

ACC AC38 10000/148/1796 AC MAT 3P-54
AUG-DEC. 1945

ACM AT 3P - SUB-COMMISSION BULLETIN
AUG - DEC. 1945

Hydraulic fluid.

Application should be made to the Italian Government who if unable to supply should approach C.I.P.

Tyres & Tubes.

All tyres available for release to Italian individuals or firms, are passed in bulk to the Italian Ministry of Industry & Commerce.

Individual allocation lies solely with the Italian Government.

Cement.

Output of cement retarded to a certain extent by lack of industrial current. (eg. Collefaro factory.) This handicap I understand has now been removed.

Paper bags for cement extremely difficult to obtain. The total output of bags obtained from American, British, & Italian origin insufficient to meet Theatre requirements. It has been suggested, that bulk shipments of cement in covered cans for large projects would ease this situation, and expedite movement of cement.

War Material Disposal lists have been received by this office, and passed to the Chief of Stores Service I.S.R. for him to determine whether or not containers etc. as listed can be used for the conveying of cement.

Spate Parts I.S.R. Vehicles.

All spare - parts for the above vehicles have been handed over to Ispettorato of Italian Ministry of Transport. All future parts received from America, will go directly to this service

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Delay in Re-electrification I.S.R.

This Delay in the Re-electrification of the I.S.R., due in some measure to the lack of priority in supply from I.S.R. resources. (Our letter AC/Mat/6/81. refers)

Calcium Carbide.

The firm at Terni which is producing this material (3,000 tons during December), has ceased manufacture temporarily, owing to lack of electric power.

1583

P-1-1

44 7.
RMF.

TRANSPORTATION & UTILITIES SUB-COMMISSION, AG
(RAIL DIVISION)
c/o Transportation (Br) Main
R.M.F.

Tel: 34303
Ref: 34/211/2a 1

17 December 45

SUBJECT : Derequisition of the Societa' Italiana I.L.L. of Porto Marghera.

TO : Director Industry & Utilities Sub-Commission.

1. The re-electrification program of the Italian State Railways is proceeding very slowly for the need of certain materials.
2. This Division has been notified by the Italian State Railways that aluminum cable steel reinforced (steel-cored aluminum) for high tension lines is needed.
3. The most important manufacturer of this material is the Societa' Italiana I.L.L. of Porto Marghera (Venice area). It is understood this plant is requisitioned by military authorities. Although certain contracts have been let for the manufacture of this material to the T.I.M. of Brescia, Pirelli of Milan and the Metallurgica Melitina Melito, it is pointed out the capacity of the Societa' Italiana I.L.L. of Porto Marghera is greater than the combined capacity of the three mentioned plants.
4. It is requested that action be taken to have the plant of the Societa' Italiana I.L.L. of Porto Marghera derequisitioned by the military authorities to insure the Italian State Railways an adequate supply of these conductors.

R.P.ROSS,
Chief, Rail Division.

5443

3) Insubletors.

about 30 tons per day, 15 tons being manufactured in Northern Italy, 10-12 tons in Central Italy and the remainder in Southern Italy.

About the output in Northern Italy, I wish to point out that it is limited more by the capacity of the furnaces used to transform copper scraps into ingots than by the capacity of the drawing plants.

However, as copper wire-bars are arriving from U.S.A., it is deemed that the output will be increased in the next future.

2) Aluminum cable steel reinforced (steel-aced aluminium) for high tension lines.

The most important workshop producing these conductors, viz that of Porto Marghera of Società Italiana L.I.L., is requisitioned by Allied and the steps made some time ago for deregistration by the I.S.R. did not obtain any result.

Under the present circumstances, the output is given by the following workshops a) T.L.M. Brescia, b) Pirelli Milan, c) Metallurgica Feltina Valtre, whose total production is less than that of the a/m Porto Marghera Workshop.

3) Insulators.

The output of insulators has been hindered by lack of coal and shortage of ship to convey kaolin (porcelain clay) from Genoa. The allotment of coal that was very scarce in October, has been increased in November; if these last allotments are not curtailed, we hope to get, in the future, a regular and satisfactory quantity of small size insulators (suspension type for H.T. lines, various types for contact lines, support insulators and bushings for working voltages up to 10-15 Kv., etc.).

Difficulties are greater about bushing porcelain for 60 kv. and more. ^{been}

4) Clamps.

The manufacture of ~~the~~ ^{been} clamps has greatly interfered with lack of coal and this fact holds up reconstruction of H.T. lines and contact lines.

