no properly defined authority with whom liaison could be maintained. Lt. Col. Topham asked Ing. Corbellini to instruct Ing. Zetunni at RM.III to make himself better known, and to keep in closer touch with the ISR representatives.

11.

Wagon Repairs, BARI Compartimento.

2433

Some discussion took place concerning the present unsatisfactory state existing in the BARI Compartimento. Lt. Col. Topham told Ing. Corbellini that Lieut. Johnson and Sgt. Russell had been sent to BARI to improve the position, and asked if a really competent Capo Tecnico could be sent over (Rebuffi, of FORII MAGGIORE, was suggested), as a very great improvement was necessary.

Ing. Grandi explained that, before the war, the two shops of FOGGIA and CIVITANOVA MARCHE looked after all the heavy repairs for the whole of the East Coast, and that a very great improvement should result when the line re-opened to CIVITANOVA MARCHE.

4.

12. Re-numbering of Foreign Cars.

It. Col. Topham referred to the letter he had written to the Director General, ISR, on this subject, and asked Ing. Corbellini to produce proposed number-blocks as soon as possible, particularly for FLORENCE, in view of the many un-numbered cars there. He instructed that a close liaison be maintained, so that a directive can be issued to all concerned as soon as possible.

13. Manufacture of New Wagons.

Ing. Corbellini produced a list showing the material required for the construction of one new car, of four types - Box, Highside, Lowside and Tank.

It. Col. Topham asked Ing. Corbellini to write a detailed letter on the subject, going into all aspects of the case. It was proposed that new construction be carried out at CIVIT. NOV. MARCA, FLORENCE and eventually BUZZO in addition to a repair programme at those shops. To start with, some of this new construction would consist of the building of new all-steel bodies on existing underframes, selecting those which have escaped serious damage.

14. Manufacture of Type Safe-Inds.

Ing. Corbellini mentioned that there was a firm in BARI - Acciaierie e Ferrerie Pugliese - which was capable of manufacturing steel safe-cars for tubes. It was understood that this firm is at present under military requisition, but the MRS Stores Dept. will be asked to ascertain the present position, and whether it would be possible at a later date for tube-cars to be manufactured there for the ISR.

Noted
 Chairman,
 Equipment Sub Committee,
 Allied Railway Board.

1523

Major Street,

711

To:

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

Military Railway Service.
C.M.F.
Tele. Firebox 41
Outside Line 843236
Ref. Trn. 4.4/188
11th February 1945.

ALLIED RAILWAY BOARD

Construction Sub-Committee.

=====

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

J.R. Ratter

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

Transportation Sub-Commission, A.C. (4)
Ing. Lo Cigno, I.S.K. (2)

ALLIED RAILWAY BOARD

Construction Sub-Committee.
=====

I enclose herewith for your information ~~four~~ copies of
the Minutes of the First Meeting of the above mentioned sub-
committee held on 3th February 1945.

Ratter

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

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ALLIED RAILWAY BOARD
=====

CONSTRUCTION SUB - COMMITTEE

Minutes of first meeting held in the Office of

D.D.Tn. (Constr) on Friday 9th February 1945.
=====

PRESENT: COL. J. Rutter D.D.Tn. (Constr) - In the chair.
Maj. A.H. Street, R.E. Allied Commission
(Ch. Sub Commission)
Maj. C. Williams, R.E. D.A.D.Tn. (Constr)
Capt. M. Wright, R.E. Transportation Increment.
Staff Captain (Constr)
Transportation Increment.
Ing. B. De Cigno Chief of Works Section,
I.S.R.
Ing. H. Martiner Assistant Engineer,
Transportation Increment.

=====

1525

Minutes of first meeting held in the Office of

D.D.Th. (Constr) on Friday 3rd February 1945.

