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LINE PL TELE. COY.  
JAN. - FEB. 1945

MAJOR MOLE

TN. A.C. (SUB-COMM)

SECRET

# RAILWAY CONSTRUCTION - ITALY

Minutes of Meeting held at TN. A.C. on 5th February, 1945

## 1. PRESENT

|                           |   |                                         |
|---------------------------|---|-----------------------------------------|
| Col. J. Fetter            | - | L.D.Tn. (Commr).                        |
| Col. Farley               | - | H.D.Tn. Rlys.                           |
| Lt. Col. Montano, R.A.    | - | A.D.Tn. 4.                              |
| Capt. Johnston, U.S.A.    | - | R.H.S. Signals Officer.                 |
| Lt. Col. Fairhead, R.A.   | - | O.O., 2 Rly. Grp. Sigs.                 |
| Major Lodge, S.A.C.S.     | - | O.O., 40 R. H.Rly. Tole. Coy., S.A.C.S. |
| Major Treasurer, R. Sigs. | - | O.O., 3 Rly. Tole. Coy., R. Sigs.       |
| Major Dixon, R. Sigs.     | - | O.O., 2 Rly. Tole. Coy., R. Sigs.       |
| Capt. Cohen, R. Sigs.     | - | Representative of A.C.                  |

## 2. GENERAL RAILWAY CONSTRUCTION SITUATION

D.D.Tn. (Commr) outlined the present railway construction situation, and pointed out the implications of the difficulties encountered on the Pisa Florence (Line 218/217) and Prato - Bologna (Line 65) Railways at the Servelle and Appennine Tunnels.

It was stated that:-

- (a) Line 219 (Pisa - Empoli - Florence) would probably cease to be a military project, as recent inspection of the Servelle tunnel showed that the Pisa Prato Florence line could be expected to be open no later than 10th April. Line 219 could not in any case be opened much before this.
- (b) The reconstruction of Line 219 will however continue as an A.C. project.
- (c) Line 86 (Ancona - Ortona) although an A.C. project, was to be assisted with all available R.A. resources.
- (d) The construction of the direct line between Colle Selvetta and Pisa was under consideration.

(3) It was anticipated that in a few weeks:-

- (i) All American construction units would be at work in the Leghorn - Pisa - Florence area.
- (ii) All South African construction units would be in the Prato - Bologna area.
- (iii) All British units would be on the East Coast, between Ortona and Pescara.

## 3. PRESENT COMMITMENTS - SIGNAL UNITS

Major Cox, Commandante present commitments including



Sheet 2.

4. RECOMMENDATIONS.(a) Line 219.

It was decided that No. 3 Rly. Tels. Coy. would initiate the repairs of communications in the Pina - Napoli - Florence line forthwith. Military personnel would be used on the work as long as available. Military O.C., 3 Rly. Tels. Coy. will submit lists of materials required to Capt. Johnston, as soon as possible.

(b) Line 227.

If it is decided to repair the Della Salvetti - Pina direct line, it was considered that the American Section would be employed on telephone repairs.

(c) Line 235. 4 Rly. Tels. Coy.

D.D.T. Rlys. stated that whilst full consideration had not been given to the detailed communication requirements, he estimated that the following would be required for U.S. operation under military supervision.

- (1) Station to Station circuit.
- (2) Telegraph circuit.
- (3) Trunk control circuit.
- (4) Telegrapher service. *known - Pescara - Bari.*

This involves three circuits, but it is probable that use of an L. of C. of U. Italy. Teleprinter, if available, could be superimposed on the trunk circuit.

It was decided that to expedite work in the full, all available personnel of Nos. 2 and 40 Coy. would be employed on repairs.

4th Coy. will work from Ortova to Pinar, and 2 Coy. from Pinar to first road of April.

Preliminary estimates of stores required had already been supplied by O.C., 2 Rly. Tels. Coy. following a force made of the line. Stores will be supplied to Ortova P.A.

4 small stores detachment of 160 Rly. Const. Coy. is already at Ortova, acting for A.C. This would assist Tels. Coys. in the reception and despatch of stores, but it was desirable that the Tels. Coys. should each post a representative to the detachment.

Four transporters would have to be provided for conveyance of telegraph poles from Ortova to site. A total number to be lifted is only 500, transport and be provided from A.C. pool.

Action. D.D.T. Rlys. to examine communication requirements.

O.C. 2 Rly. Tels. ) to confer with Capt. Johnston and arrange stores  
O.C. 40 Rly. Tels. ) delivery programme.

to provide M.F.S. with details of movements of sections to the works.

U.R.S.

to issue movement orders through A.F.H.Q.

Capt. Johnston

to inform

(c) Plan for the Air Force <sup>yet</sup>  
 D.D. In. Flys. to be sent to the Air Force. This plan has not been given  
 to the Air Force as a final plan. It is suggested that the following  
 be sent to the Air Force for L.S. 1. Question under military supervision.