For instance, a firm of Milan which re-nested 25 tons of coke since September only recently received 10 tons, notwithstanding the help from M.H.S. who several times urged A.M.G. Milan. These 10 tons are of so poor quality that the firm, after the selection, scarcely got 5 tons of coal, the remainder being dust and ashes.

5) Mobile substations.

As the permanent substations have been heavily damaged and plundered for both the lines at present working electrically and those nearing completion we are obliged to have recourse to mobile substations.

It is necessary to put in evidence that these latter were planned with the object of replacing permanent substations temporarily out of service and therefore are scarcely fit for an uninterrupted working of considerable duration, so many months or also years. Consequently, in the long run, we cannot rely upon them.

Besides, according to their object, the number of the mobile substations could be deemed sufficient in pre-war time, but now it is inadequate, due to the destructions and to the present almost permanent service that immobilizes several of them.

Pre-war, 25 direct current mobile substations were in service,

4 under construction.

The present situation is as follows:

Mobile substations in service	9
do expected to be ready within 1945	3
do expected to be ready in the first months of 1946	4
do badly damaged or considerably incomplete	9
do completely destroyed	3
do we are not aware of	1
	29

The 9 mobile substations now in service are installed as follows:

Line Verona-Bologna-Vernio	4
" Orte - Falconara	1
" Napoli - Foggia	3
" Napoli - Salerno	1

The mobile substations expected to be complete within the end of the year are intended as follows:

Line Trento - Verona	1
" Napoli - Foggia	1 (50Kv. type)
" Napoli - Villa Literno	1 (do)

According to the

What is said above shows that the re-electrification of new lines is chiefly depending upon the possibility of installing transformer-rectifier sets in the permanent substations.

6) Transformers.

Almost all the conversion permanent substations have been badly damaged; the most of transformers and rectifiers have been destroyed or removed.

So, the lack of transformers and rectifiers is the main obstacle to the improvement of the electric traction service.

The transformers damaged not beyond repair are being put in working order either at the firms workshop or in the substations; several are already repaired but the number of the repairable transformers is small.

Firms meet difficulties in construction of new ones for lack of materials, above all magnetic iron-sheets, special paper for insulation of conductors and for insulating cylinders, bakelite resin. Moreover, as was said in para 3), there are difficulties in the supply of porcelaines for high tension bushings.

7. Mercury arc steel tank rectifiers.

The most of the badly damaged rectifiers has been sent or are being sent to the firms, and those in better conditions have been repaired or are under repair in the substations by I.S.R. staff.

Repair works are delayed by lack of spare parts, which obliges us, as much as possible, to cannibalize the rectifiers in worse conditions.

The most of the rectifiers sent to the firms are beyond repair and therefore very few can be used again.

The Italian firms manufacturing rectifiers (Teconomasio Italiano Brown Boveri and Compagnia Generale di Elettricit , both at Milan), have planned to begin the construction of new rectifiers, but due to financial difficulties, as well as for those which arise in the supply of raw materials, no provision can be made about the time in which the rectifiers will be ready.

Referring to the apparatus and auxiliary machinery for rectifiers, besides the difficulties of general nature, it is to be noticed that many pieces have never been manufactured in Italy, but were imported from G.E. Co. Schenectady U.S.A. or from Brown Boveri, Baden.

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Rectifiers, auxiliary machinery and apparatuses have been included in the list of material for the Civil Import Program, but until now there are no news about them.

I would like to point out the possibility of getting a part of the a. m. materials from Switzerland; it would be possible to put in working order the permanent substations equipped by the firms Brown Boveri, Breda and Merelli, which rectifiers are Brown Boveri type, but it seems that no authority is given for the import.

It is to be noticed, at last, that many rectifiers in good conditions are not in working order for lack of spare parts needed for replacing those damaged during the service (particularly packings, anodes, parts of anodes, small electric motors of special type, tiratron valves, etc.).

- 4 -

8) Apparatus.

There are no particular reasons hindering the manufacture of relays, switches, contactors, measuring instruments, condensers, resistances, etc. The main difficulty is the supply of fit raw materials.

9) Vehicles.

I.S.R. Received from Allied men: lorries, mostly big ones, but the lack of tyres, tubes and spare parts limits very much the number of those in running conditions and obliges one to more and more to cannibalize.

Among the parts that wear out more rapidly, stopping a great number of lorries, are the rubber cups for the brake pistons of some types of trucks (e.g. Chevrolet); very probably that is because of the use of unsuitable oil. It would be very useful to get an allotment of brake oil (hydraulic fluid) used by the Allied Army.

The I.S.R. Compartmental Officers state the shortage of small lorries, which obliges them to use large ones for small loads with an ensuing waste of petrol.

I wish to point out the very importance that would have for I.S.R. vehicles for very heavy loads (40 tons and 50 tons).