=====

PRESENT: Col. J. Retter D.D.Th. (Constr) - In the chair.
Maj. A.H. Street, P.E. Allied Commission
Maj. C. Williams, P.E. (In. Sub Commission)
Capt. M. Wright, R.E. D.A.D.Th. (Constr)
Eng. E. De Cigno Transportation Increment.
Staff Captain (Constr) Transportation Increment.
Chief of Works Section, I.S.R.
Ing. M. Martines Assistant Director,
Transportation Increment.

=====

1. RESPONSIBILITY FOR SUPERVISION OF CONTRACTS LET BY THE I.S.R. FOR WORKS OF MILITARY IMPORTANCE AT THE DISCRETION OF A.C.

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

AGREED.

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

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

2. REVIEW OF CURRENT AND PROJECTED CONTRACT WORKS.

(a) Line 86 Orte - Anagni.

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

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

(b) Line 65 Rome - Orte Doubling.

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

The work as at present ordered involves the doubling and permanent repair of the whole line with the exception of a section 2 1/2 kms. long between Stinigliano and Civita Castellana over and between the bridges Tella and Tiber. The chairman stated that the permanent repair of the

Allied Military Forces) to civilian administration under the supervision of the Transportation Section, Allied Military Government, or the Internal Transportation Sub-Commission." A.F.H.Q. Administrative Memorandum No. 76 thus excludes any obligation to A.C. to carry out works directly or indirectly on lines of military importance.

AGREED.

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

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

2. REVIEW OF CURRENT AND PROPOSED CONTRACT WORKS.

(a) Line 86 Orte - Anagni.

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

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

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

(c) Line 65 Orte - Anagni.

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

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

(a) Line 65 Arezzo - Florence.

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

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

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

1. Clearing debris, salvaging squared masonry, bricks etc. and any other useful preparatory work which can be done without the expenditure of fresh materials.

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

That Phase 1 be put in hand forthwith.

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

(e) Line 220 Chiassi - Sinalunga - Empoli.

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

2. (2) Line 219 Pisa - Empoli - Florence.

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

AGREED. That all bridges of span greater than 3.5 metres and all track be repaired by military forces using military materials and assisted where possible by contractors resources.

That all bridges of span less than 3.5 metres be repaired by contractors using local materials as far as possible.

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

That the bridge over the River Arno be repaired by the use

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

(e) Line 220 Chiusi - Sinigaglia - Napoli.

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

2. (f) Line 219 Pisa - Napoli - Florence.

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

ACCOMPLISHED.

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

That all bridges of span less than 8.5 metres be repaired by contractors using local materials as far as possible.
That a review of progress of all works carried out by contractors be made three weeks before the estimated date of opening of the line and any works not showing sufficient progress to be taken over and made fit for traffic by military forces.

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

2400

(g) Line 50 Vada - Rossignano.

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

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

(h) Line 89 Rome - Frosinone - Naples.

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

(i) Line 90 Rome - Cassino - Naples.

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

(j) Line 229 Piombino - Campiglia.

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

(k) Line 231 Avellino - Benevento.

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

3. TYRES AND PETROL.

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

AGREED.

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

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

AGREED.

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

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

The chairman referred to paragraph 3 of the Minutes of First Meeting of the Finance Sub-Committee held on 27 January 1945. He pointed out that so far no control has been exercised over the financial sections of any contract let by I.S.R. on the instructions of I.R.S. or A.C. Except in rare cases of extreme urgency contracts are let on a basis of competitive tender. No check is kept to ensure that prices paid are fair and reasonable, or on the total expenditure by I.S.R. on contract works.

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

(k) Line 281 Avellino - Benevento.

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

3. TYRES AND PETROL.

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

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

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

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

4. FINANCIAL RESPONSIBILITY OF I.R.S./A.C. FOR CONTRACTS PLACED BY I.S.R. AT THE INVESTIGATION OFFICERS/A.C.

The chairman referred to paragraph 3 of the Minutes of First Meeting of the Finance Sub-Committee held on 27 January 1945. He pointed out that so far no control has been exercised over the financial sections of any contract let by I.S.R. on the instructions of M.R.S. or A.C. Except in rare cases of extreme urgency contracts are let on a basis of competitive tender. No check is kept to ensure that prices paid are fair and reasonable, or on the total expenditure by I.S.R. on contract works.