- (1) Section to station circuit.
- (2) Section circuit.
- (3) Trunk circuit.
- (4) Telegraphic service. (Name - Person - Part).

This involves three circuits, but it is probable that use of an L. of C. circuit for the trunk control can be obtained by permission of C.S.O. L. of C. Italy.

Teleprinter, if available, could be superimposed on the trunk circuit.

It was assumed that to expedite work to the field, all available personnel of the 2 and 40 Coy. would be employed on the line.

4. 40 Coy. will work from Geron to North, and 2 Coy. from Geron to South. It is roughly estimated that the work will be completed in the first week of April.

Preliminary estimate of stores required had already been supplied by C.O. 2 Fly. Tele. Coy. following a review of the line.

Geron will be supplied to Geron R.R. A small stores detachment of 160 Fly. Const. Coy. is already at Geron, acting for A.C. This would assist 40 Coy. in the reception and dispatch of stores, but it was desirable that the field Coy. should each post a representative to the detachment.

Two teleprinter's will have to be provided for conveyance of telegraph poles from Geron to site. A total number to be lifted in July 500, transport can be provided from A.C. pool.

Action. D.D. In. Flys. to examine communication requirements.

C.O. 2 R.T.C. ) to work with Capt. Johnston and arrange stores  
 C.O. 40 R.T.C. ) delivery programme.

to provide H.R. 1. with details of movement of  
 sections to the work.

to issue movement orders through A.P.H. 2.

H.R. 1.

Capt. Johnston to inform C.S.O. L. of C. Italy of details of project, and to request L. of C. circuit for Trunk Control.

to arrange for supply of all materials including L.S.R. telegraph equipment and batteries.

Capt. O'Brien to act as liaison with L.S.R. and to arrange for all possible assistance to be provided from L.S.R. (Lucania Gaspartino) resources.

Major Mole to arrange for loan of tank transporters on request of C.O. Coy.

...../to Sheet 3.

Sheet 12

5. U.S. CABLES.

- (a) Movement repairs to U.S. cable on line 87 should be completed by Mo. 1 U.S. Cable Coy and S.I.R.T.E. on 20th Feb. 1945. Capt. Johnston will coordinate with C.S.O. allocation of personnel to Army and U.S.S. Provision will be made for I.R.S. demands to cover their independent operation of the line.
- (b) D.D.Tn. Rly. has requested that permanent repairs to U.S. cable on line 86 should follow on the completion of work on line 87. Present arrangements of Mo. 1 U.S. Cable Coy. are understood to be to transfer to line 86 all to place all available civil resources on this work.
- U.S.S. will, in conjunction with C.S.O., investigate the possibility of carrying out both works simultaneously. If this cannot be done, priority of line 86 against line 87 will be determined jointly between U.S.S. and C.S.O. and work put in hand accordingly.

6. MOVEMENT CONTROL. Use of Tn. Signals.

- (a) It was agreed that the use of Tn. Signals organization by Movement was in accordance with established policy, so long as it was understood that all Tn. requirements are given absolute priority.
- (b) Demand by Movement for additional facilities may be provided by C.O. Tn. Tels. Coy., or Civil Eng. Section, wherever the work involved and the materials required was small. Any special construction involving considerable work would be referred to U.S.S. N.S. for authorization.
- (c) Movement should be consulted in planning new construction, and their requirements should be incorporated in all schemes, subject to para. (b) above.

Distribution.

D.D.Tn. (Comstr)  
 D.D.Tn. Rly.  
 A.D.Tn.4.  
 U.S.S. Signals Officer.  
 C.O., No. 2 Rly. Op. Group, R.E.  
 C.O., 40th H. Tels. Coy., S.A.C.S.  
 C.O., 3 Rly. Tels. Coy., R. Sigs.  
 C.O., 2 Rly. Tels. Coy., B. Sigs.  
 Capt. Cotton  
 Major Mole

(J. Ratter)  
 Galtmol.  
 E.J.Tn. (Comstr)



100-100000-100000 (Railway operating communications)

100-100000-100000 (Railway operating communications)

100-100000-100000 (Railway operating communications)

100-100000-100000 (Railway operating communications)

100-100000-100000 (Railway operating communications)

Copy -

Major (100-100000-100000)

100-100000-100000 (Railway operating communications)

1. In accordance with your signal 100-100000-100000 dated 23 January 1963, I visited the 100-100000-100000 on 25 Jan 63. That officer was not able to tell me that the 100-100000-100000 was not required in the above section of line.

2. On 26, 27 and 28 Jan 63 I carried out the following:

(a) Conducted the signal officer's examination of the 100-100000-100000 and reconstruction of this railway's route.

(b) Examined the route.

(c) Visited the 100-100000-100000 and notified him of possible need for accommodation in his area for the 100-100000-100000 in the near future.

(d) Contacted the 100-100000-100000 and discussed probability of future arrival of 100-100000-100000.