The machinery of Barónesochia, Morbegno, Suviana and Sagittario power stations, belonging to I.S.R., need repair works that can only be made in the workshop of the firms which constructed them, and shipments are to be made by road as the a.m. power stations either are not connected with the railway system (Morbegno, Suviana, Sagittario) or the railway line is not operating (Barónesochia).

Since last September, a request for tank-trailers was addressed by I.S.R. to A.C. but the answer was negative.

It is therefore impossible to foresee when the a. m. power station will be again in working order.

10) Other materials.

Among the causes that delay re-electrification works, are the following :

- Lack of angle iron, channels, etc. and carbide, which particularly delays the repairs of high tension lines;
- Difficulties met by Firms in getting coal or coke;
- Shortage of cement due to the small output,

I wish to point out that the 140 tons of heavy machinery for very heavy loads (40 tons each) I.S.R. vehicles for very heavy loads (40 tons each) are only the machinery of Bardonecchia, Morbegno, Suriana and Sagittario power stations, belonging to I.S.R., need repair works that can only be made in the workshop of the firms which constructed them, and shipments are to be made by road as the a.m. power stations either are not connected with the railway system (Morbegno, Suriana, Sagittario) or the railway line is not operating (Bardonecchia). Since last September, a request for tank-trailers was addressed by I.S.R. to A.C. but the answer was negative. It is therefore impossible to foresee when the a. m. power station will be again in working order.

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- Lack of angle iron, channels, etc. and carbide, which particular delays the repairs of high tension lines;
- Difficulties met by firms in getting coal or coke;
- Difficulties in the supply of cement due to the small output of compared with the great request, and also to the shortage of containers (paper bags).

11) Intervals.

As far as the contact line is concerned, repair works are often delayed by the lack of sufficient intervals, where the line is ^{by} ~~is~~ ^{not} ~~is~~ ^{not} operating.

This is particularly important for Trento - Verona and ^{by} ~~is~~ ^{not} ~~is~~ ^{not} Bologna lines.

- 12) Summarizing the above, many of the difficulties that interfere now with re-electrification works, could be overcome if it were possible to have an adequate quantity of:

- Mercury arc steel tank rectifiers complete
- Accessories for rectifiers
- Spare parts of rectifiers
- Magnetic iron-sheets for transformers
- Special insulating paper
- Bakelite resins
- H.T. bushings
- Small lorries
- Tank-trailers or similar vehicles
- Spare parts for lorries
- Tyres and tubes

Besides, regular coal deliveries to the firms is a fact of the highest importance, and the derequisition of Porto Marghera Workshop for aluminium conductors would have a favourable influence on the reconstruction of the high tension lines.

Rome 10 December 1945.

Ing. Enrico Lario

Liaison Officer A.C. - I.S.R.
for Railway Re-electrification.

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Wp. Lurico Lario

Liaison Officer A.C. - I.S.R.
for Railway Re-electrification.

8275

CMZ/6V

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL DIVISION)
c/o Transportation (3x) W448
C.M.P.

U R G E N T

Ref: 865191-11
Ref: AC/Int/5/8/74/4

15 October 1945

SUBJECT: Materials for re-electrification of I.S.R.

TO : Chief of Stores Service I.S.R. B126.
Chief of Works Service I.S.R. "

1. Reference letters to A/E/76/2 dated 12 October 1945 from Director of Transportation addressed to you copies to this Sub-Commission in regard to the progress of work on the re-electrification of the I.S.R. being seriously held up due to delay in supply of materials, especially calcium carbide and cement.

2. It cannot be too strongly emphasized that this work is of the utmost importance and it is suggested that you give priority of supply from I.S.R. resources so that this work may proceed on schedule.

3. Please advise me to the materials you will furnish for this work.

DIRECTOR

1. Reference letters to A/C/76/1 dated 12 October 1945 from Director of Transportation addressed to you dealing to this sub-commission in regard to the process of work on the re-electricification of the S.S.R. being seriously held up due to delay in supply of materials, especially calcium outside and cement.

2. It cannot be too strongly emphasized that this work is of the utmost importance and it is suggested that you give priority of supply from U.S.S.R. resources at that time work may proceed on schedule.

3. Please advise us to the materials you will furnish for this work.

DIRECTOR

7
C/4
25

June 4 August 1945 38

T.M.S. 22/11/14990

Jurisdiction-Venezia and Trieste Compartimenti.

To Capo Compartimento
" " "Trieste
Veneziafor information: Headquarters M.E.S.
AC. In Sub-Commission
Capit. Gerardo
Capit. DelaguerreRome
Trent
Rome
Milano-Venezia.