AGREED. That the Allied Railway Board be requested to define the financial responsibility of the Construction Sub-Committee to the Allied Railway Board in respect of contracts let by the I.S.R. with the approval of the Construction Sub-Committee.

5. NEXT MEETING.

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

(J. Ratter)
Chairman, Construction Sub-Committee.

PISA-UPOLI-FLORENCE - 1000 219.

Notes on meeting held Feb. 10th 1942.

1. Present :

Lt. Col. A. E. Mc Murdo
 Major C. Williams
 Major - Paterson
 Major A. H. Street
 Major P. C. Buckley.

It was emphasized that this work was an A.C. commitment but that the military would assist in all ways possible so that as early a date for completion as possible would be achieved. All instructions for I.S.B. and contractors should be passed through P.O. representative on the works.

The Military would be responsible for the following:

- a) all track work, supplying all requisite materials and carrying out all track laying etc.
 - b) supply and erection of all steel work required for bridges.
 - c) Reestablishing signals and communications.
- A.C. would be responsible through I.S.B. and contractors
- a) Completion of all openings up to 8.00 Mts. span
 - b) Completion of piers and abutments Arno River bridge up to springing level so as to allow for erection of steel work.
 - c) The rebuilding of abutments on following major bridges:

Biscenzio River Km 13+400
 Lima River Km 14+000.

The work to be carried out on the following will be decided on the site.

Cabrera River 12+050
 Lima River 13+175
 Vecinella River 20+780
 Lima River 20+450

2399

Major P.O. Buckley.

It was emphasized that this work was an A.C. commitment but that the military would assist in all ways possible so that as early a date for completion as possible would be achieved. All instructions for I.S.R. and contractors should be passed through A.C. representative on the works.

3. The military would be responsible for the following:

- a) all track work, supplying all requisite materials and carrying out all track laying work
- b) Supply and erection of all steel work required for bridges.
- c) Establishing signals and communications.

4. A.C. would be responsible through I.S.R. and contractors for:

- a) Completion of all openings up to 8.00 Mts. span
- b) Completion of piers and abutments Arno River bridge up to springing level so as to allow for erection of steel work.
- c) The rebuilding of abutments on following major bridges:

Bisenzio River Km 13+500
Pisa River Km 13+000.

The work to be carried out on the following will be decided on the site.

Ombrone River 13+000
Elsa River 13+125
Secinella River 13+700
Era River 13+450

2299

Materials.

Bricks, sand, stone to be supplied by contractors. Military will arrange for A.C. to be supplied with cement, fuel, oil, Oxy and acetylene and mechanical equipment or tools as available.

General.

If required modifications in the contracts or allotment of the various works will be arranged between A.C. and U.S.R. representatives on the site.

P.H. Star

ACF/1c

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

REHABILITATION OF ITALIAN RAILWAYS
MINUTES OF
FOURTH MEETING
of
NEW WORKS AND CONTRACTS SUB-COMMITTEE
held on Wednesday 17 January
1945.

PRESENT:

Lt. Col. O.H. LINDBERG
Major C. WILLIAMS
Maj. LO CIGNO

Tn Sub-Commission in the chair
MRS representing Col. Matter
I.S.R.

ALSO PRESENT:

Major E.H. STREET
Major C.M. LONG
Major A.C. PING

Tn Sub-Commission
Tn Sub-Commission
Tn Sub-Commission

19. RELEASE OF TRUCKS FOR CONTRACTORS ENGAGED ON ANCONA-ORTONA LINE.
Major Ping reported that this matter now appeared to be in order.