3. I consider that the stores for this work should be completed to 100-100000-100000.

(a) As left on last and drawn by the construction section as required (preferable), or,

(b) As loaded and drawn by the construction section as required.

This measure could not be taken personnel to defend and guard the stores, but the 100-100000-100000 could be temporarily detached to 100-100000-100000 in and out.

Subsequent assistance from a tank transporter in moving poles could be essential.

5310

4. The original railway's route between 100-100000-100000 and 100-100000-100000 of the 100-100000-100000 type and closely followed the railway on top of embankment, very close to any place, where demolished, it has been reconstructed using the pole only. It has carried two, sometimes 4 or 6, very small or large animals between 100-100000-100000 and 100-100000-100000 and sometimes two heavy animals. From wires have been shown by civilians. Reason not determined. 7 (32)

1 In accordance with your airtel of 21 Jan 47, dated 23 January 1947, 3:30 PM (EET), on 25 Jan 47. That airtel was not able to be sent due to my mail transmission could be required to the above section of line.

2 On 24, 27 and 28 Jan 47 carried out the following:-

(a) Contacted the local office responsible for maintenance and reconstruction of this railway's route.

(b) Visited the route.

(c) Plotted from 1947-1948 and notified him of possible need for accommodation in his area and contact was made in the near future.

(d) Contacted the company and discussed possibility of future arrival of this station.

3 I would say that the stores for this work should be distributed to units and there either

(a) by left on load and taken by the transporting section as required (preferable), or

(b) off loaders and a dump made at a convenient site.

This company could not provide personnel to off-load and store the stores, but one man could be temporarily detached at 10000 to break down in and out.

Subsequent assistance from a tank transporter in moving stores would be essential.

5340

4 The original railway's route between (1) and (2) was one of the 10-pole line and closely followed the railway on top of subsequent, other side. In many places, where described, it has been reconstructed using one pole only. It now carries two, sometimes 4 or 5, heavy and/or air force circuits between (1) and (2) and even at (3) and (4) two and sometimes two heavy pole circuits. Iron wires have been added by civilians. (1) and (2) are situated. 1 km apart.

Appendix A shows position of route relative to railway.

Appendix B shows typical pole diagram.

5 Assembling two telephone circuits (one 200-lb copper for control and one 200-lb copper wire for black marking) will be required. I recommend that the 1. of 6.21 be asked to authorize our construction of the two circuits throughout in the positions shown in red at Appendix B. This will give the standard job.

to Sheet 2/..