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

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

2. The Trieste Compartimento will include:

a) the territory limited:

Westward by the same boundary line between Veneto and Venezia Giulia;

Eastward by the Morgan line which, starting from Punta Grossa, south of Trieste is directed toward east - north-east, crosses the Trieste-Pola line between S. Vito and Orpelle Cosina stations and the railway line Muffalons-P. Pietro del Carso between S. Maria and Umanova; then, going toward north-east, crosses the branch railway line to S. Maria between the stations of Pervacina and S. Maria; further keeping always eastward of S. Maria river, crosses the line Gorizia-Piedicella between Auser and S. Lucia (Isone) and proceeding toward north-west and north is connected to the old boundary Italy-Yugoslavia crossing the railway line Tarvisio-Isonzo, east of Predina Laghi.

b) the enclave of Pola.

a) the territory limited:

defined by the same boundary line between Veneto and Venezia Giulia;

defined by the border line which, starting from Punta Grossa, south of Trieste is directed toward east - north-east, crosses the Trieste-Pola line between M. Lila and Arpelle Comini stations and the railway line Montebelluna-S. Pietro del Carso between Sessano and Divisoria; then, going toward north-east, crosses the branch railway line to Almondo between the stations of Preverino and Cambray; further keeping the eastward of Lanza river, crosses the line Gorizia-Piedicelle between Auser and M. Lucida (Isodora) and proceeding toward north-west and north is connected to the old boundary Italy-Yugoslavia crossing the railway line Tervise-Isodora, east of Presino Iugli.

b) the enclave of Pola.

3. The I.G.T. railway system east of Roman line as far as the original political boundary Italy-Yugoslavia, will remain under the control and administration of the Yugoslavian Government.
4. In the territory of which point 2, the Italian railway authorities will not as agents of Allied Military Government represented by the Inspector M.E.S.
5. All correspondence, true and to Trieste Comitatamento, will be forwarded through the M.E.S.
6. For all matters concerning various services, the Trieste Comitatamento will apply to officers of M.E.S. residing there.

7. The Tri-State Cooperation will keep a separate accountancy for the territory of non jurisdiction only, as above provided. No will also duly record all services, of any kind and title made or to be made in respect of traffic and operation covering that part of railway system being under the administration of the Argentine Government.

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

Please confirm.

The Director General
P.to Ing. B. di Salimbeni

1599

Declassified E.O. 12356 Section 3.3/NND No. 735021

The Director General
P. de Ing G. di Rileante

5/27/83

United Force Headquarters

4 (Nov 4 PM)

Tel: Freedom 120

Nov 3/173/2

25 Jul 45

CONFIDENTIAL

THE PROCEEDINGS FOR RAIL MOVEMENT WITHIN ITALY & BRITISH ZONE

ALGERIA

1. Attention is drawn to AMO Administrative Memorandum n°16 dated 20 May 45 with particular reference to paragraph 14, & attached hereto outlining the procedure for implementing rail movement in ITALY.

2. Acceptance of bids in respect of requests for rail movement is, in certain instances, delegated by AFHQ to subordinate Movements (Br) and Transportation (A) Hqs.

3. The final responsibility for internal movement within the Area rests with the Movement Area HQ (Br) or Base Section (US) concerned, but to overcome difficulties of liaison and communications authority may be delegated to any Sub Area (Br) as "agents" as shown below:

"Agents" Mov Sub-Areas.

Movements (Br) or Transportation (A)

NO responsible

Movements Hqs.

Movements Hqs.

(1) Internal movement within the province of ALGERIA.

(ii) Internal movement over the section of line bounded by inclusive ALGERIA-ALGERIA (Moukha District) ALGERIA.

(iii) Internal movement over the section of line bounded by inclusive ALGERIA-ALGERIA (Moukha District).

(iv) Movement out of the (Moukha District) (Moukha District) (Moukha District)

"Morgan" the Sub-Mariner.

Temperature (°C) 22
Temperature (°C) 22
By Resonable

...overcoming the...
...the...

[illegible]

07/06/14 20:27

1997

Transportation Officer
P28 (Main) for US traffic.
British traffic will be
bid to P28 through
movements LONDON.

(vi) Traffic originating in the inland area for movement to the coast for export.