20. REVIEW OF PROGRESS.

(a) Florence-Arezzo - Line 65.

Col. Lindberg reported a new engineer had reported to Tn Sub-Commission, and as financial authority had now been given this line, immediate steps would be taken for the letting of contracts.

(b) Ortona-Ancona - Line 86.

All contracts let, Major Wilson indicated that MRS intended to assist in the reconstruction of this line.

(c) Novi Sire, Washout - Line 92.

Work proceeding satisfactory, in spite of further washout. Hoped line would be available by 22 January.

(d) Pisa-Bepoli-Florence single - Line 219.

MRS offered three steel spans of 98 ft, 69 ft, 93 ft, to

1945.

PRESENT:

Lt. Col. C.H. LINDBERG
Major C. WILLIAMS
Eng. LO CIGNO

Tn Sub-Commission in the chair
MRS representing Col. Matter
I.S.R.

ALSO PRESENT:

Major E.H. STREET
Major C.M. LONG
Major A.C. PING

Tn Sub-Commission
Tn Sub-Commission
Tn Sub-Commission

19. RELEASE OF TRUCKS FOR CONTRACTORS ENGAGED ON ANCONA-ORTONA LINE.

Major Ping reported that this matter now appeared to be in order.

20. REVIEW OF PROGRESS.

(a) Florence-Arezzo - Line 65.

Col. Lindberg reported a new engineer had reported to Tn Sub-Commission, and as financial authority had now been given this line, immediate steps would be taken for the letting of contracts.

(b) Ortona-Ancona - Line 85.

All contracts let, Major Wilson indicated that MRS intended to assist in the reconstruction of this line.

(c) Nova Sire, Washout - Line 92.

Work proceeding satisfactory, in spite of further washout. Hoped line would be available by 22 January.

(d) Pisa-Bepoli-Florence single - Line 219.

MRS offered three steel spans of 98 ft, 69 ft, 93 ft, to assist in cross river construction. These would be moved direct to site by ISR.

(e) Piombino-Campiglia - Line 90 bis.

Work is well in hand, and estimated date of completing is 25 February.

(f) Vado-Rossignano - Line 50.

Major Wilson said MRS would rather use joist and pile trestles elsewhere. He offered a military steel girder span, which was accepted by AC. and ISR were instructed to move to site direct.

21. - WORK PENDING.

(a) Chiusi-Sinalunga-Espoli - Line 220. Avellino-Rocchetta
- Line 224.

A decision is awaited from Director Transportation Sub-Commission.

(b) Reale-Perugia-Elvera-Pietrafitta.

Major Ping outlined the need for constructing a line which would enable the lignite to be withdrawn from Pietrafitta Mine, and indicated that the preferable link was to extend the existing line 244 through Perugia to Elvera. Situation noted, and instructions awaited from Director, T2 Sub-Commission.

(c) Giampino-Albano - (Line 256).

This local ^{AC} of no military importance had suffered only small damage, and ISR asked that Grivofer, Railwaymen's voluntary organization, have authority to rebuild at cost of 4,500,000 lire. Agreed matter be submitted to Director, Transportation Sub-Commission for financial approval.

22. - TIMBER SUPPLIES.

Major Long indicated that AC Bid for timber on APRQ had been returned, with suggestion that bid be made through MRS channels.

Noted, and arrangements made for this to be done. It was also noted that timber cannot be released from Reggio-Calabria, and must be procured locally.

23. - PETROL SUPPLIES FOR CONTRACTORS.

ISR reported that Palermo Regio Bari divisions had never given petrol to contractors.

Agreed AC ascertain through Petrol Supplies Section, Industry Sub Commission for satisfactory procedure.

24. - PIOMBINO PORT.

Tn Sub-Commission drew attention to the fact that the sidings in Piombino port are the private property of the Ilva Company. Agreed Tn Sub-Commission so inform Industry Sub Commission, and offer to obtain ISR assistance if needed.