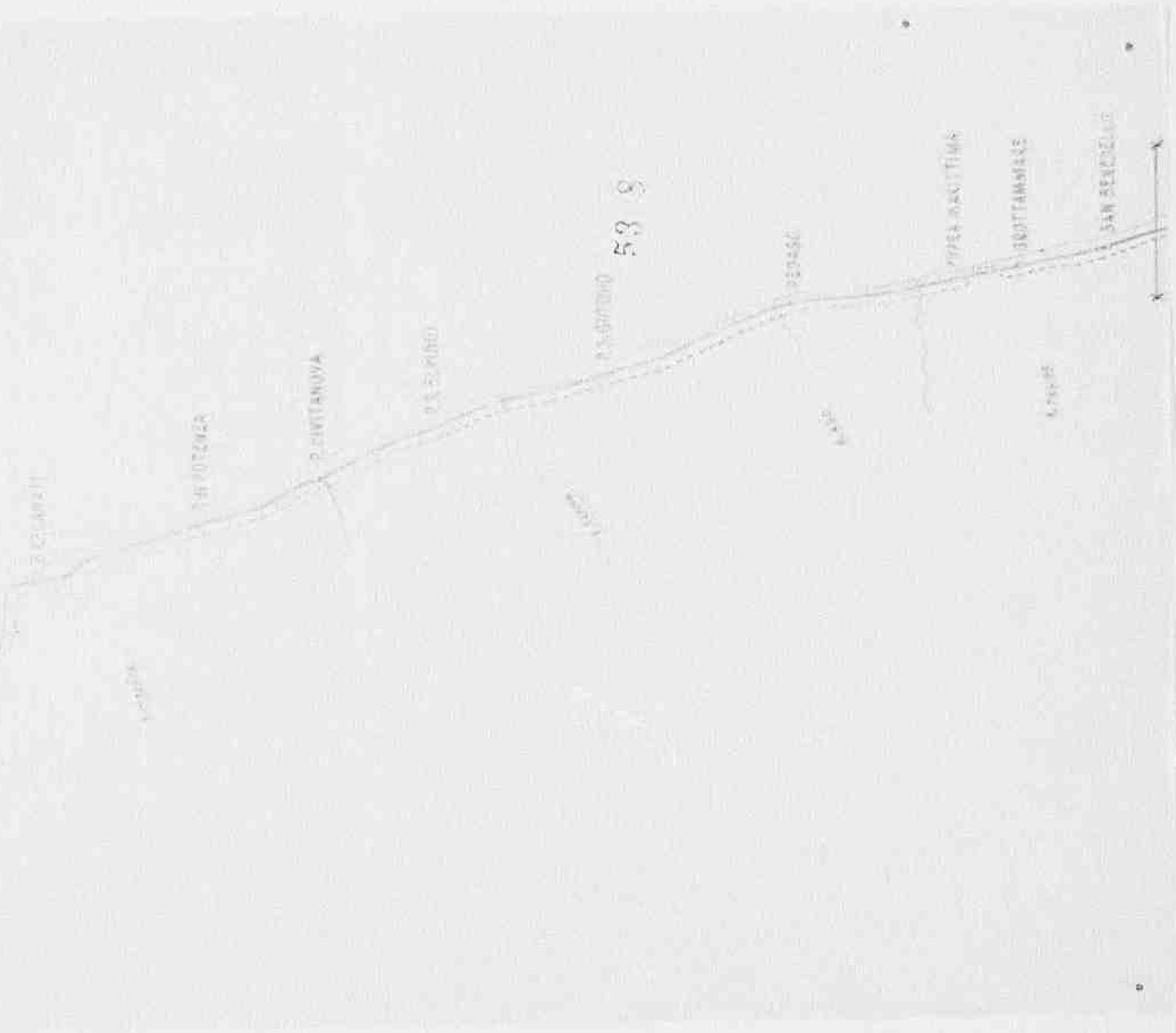


APPENDIX A  
100-100000  
100 JAN 45  
Sheet 1

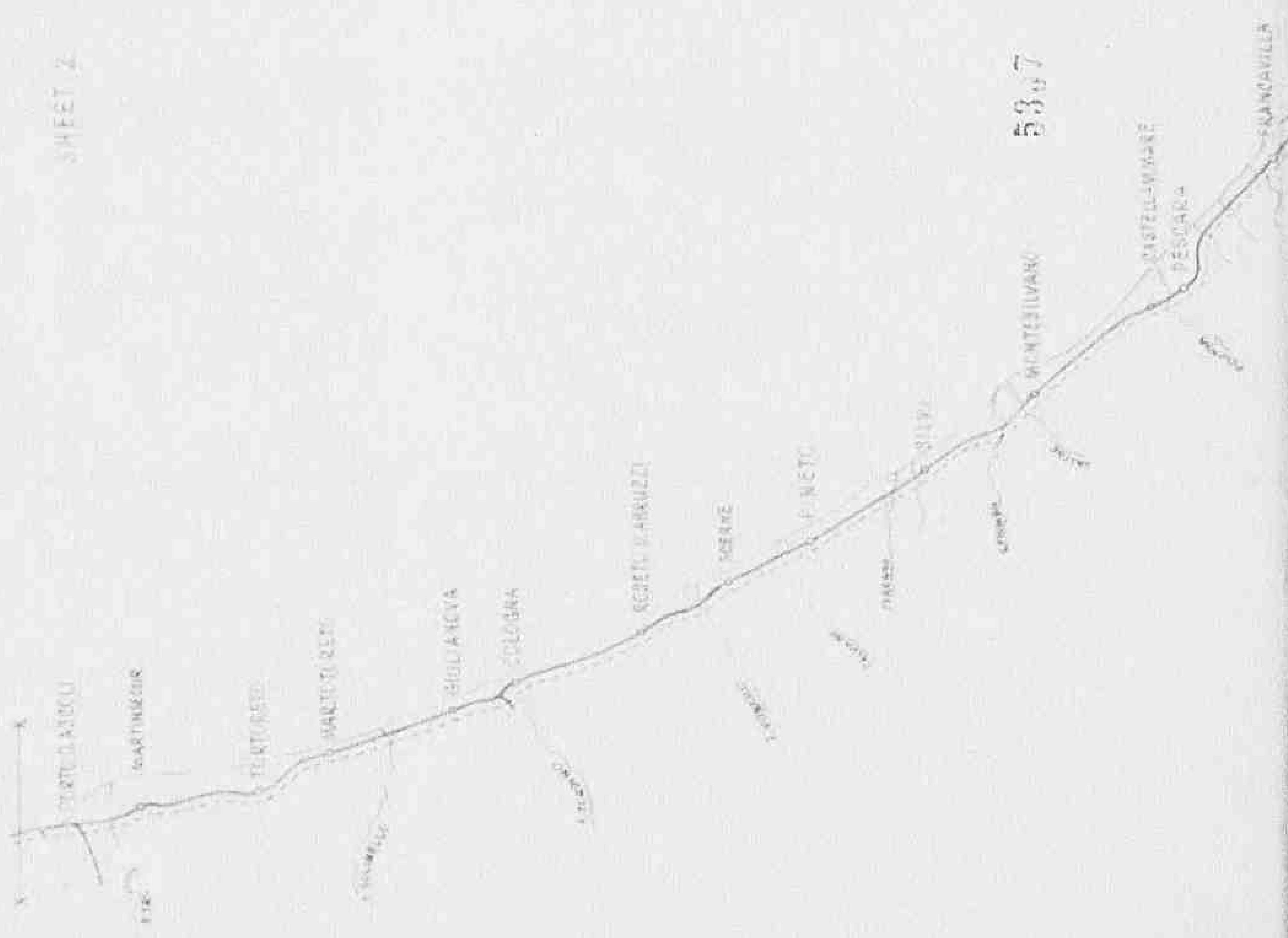


0725

8 3 8



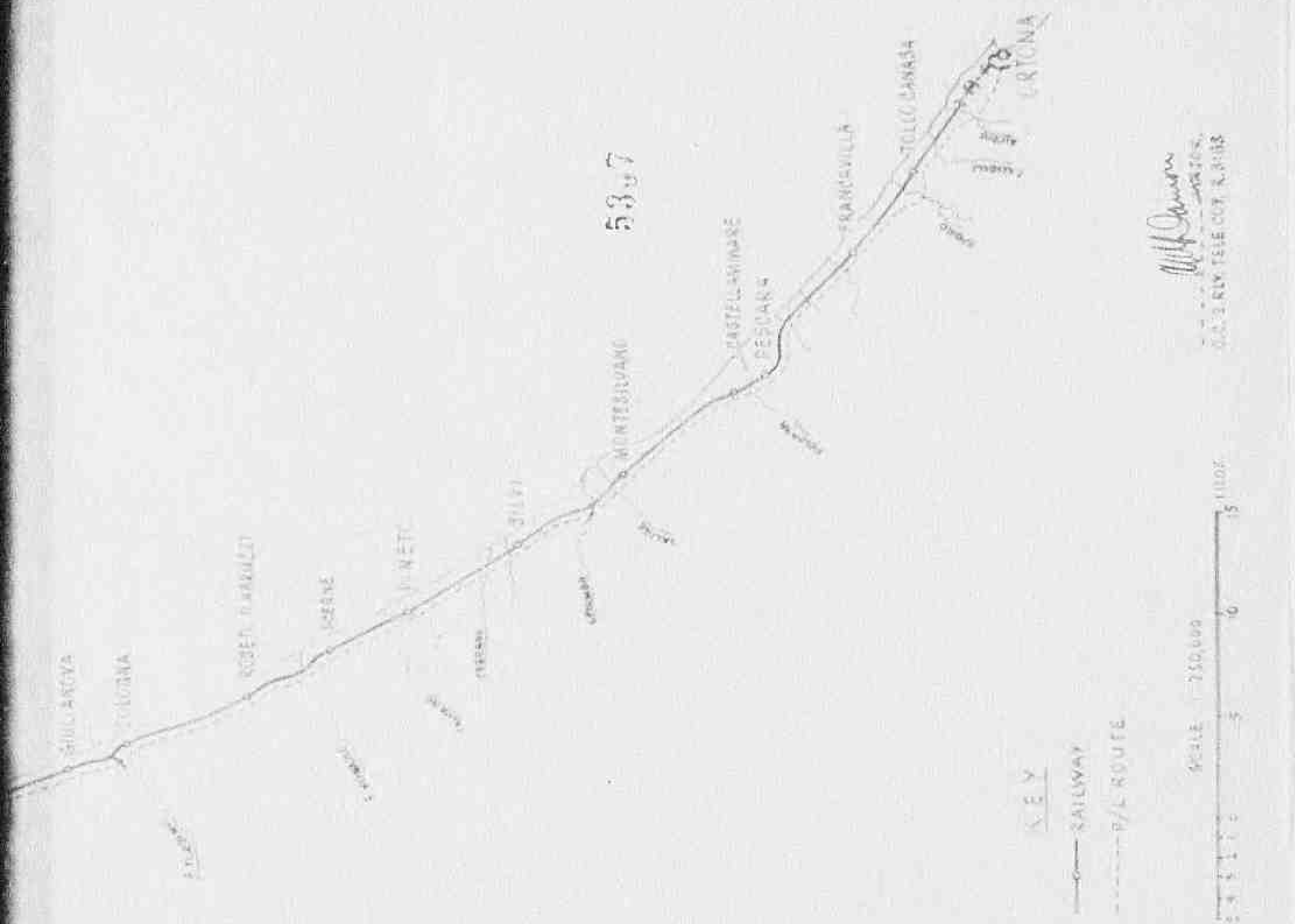
BEST COPY POSSIBLE



SHEET 2

53.7

0727



9728



V V

ADDL STRUTS TO BE  
FIXED - DAY 4/MILE

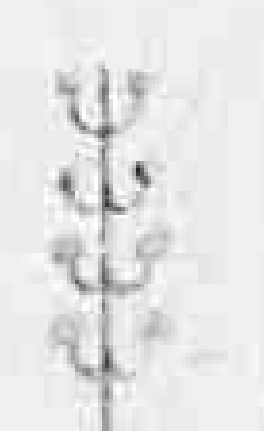
NTM

1

1 1

ORTONA - PESCARA

240 NEW POLES REQD



ADD NEW STRUTS  
DAY 4/MILE

NTM

1 1

By this method  
may be shown  
that X - 1/2 M B  
T 50 MILES PER  
1000 Y L A 45  
PERCENT