Area of Movement	Movements (Br) or Transportation (A) No responsible	Movements Sub-Area
(vii) Internal movement over the sections of the line bounded by <u>inclusive</u> ANCONA-JESI and ANCONA-MONTEFALCO.	Movements North East ITALY	Movements Sub-Area ANCONA
(viii) Internal movement over all rail sections east of a line PAVIA-BRESCIA (both towns inclusive) EXCEPT rail section PAVIA to VIGEVANO.	Movements North West ITALY	Movements MILAN Sub Area Movements BRESCIA Sub Area Movements TREVISO Sub Area
(ix) Internal movement over all rail sections bounded on the east by a line BRANDOL-PAVIA (both towns exclusive) and the North-east by a line VERONA (exclusive) PAVIA (inclusive) TREVISO (exclusive) thence north to the Italian - Austrian border EXCEPT rail sections	Movements North East ITALY for Br Traffic	Movements VERONA
(a) BOLOGNA-VENEZIA. (b) BOLOGNA-PADUA (c) BOLOGNA-PARMA	Transportation Officer Fifth Army for US Traffic.	Movements VERONA Venice
(x) Internal movement over all rail sections within Corps Area.	Movements XIII Corps	Movements 5 Corps
(xi) Internal movement within Fifth Army Area.	Movements Fifth Army	
(xii) Rail Movement in Northern ITALY and British Zone AUSTRIA involving more than one of the areas defined in Parts (vii) (ix) (x) and (xi) above may be authorized by the originating movement area HQ, who, prior to authorization,		

Transportation Officer
Sixth Army for US
Traffic.

(both towns exclusive)
and the North-east by a
line through (exclusive)

PALMA (inclusive) GUERRELLA
(inclusive) REVISED (exclu-
sive) thence north to the
Italian - Austrian border
except rail stations

- (a) BOLLOMA-VIRVILA
- (b) BOLLOMA-PALMA
- (c) BOLLOMA-PALMA

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

Movement XIII Corps

Movement XVIII
Corps

Movement V Corps

(xi) Internal movement within Movement XVIII Army
Sixth Army Area

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

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

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

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

- 3 -

6. All bids in respect of rail movement other than that indicated in para 2 above will be rendered in accordance with the detailed instructions contained in Appendix 'A' to APOG Administrative Memoandum n°16 dated 20 Mar 45.
7. The revised bidding procedure in respect of traffic within the territory specified in para 2 above will be brought into effect forthwith.
8. This HQ Memorandum "Bidding Procedure for Rail Movement within Italy" issued under reference Nov 3/378/2 dated 13 May 45 will be cancelled accordingly.

L.D. MC KESTER
Colonel, D.C.
Chief of Transportation.

R.W.L. FILLMORE,
Brigadier, for
DPOG (Nov 4 Th)

DISTRIBUTION:

Internal.

C in C med (3) (A) (3)
CAS (3) (A) (3)
US Navy (3) (A) (3)
DPMI (3) (A) (3)
HQ MTHM (3) (A) (3)
COR (3) (A) (3)
G-3 (org) (3) (A) (3)
G-4 (A) (3) (A) (3)
G-5 (3) (A) (3)

Survey (3)
Salvo Co (3)
PS 6 B (3)
Postal (A) (3)
Postal (B) (3)
Int Sec (3)
Lab (3)
LPI (3)
Med (A) (3)

Gen (A) (3)
V & AS (3)
MTHM Rep (3)
HQ MTHM (3)
AASAC/ATO (3)
Nov 1 (3)
Nov 2 (3)
Nov 5 (3)

External.

OG TBS Main (3)
TBS (South) (3)
MRS ITALY (3)
HQ No1 District (3)
HQ No2 District (3)
HQ No3 District (3)
HQ Rome Allied Area Command (6)
HQ Allied Commission Rome (6)
Nov 10 M3 District (6)

HQ AC AUSTRIA (Br Inc) (2)
MTHM (2)
HQ Movements North West ITALY (6)
HQ Movements North East ITALY (6)
HQ Movements East (4)
HQ Movements West (4)
HQ Movements South (4)
HQ Movements All Italy Corps (5)
Nov 10 MTHM (5)

Internal.

C in O mod
CAG
US Navy
N303
HQ MEMPHIS
COC
G-3 (ORG)
G-4 (A)
G-5

(2)
Survey
Salvage
IN & U
Portol (A)
Portol (B)
Portol
Lab
SFI
Sed (A)
Sed (B)
V & US
INMA Rep
INMA
ACRUC/ARO (3)
Nov Rep
Nov 1
Nov 2
Nov 5

External.