25. - AGREED; Next meeting be held Wednesday 31 January at 1000.

Ellera. Situation noted, and instructions awaited from Director, Tn Sub-Commission.

(c) Ciampino-Albano -- (Line 266).

This local¹ of no military importance had suffered only small damage, and ISR asked that Grivofer, Railwaysmen's voluntary organization, have authority to rebuild at cost of 4,500,000 lire. Agreed matter be submitted to Director, Transportation Sub-Commission for financial approval.

22. - TIMBER SUPPLIES.

Major Long indicated that AC Bid for timber on AFHQ had been returned, with suggestion that bid be made through MRS channels.

Noted, and arrangements made for this to be done. It was also noted that timber cannot be released from Reggio-Calebria, and must be procured locally.

23. - PETROL SUPPLIES FOR CONTRACTORS.

ISR reported that Palermo Reggio Bari divisions had never given petrol to contractors.

Agreed AG ascertain through Petrol Supplies Section, Industry Sub Commission for a satisfactory procedure.

24. - PICOMBINO PORT.

Tn Sub-Commission drew attention to the fact that the sidings in Picombino port are the private property of the Ilva Company. Agreed Tn Sub-Commission so inform Industry Sub Commission, and offer to obtain ISR assistance if needed.

25. - AGREED; Next meeting be held Wednesday 31 January at 1000.

NOTE: This meeting is now cancelled by formation of CONSTRUCTION WORKING COMMITTEE OF ALLIED RAILWAY BOARD.

1 kg. ash. clear

TRANSPORTATION SUB-COMMISSION, AC.

(RAIL SECTION)

C/o Transportation Increment

C.E.P.

Tel: 043402

our Reference: AC/277/TH

13 January 1943

REPARATION OF ITALIAN RAILWAYS

The next meeting of the NEW WORKS AND CONTRACTS SUB-COMMITTEE will be held in Room 45, Third Floor, Ministry of Transport, Building on WEDNESDAY 17 January, 45 at 1000 hours.

AC, Transportation Sub-Commission submits the following items for consideration:

CHIESI-SESTO-CASALE (Line 220)
AVELLINO-SALERNO (Line 294)
BARI-PORTO-ELLER-PISTOIA Line
GIARFINO-ALBA (Line 256)

Consideration of progress on:

PIACENZA-ARONA (Line 65)
ORONA-ARONA (Line 65)
NOVA SIRT (Line 52)
PIACENZA-ARONA (Line 219) ✓
PIACENZA-ARONA (Line 229)
VARESE-ARONA (Line 50) ✓

for Acting May
G. S. LINDBERG
Lt. Col. R.E.,
Chief, Mill Section

will be held in Room 49, Third Floor, Ministry of Transport Building on Wednesday 17 January, 45 at 1000 hours.

AD, Transportation Sub-Commission submits the following items for consideration:

CHION--SILVANO--MANTOVA (Line 220)
 AVERLINO--ROCCO--MANTOVA (Line 294)
 BASTIA--PUGLIA--MANTOVA--PISTOIA--MANTOVA (Line 266)
 CHIARI--MANTOVA

Consideration of progress on:

FLORIN--MANTOVA (Line 65)
 ORTICA--MANTOVA (Line 86)
 SOVA SIVA (Line 92)
 PISA--MANTOVA--MANTOVA (Line 219) ✓
 PISTOIA--MANTOVA (Line 229)
 VADA--MANTOVA (Line 50) ✓

for Acting May

W. S. LINDBERG
 Lt. Col. R.E.
 Chief, Rail Section

2396

7 for A.H. Street.