PESCARA - PORTO DIACCOLI

215 NEW POLES REQD

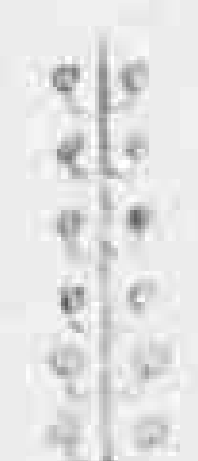


NTM

1 1

GRUTTAMARE - PORTO S. GIORDIO

50 NEW POLES REQD



ADD NEW STRUTS  
DAY 4/MILE

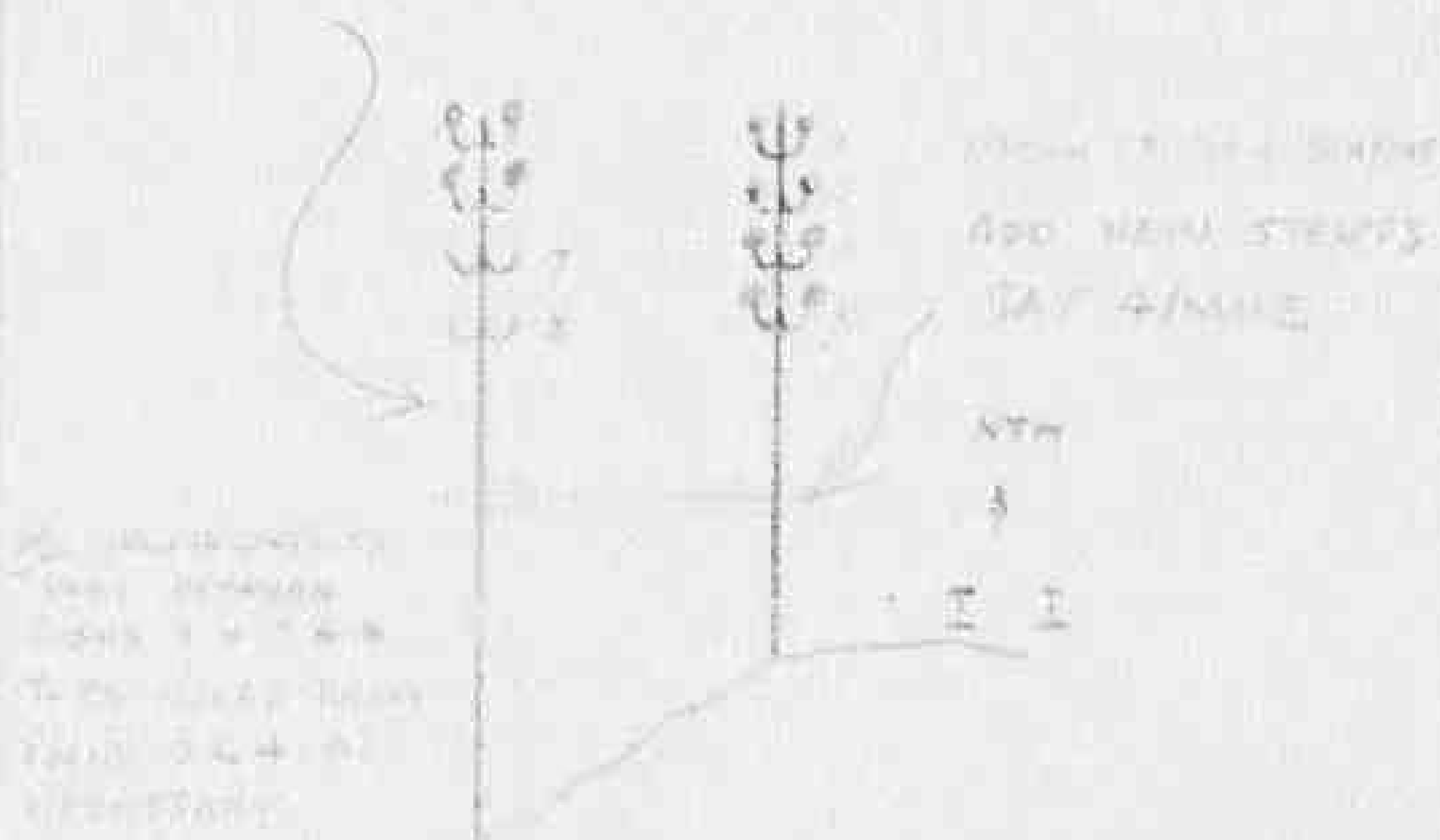
NTM

1 1

9728

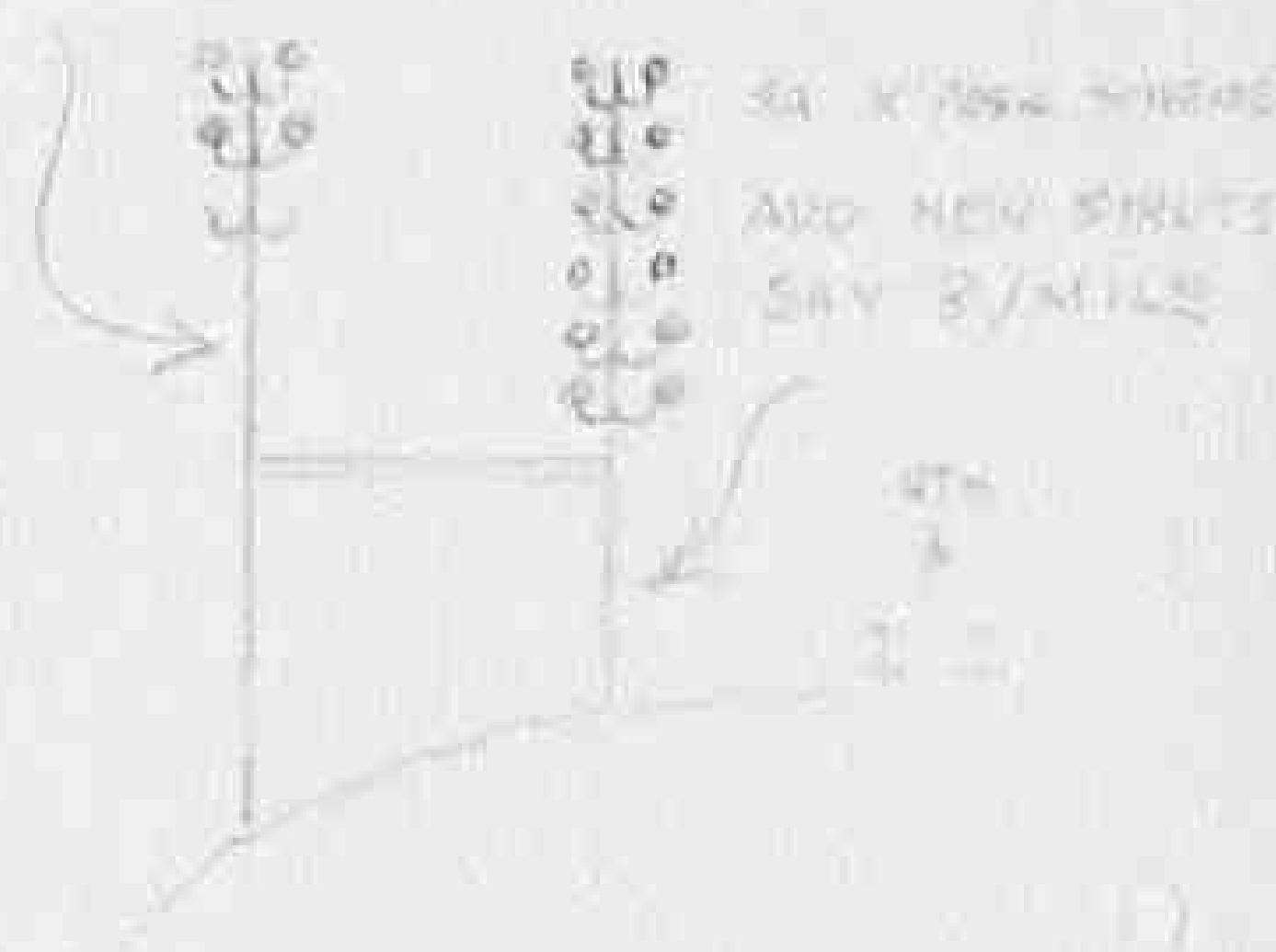
PORTO S. GIORDIO - PORTO RECANATI

240 NEW POLES REQD



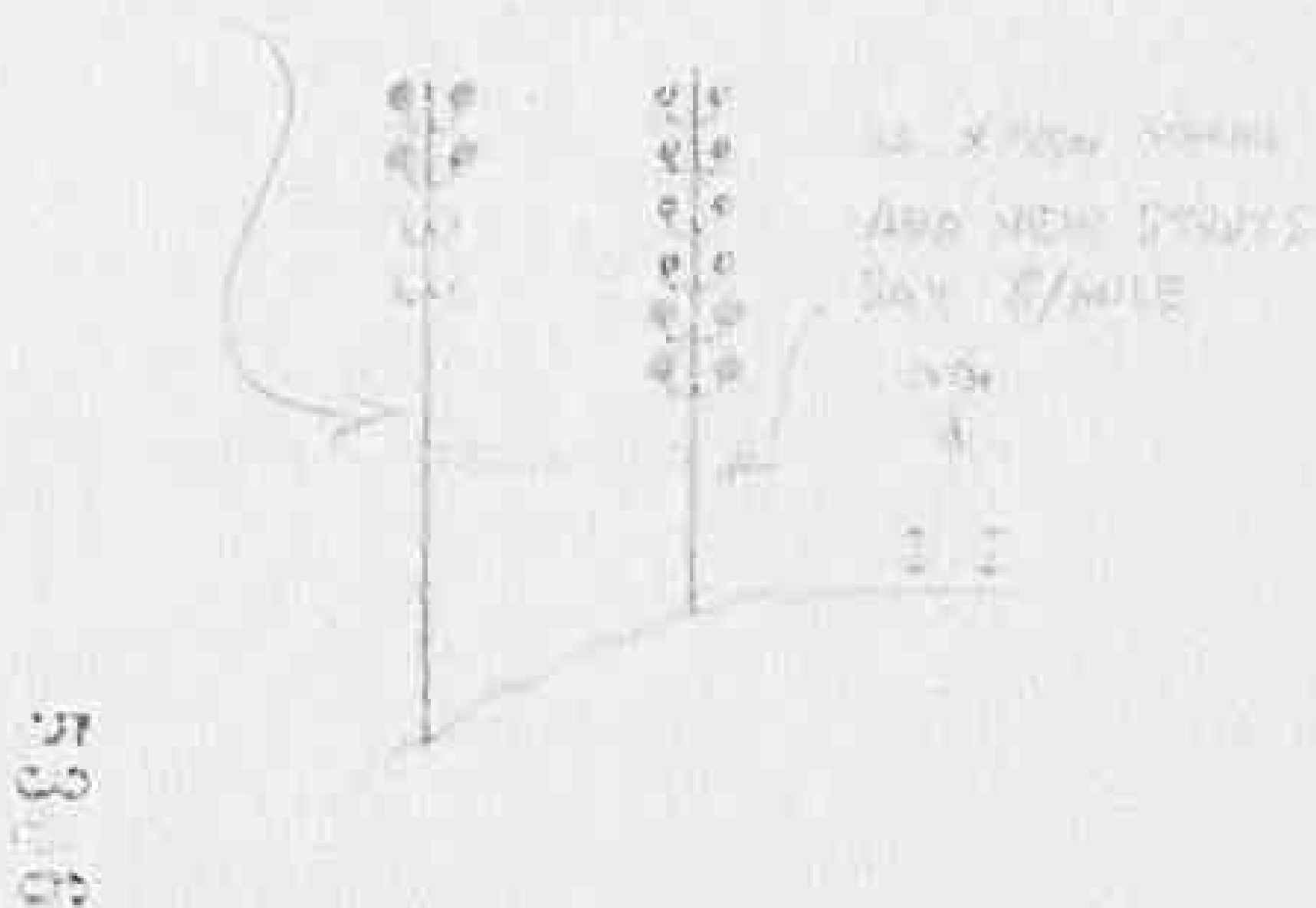
PESCARA - PORTO D'ASCOLI

APPX B TO LRS 1013/1  
60 NEW POLES REQD



PORTO D'ASCOLI - GIOTTAVARE

50 NEW POLES REQD



PORTO S. GIORGIO - PORTO RECANATI



PORTO RECANATI - ANCONA  
(UNDER RECONSTRUCTION)

0976861 3 76 201/1015/1 09768 30 3 000 000 15

DATE: \_\_\_\_\_ TIME: \_\_\_\_\_