CG PDS Main
PDS (South)
DEMS TWELF
HQ No1 District
HQ No2 District
HQ No3 District
HQ Home Allied Area Command
HQ Allied Commission Home
Nov 10 113 District

HQ 10 AUSTRIA (Br-Ind) (2)
INMA
HQ Movement North West Italy (6)
HQ Movement North East Italy (6)
HQ Movement East (4)
HQ Movement East (4)
HQ Movement East (4)
HQ Movement East (6)
Nov 10 INMA

Eight Army
XIII Corps
V Corps
Fifth Army

Nov 10 DEBS Italy (6)
Nov 10 Fifth Army (4)
Nov Movement Light Army Rear (6)
(4)

2045

Ref. Log. Sheet

MLBA V LABE NR2 IMMEDIATE

FROM TH 86 AREA 191304B
TO TH (BR) MADE HOME
OR240 BT

ROUTE (.) 4877 (.) FROM BERNAM LAKE (.) FIVE (.)
RAILWAY COAL (.) VEHICLE SO TONS STOPS

252 TRAVISO 240 (.) AT PLACES ISOLATED FROM

VEHICLE (.) PABLA 97 BELING 510 CALALZO 300 (.)

STOPS (.) OBSERVATION (.) DEPENDS ON MARKET

NOT YET A VEHICLE (.) THIRD (.) STORAGE CAPACITY

LOCO REPORTS VEHICLE 1000 TONS WAGON

50000 PABLA 1000 TRAVISO 1500 BELING

600 (.) FOURTH (.) AMARDO MARRA OF MARITIME

AGENCY CONTACTED AND ORGANIZATION PREPARED

FUNCTION IMMEDIATELY (.) FIVE (.) GOOD POSSIBILITY

DETOT AT MEXICO INVESTIGATION TODAY (.)

SIXTH (.) MAIN LINE LOCOMOTIVES REPORTED 26 SHIPING

25 ELECTRIC WIL IN/MORRIS NOT FOR CARRIAGE

YES IF ALL ON LINES CONNECTED TO VEHICLE (.)

COACHES 33 BAGGAGE 33 TANKS 37 WAGONS

1362 BUT NAME PROVING APPLIES (.)

SEVENTH (.) LINES OPEN (.) VEHICLE MEXICO TRAVISO

SUSGALMA (.) FACILE VINCIO VEHICLE (.)

TRAVISO MIGHTER LIMA PUNEROBA (.) TRAVISO

CACTELFRANCA CINCOS (.) MONTIBELLONA SUBSIDIA (.)

VEHICLE CACTELFRANCA CACTELFRANCA GRAPPA (.) VEHICLE POWER BERNAM HEARLY TO

PABLA (.) PABLA (.) VEHICLE (.) VEHICLE (.)

50000 PAULA 1000 TRIVISO 1500 BELLINO
600 (.) POUTER (.) ALLANIO MAZZA OF MINISTRE
AGENCY CONTACTED AND ORGANIZATION PREPARED
FUNCTION IMMEDIATELY (.) FIFTH (.) GOOD POSSIBILITY
DETOT AT HERTHE INVESTIGATION TODAY (.)
ELVEN (.) MAIN LINE LOCOMOTIVE REPORTED 26 SHUTTING
25 ELECTRIC REL. IN/MORGER NOT NOT CHERAKIN
YET IF ALL ON LINES CONNECTED TO VENTURE (.)
COACHES 33 BGOAOE 33 TANKS 37 WAGONS
1362 BUT HAVE PROVING APPLIES (.)
SEVENTH (.) LINES OPEN (.) VEHICLE METERS TRIVISO
SUBEGARA (.) FACILE VITORIO VENETO (.)
TRIVISO MONTEBELUNA PADEROBBA (.) TRIVISO
MATELFRAVIA CIZMON (.) MONTEBELUNA MUSTANA (.)
VENICE CASTELFRANCA STEMBELLA GRAPPA (.) VEHICLE POWER BRUSHING HEARLY TO
PAVIA (.) PAVIA ABARA (.) PAVIA ZOCUG (.)
CAMPORAMPIONE CASTELFRANCA (.) CAMPORAMPIONE CITTADELLA (.)
BT 151300

SENT HQ2 RJ AT 1539 (B1)