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

REHABILITATION OF ITALIAN RAILWAYS
MINUTES OF
THIRD MEETING

of
NEW WORKS AND CONTRACTS SUB-COMMITTEE
held on Wednesday 3 January 45.
=====

Present:

| | | | |
|---------|-----------------|------------------------------------|--------------|
| Lt.Col. | O.H. LINDBERG | Tn Sub-Comm. | in the chair |
| Major | C. WILLIAMS | MRS representing Col. Ratter | |
| Major | F.P. RICHARDSON | Priorities & Mov. (repr. Mr Villa) | |
| Eng. | LO CIGNO | ISR | |

Also Present:

| | | |
|-------|-------------|--------------|
| Major | A.H. STREET | Tn Sub-Comm. |
| Major | A.G. PING | Tn Sub-Comm. |
| Capt. | C.M. LONG | Tn Sub-Comm. |

12. Release of trucks for contractors engaged on Ortona-Ancona Line.

Major Richardson undertook to look into the matter.

13. Review of Progress.

- (a) Arezzo-Florence (Line 65)
Removed from Military Priority - Estimated time of repair 12 months. Understood Financial authority had been given and work could commence.
- (b) Chiusi-Florence (Line 220)
Estimated time 4 1/2 months, cost 167,250,000 lire.
Held up pending financial decision.
- (c) Vado-Rossignano - Work proceeding satisfactory.
- (d) Ortona-Ancona - (Line 86)
Signal had been received from Major Mole saying all contracts let.
MRS asked for a separate letter to be sent them in respect of all work started.

Present:

Lt. Col. O.H. LINDBERG
Major C. WILLIAMS
Major F.P. RICHARDSON
Eng. LO CIGNO

Tn Sub-Comm. in the chair
MRS representing Col. Ratter
Priorities & Mov. (repr. Mr Villa)
ISR

Also Present:

Major A.H. STREET
Major A.C. PING
Capt. C.M. LONG

Tn Sub-Comm.
Tn Sub-Comm.
Tn Sub-Comm.

12. Release of trucks for contractors engaged on Ortona-Ancona line.

Major Richardson undertook to look into the matter.

13. Review of Progress.(a) Arezzo-Florence (Line 65)

Removed from Military Priority - Estimated time of repair 12 months. Understood Financial authority had been given and work could commence.

(b) Chiusi-Florence (Line 220)

Estimated time 4½ months, cost 167,250,000 lire.
Held up pending financial decision.

(c) Vado-Rossignano - Work proceeding satisfactory.(d) Ortona-Ancona - (Line 85)

Signal had been received from Major Mole saying all contracts let.

MRS asked for a separate letter to be sent them in respect of all work started.

14. Existing MRS Contracts

Pending clarifications of method of dealing with existing contracts, MRS are continuing to deal with them.

15. ISR Local Works

The method of ISR finance for local works was felt to be unsatisfactory. Agreed. Capo Compartimento be allowed to spend up to 500,000 lire per month, all works exceeding that figure to be ./.
2395

1 5 4 3

submitted to MRS/AC for authority. Local labour rates should not be exceeded.

16. Petrol distribution to Contractors.

It was felt method of Petrol distribution for contractors was still unsatisfactory. Ing Lo Cigno was asked to obtain details as to how Capo Compartimento obtained petrol for small contracts, and to report back to next meeting.

17. Timber

Agreed. Contractors should be informed they would be expected to supply timber. In meantime, on Pisa-Empoli Line, AC should bid on AFHQ for February allotment to cover whole line, MRS would be able to assist temporarily.

18. Next Meeting

Wednesday 17 January 45, 10.00 hours.

made

A.H. Street.

2

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

REHABILITATION OF ITALIAN RAILWAYS

MINUTES OF
SECOND MEETING

NEW WORKS AND CONTRACTS SUB-COMMITTEE
held on MONDAY 18 Dec 44.