On-run requirements to prepare for two additional clients to be added to existing ones.

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| Item                          | Quantity | Unit |
|-------------------------------|----------|------|
| Italic stave, medium          | 5000     |      |
| Imitations - italic type      | 5000     |      |
| Italic 3/4" O"                | 500      |      |
| Italic galvanized strand 1/4" | 50       | net  |
| Italic stave, medium          | 500      |      |
| Italic stave No. 1 (15-ft)    | 500      |      |
| Italic galvanized 1/2"        | 50       | net  |

0738

100  
105  
1500  
1800  
1000  
200  
100  
110  
110  
800  
300  
120

poles wood 20' 0" to 30' 0"  
bolts steel 1/2" x 2 1/2"  
insulator 10-5 large  
insulator 10-1  
insulator large 10-1 1/2  
insulator 10-1 1/2 7 1/2  
spacers 10-1 1/2 (for 10-1 1/2)  
bolts 10-6  
braces 10-6  
bolts 10-2 1/2  
screws wood 1/2" (or bolts suitable for 1/2")  
struts 10 poles

53 J5

1000  
3000  
500  
50 cut  
500  
500  
50 1/2 in  
400

Italian 4mm necker  
insulator Italian type  
poles 10-6  
wire galvanized strand 6/8  
flexible stay medium  
nuts stay 10-1 (1/2-1 1/2)  
staples galvanized 2  
screws wood 1/2" (or bolts suitable for 1/2")  
struts 10 poles

10-1 1/2 poles essential since new poles have to be erected beside existing ones but lower down reinforcement.