RD 2 1540 JFM B 1

1808

Ref Long *Staves with supply branch*

RAAG MESSAGE FORM

FROM: COMPOSITE HAIWAY OF RATED NOY RAGS
FROM TRANSPORT MILAN

DATE-TIME OF ORIGIN
14 JUL

TO: JAPS ZONE

R.S. UNRECORDED

SECRET

32

POSITION MILAN COMPARTMENT, LOCOMOTIVES AVAILABLE STATION 239
ELECTRIC 63. RAGS FREIGHT HIGHWID 4298 COVERED 1287.
MILANILANOUS 1383 TOTAL 7668. PARS FOUR COACHES 200. ONLY
600 TONS COAL ON HAND. COAL BEING USED RUN LIMITED SERVICE
BRIEF SUCCESSION TO MILAN AND EXPECTED TO LAST 4 TO 6 WEEKS
ELECTRIC TRACTION NOW AVAILABLE AND ACTIONS OPEN MILAN TO
PAVIA. MILAN TO CAVOCH. MILAN TO ORLANDO. TONZA TO LEVIO
TO ROMIGIO. GOLLIO TO ORLANDO. MILAN TO TRO TO GALLARATE TO
VARESE TO TONZO CAVOCH. STATION NORTH STATION TO VARESE
TO NUVARA TO MILAN EXPECTED ONLY THURSDAY 17. STATION 980A
TO ALTERNADRIA TO AVERI TO TUREL EXPECTED READY AND SINGLED
NEXT WEEK. LINE MILAN TO BRESCIA READY TOMORROW. STATION VARESE
TO NUVARA TO SUZARA TO BOCCO TO DOLOMBA STATION WITH ALTERNANS
ROUTE VARESE TO GOLA DELLA SCALA TO OSTIGLIA TO BOLOGNA
ELECTRICITY EXPECTED OPEN IN A MONTH. ESTIMATED COAL RESERVES
MILAN COMPARTMENT 3700 TONS FOR MONTH. 3 HOURS BEYOND
OF CAPOR COMPARTMENT NORTH WEST ITALY AT MILAN TOMORROW. WILL
OBTAIN AND FORWARD ELS COPY OF PROCEEDINGS. YOUR SUBSTANTIAL
ESTABLISH MY HEADQUARTERS MILAN MATERIAL. MOTOR TRANSPORT BE
MADE AVAILABLE TO IIR TO CONVEY MATERIALS FOR REPAIR TO
BRIDGES VERY NECESSARY AND URGENTLY REQUIRED. EXPECT RETURN
O-ROA WEDNESDAY 16.

URGENT

POSITION MILAN COMPANYMENT, LOGS OFFERS AVAILABLE BEAM 239
MILANO 63. BEAMS FRIGHT HIGHLIGHTS 4998 COVERED 1267.
MISCELLANEOUS 1363 TOTAL 7668. PASS FROM BEACHES 200. ONLY
600 TONS COAL ON HAND. COAL IS USED RUN LIMITED SERVICE
BEAMS SCORSTUFF TO MILAN AND EXPECTED TO LAST 4 TO 6 WEEKS
ELECTRIC TRACTION NOW AVAILABLE AND SECTIONS OPEN MILAN TO
PAVIA, MILAN TO CAPODINO, MILAN TO CHIASSO, MONZA TO LEVICO
TO SONDRIO, COLTIC TO CHIAVENNA, MILAN TO SMO TO GALLARATE TO
VARESE TO PORTO CERUSIO, SECTION WHEN BATHIA TO VERCELLI
TO BOTTANA TO MILAN EXTENDED EARLY THURSDAY 17. SECTION ONDOA
TO ALESSANDRIA TO ASTI TO MORTIN EXPECTED READY AND ELECTRIFIED
EARS WEEK. LOW MILAN TO BRUGLIA ROAD TOMORROW. SECTION VERBA
TO NANTOVA TO SUZZARA TO MODENA TO BOLOGNA STAIN WITH ALTERNATE
ROUTE VERBA TO OSOLA DELLA SCALA TO OSTIGLIA TO BOLOGNA
ELECTRIFIED EXPECTED OPEN IN A MONTH. ANTICIPATED ON 11 NOVEMBER
MILAN COMPANYMENT 3700 TONS P R MONTH. GENERAL EXPECTED
OF CAPOT COMPARTMENT BORN WEST ITALY AT MILAN TOMORROW. WILL
GET IN AND FORWARD HIS COPY OF PROCEEDINGS. YOUR SUGGESTION I
ESTABLISH BY HEADQUARTERS MILAN ESSENTIAL. MOTOR TRIMFORT BE
MADE AVAILABLE TO IIR TO CONVEY MATERIALS FOR REPAIR TO
BRIDGES VERY NECESSARY AND URGENTLY REQUIRED. EXPECT RETURN
G BOA WEDNESDAY 16.

IMMEDIATE.

SLB/em

TRANSPORTATION SUB-COMMISSION, 3.
(RAIL DIVISION)

C/o. Transportation Increment
C.R.F.

Waggon Long.

21st April 1945

TO : Lieut-Col. C.H. LINDBERG,
Chief of Rail Division.

SUBJECT : Inspection tour in Calabria,
Sicily and Puglia. April 4-10 inclusive, 1945.