Present:

Lt. Col. C.H. LIMDBERG
Major C. WILLIAMS
Major P.P. RICHARDSON
ING.
IO CIGMO

Tn Sub-Comm. in the chair
MRS representing Col. Rafter
Secn. Sec. AC. " Mr Villa
ISR

Also Present:

Major A.H. STREET
Major E.J. MOLE
Capt. A.C. PING
Capt. C.M. LONG

Tn Sub-Comm. AC.
Tn Sub-Comm. AC.
Tn Sub-Comm. AC.
Tn Sub-C omn. AC.

6. Release of trucks for contractors.

Difficulties in obtaining trucks for contractors on the
Ortona-Ancona line 86 were outlined by Major Mole.
Major Richardson undertook to take matter up at once with
Southern Region AC.

7. Reconstruction of lines.

AC drew attention to certain lines of military and civil
importance to be reconstructed, and asked the method of
obtaining MRS authority. MRS representative stated this should
be done in writing, but in the meantime, on the lines in question,
the following were noted for repair.

(1) Terni-Vieti Line 277.

Estimated cost 9,000,000 lire. Accepted by MRS.
as military necessity.
Major Mole pointed out that certain bridge work
was being cut away to avoid damage to other
works by flooding.

(11) Chieti-Salerno Line 280.

Estimated cost 32,000,000 lire. Of civil use
only. Transportation Sub Commission to ask
for reconstruction through Economic Section.

Present:

Lt. Col. C. H. LIMBERG Tn Sub-Comm. in the chair
 Major C. WILLIAMS MRS representing Col. Ratter
 Major E. F. RICHARDSON Econ. Sec. AC. Lt. Villa
 Ing. LO CICERO ISR

Also Present:

Major A. M. STANLEY Tn Sub-Comm. AC.
 Major E. J. MOLE Tn Sub-Comm. AC.
 Capt. A. C. FING Tn Sub-Comm. AC.
 Capt. C. M. LOBO Tn Sub-C comm. AC.

6. Release of trucks for contractors.

Difficulties in obtaining trucks for contractors on the Ortona-Ancona Line 85 were outlined by Major Mole.

Major Richardson undertook to take matter up at once with Southern Region AG.

7. Reconstruction of lines.

AG drew attention to certain lines of military and civil importance to be reconstructed, and asked the method of obtaining MRS authority. MRS representative stated this should be done in writing, but in the meantime, on the lines in question, the following were noted for repair.

(1) Terni-Rieti Line 277.

Estimated cost 19,000,000 lire. Accepted by MRS. as military necessity.

Major Mole pointed out that certain bridge work was being put away to avoid damage to other works by flooding.

2393

(11) Chiusi-Sinalunga Line 220.

Estimated cost 22,000,000 lire. Of civil use only. Transportation Sub Commission to ask financial sanction through Economic Section.

(111) Vado-Rosellano Line 50.

Estimated cost 2,000,000 lire. Accepted by MRS as military necessity.

(1V) Piombino-Campitella Line 50 bis.

Estimated cost 9,400,000 lire. Of civil use only, and Transportation Sub Commission should apply for financial authority to Economic Section.

././

- 2 -

work has commenced on this line owing to the need to preparing line to port. NOTED.

(v) Arsaco-Florence Line

MRS representative now designated this line as one of civil need, and Transportation Sub Commission should apply for financial authority to Economic Section.

(vi) Arsaco-Florence via Napoli Line

MRS representative accepted this line as a military necessity.

It was understood that the establishment of the priorities was to enable financial arrangements to be made for payment of contractors only, and did not in any way alter the arrangements whereby AG undertakes provision of repair work on lines of defined military priority. It was noted that the financial question was still in hand with Economic Section.

8. Progress Report Form.

AG stated that progress report forms for all works in hand were being prepared. When ready, examination of progress will be made by Works Committee.

9. Existing MRS contracts.

MRS representative stated he was preparing a list of existing MRS contracts for AG to take over. Transportation Sub Commission indicated that there was no indication that they should be required to take over existing MRS contracts, and any such action would make for confusion. The only agreement which had been laid down was that AG would be kept in the picture for all future contracts, to avoid duplication and overlapping. It was felt the position was far from clear, and agreed by all it should be tabled for clarification at the full meeting of the Rehabilitation Committee.

10. Movement of contractor material.

AG pointed out the difficulty in regard to the movement of contractor's material under the existing system.

The two-weeks delay between bid and movement often meant that material under monthly release was not available when the date arrived for the movement. It was noted that the item was tabled for the agenda of Transportation meeting on 22 December, when for the decision might be reached.

2302

MRS representative accepted this line as a military necessity.

It was understood that the establishment of the priorities was to enable financial arrangements to be made for payment of contractors only, and did not in any way alter the arrangements whereby AG undertake supervision of repair work on lines of defined military priority. It was noted that the financial question was still in hand with Economic Section.

8. Progress Report Form.

AG stated that progress report forms for all works in hand were being prepared. When ready, examination of progress will be made by Works Committee.

9. Existing MRS contracts.

MRS representative stated he was preparing a list of existing MRS contracts for AG to take over. Transcription Sub Committee indicated that there was no indication that they should be required to take over existing MRS contracts, and any such action would make for confusion. The only agreement which had been laid down was that AG would be kept in the picture for all future contracts, to avoid duplication and overlapping. It was felt the position was far from clear, and agreed by all it should be tabled for clarification at the full meeting of the Rehabilitation Committee.

10. Movement of contractor's material.

2292

AG pointed out the difficulty in regard to the movement of contractor's material under the bidding system.

The two-weeks delay between Bid and movement often meant that material under monthly release was not available when the date arrived for the movement. It was noted that the item was tabled for the Agenda of Transportation Meeting on 22 December, when possibly some decision might be reached.

11. Next Meeting -

It was agreed next meeting be held at 1.00 hours on Wednesday 3 January 44.

Present:

Lt. Col. C.H.
Major O.
Mr. A.L.
Ingr.

Lindberg
Williams
Villio
Lo Cigno

(AC Tn. Sub-Comm.) Chairman
HRS (representing Col. Matter)
AC Economic Section
I.S.A.

Also Present:

Major A.H.
Major J.
Major H.C.
Capt. H.H.
Capt. A.C.

Street
Mole
Stall
Blair
Pine

Tn. Sub-Comm. AC
Tn. Sub-Comm. AC
HRS (774 RGR)
HRS (774 RGR)
Tn. Sub-Comm. AC.

1. Name of Sub-Committee

It was agreed that the name of the Sub-Committee should be "Rehabilitation of Italian Railways" (New Works & Contracts Sub-Committee).

2. Financial Responsibility for Reconstruction

Lt. Col. Lindberg Tn. Sub-Commission AC pointed out the difficulty in assessing liability for cost of repair and reconstruction. Under the terms of Armistice, lines repaired under military necessity were direct charges of cost of occupation. The portion of deferred military priorities was to be undertaken by AC was not clear, and it was understood only a limited sum was not said in the Budget for purely civilian reconstruction needs. Mr. Villio AC undertook to consult Finance Sub-Commission AC on the matter and in the meantime if Tn. Sub-Commission submitted to him details of work requiring sanction for expenditure, he could arrange for the necessary clearance.

3. Review of Lines under Repair.

It was agreed that Tn. Sub-Commission Engineers should submit weekly percentage of all work in hand, showing progress on construction.

4. Materials and Supply.

Difficulty in obtaining Circulation Permits and Petrol for contractors was fully discussed.

Agreed Capt. Long, AC Tn. Stores & Supplies Officer, should be appointed as central authority for meeting needs of contractors.

43 could prove for additional officer, and civilian staff
as needed to be engaged. Office to be established in Ministry
of Communications Building.

5. Next meeting.

Agreed: Date: Monday 10 December 44.

Time: 1000 hours

Place: Office of Chief, In. Sub-Commission (Halls)
Ministry of Communications.

966

1551