1. A joint M.R.S. and Tn. Sub-Commission party consisting of Lieut-Col. W.L. Topham, A.D.Tn.3 (M.) of M.R.S., Lieut-Col. J.W. Baker, A.Q.M.G. (Mov.) and Major S.L. Baister, Rail (M.) of Tn. Sub-Commission, accompanied by Prof. Corbellini, Chief of the Traction Section of I.S.R., left Rome by Rail Car on 4 April 1945 and visited Railway Establishments and other plants engaged on railway work at Paola, Reggio, Messina, Catania, Palermo, Catanzaro M., Crotone, Taranto, Bari, Foggia, and Naples, returning to Rome on 10 April.

2. Between Battipaglia and Paola a considerable number of war-damaged wagons still await recovery and arrangements were put in hand by Capo Compartimento, Reggio for systematic recovery to be undertaken.

3. Conditions and work at Paola deposito were satisfactory. It was noted that there were 3 heater cars on hand requiring only safety valves to make them serviceable. An excess stock of bronze ingots is held at this place, and will be transferred to central depot for Compartimento.

The cripple siding for wagons can only undertake very light repairs particularly in regard to wood work, and I.S.R. will send a band-saw to this point enabling more of this class of work to be undertaken.

Burnt out wagons in otherwise good condition are being used for transport of timber.

1611
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4. Conditions at Reggio Locomotive Shop are not satisfactory in as much as it is considered that facilities admit of a greater repair output. Additional skilled labour is not however obtainable in the district. The same remarks refer also to the wagon repair shop, but here it has been found possible to double-shift wood working machines.

The question of ways and means for increasing the output of repairs in Calabria was discussed with Prof. Corbellini of I.S.R. who undertook to examine the possibility of introducing generally some system of payment by results which should produce more output, while at the same time putting more money into the pockets of the workmen who consider that they are underpaid.

The Compartimento stores were inspected and shortages noted. The timber situation was satisfactory, and is being maintained by local purchase.

A considerable stock of nails had been obtained, and I.S.R. stores should know the source of these.

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- 2 -

5. Petrace b: ge was visited, and it was found that work is proceeding satisfactorily. The south shore masonry arch is complete and the south girder span well in hand. All material is on the site or in transit for this and the centre span. The north span remained in position, and work is in hand to strengthen this.

The estimated date for completion is 30 June '45

6. At Messina the locomotive deposits and shop, and the wagon repair shop were visited. Good progress has been made in the rehabilitation of these shops, and commendable enterprise and energy has been shown. Complaint was made of shortage of timber for wagon repairs, and it was pointed out that I.S.R. can purchase it in Calabria.

7. Catania loco shed and wagon repair shop are well on the way to rehabilitation and the progress made reflects credit on the I.S.R. administration.

Shortage of timber was raised here also.

In the wagon shop stores are 1,800 rolls of wagon roofing material, "Paramoid" brand of U.S. origin. Other repair shops should be able to draw on this stock.

8. Palermo locomotive shed and shed repair shop were inspected and here it was felt that less effort was being made than at other places visited in Sicily. Probably the tendency is to rely too much on the nearly heavy repair shop at the Cantiere Navale Yard, now a U.S. naval repair base.

As a result of the visit it is hoped that more may be done in the future.

9. U.S. Naval repair depot was visited and contact made with Commander Koonce, U.S. Navy, the ship repair officer who is in charge of the yard, Lieut. Conolly, U.S.N.R., who is in general charge of locomotive repairs, and Lieut. Bottros, U.S.N.R., in immediate charge of the loco work.

As a private company the Cantiere Navale contracted with I.S.R. for the repair of locomotives in Sicily, and it is the policy of the U.S. Navy to carry on this work so far as naval repair needs permit.

Excellent work has been done, and it is hoped that even more may be accomplished. The better the repair work, the better the

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The question of materials needed by the U.S. Navy for locomotive work were fully discussed and every effort will be made to supply shortages through A.C. channels, but where this is not possible, Col Topham will try to obtain from military sources.

The yard has a well equipped iron foundry and a good brass foundry, also an excellent pattern shop. It is hoped to make greater use of these facilities for the service of M.R.S. and I.S.R.

The officers of the U.S. Navy at this yard are willing and eager to do all in their power to help with locomotive work in which they show great interest, and the importance of which they fully realize.

Lieut. Bontros, in immediate charge of the work, is a young officer of great keenness, intelligence and resource. His efforts have been well backed up by Lieut. Connelley.

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- 3 -

There is doubt in the minds of the Naval Yard officers as to the proper financial procedure for dealing with the cost of work carried out on I.S.R. locomotives and this was discussed with A.P. H.Q. instruction A.G. 315/951 C.S.G.-O. Dated 19 Jan. 1945 as a basis

It is considered that this matter should be brought to the notice of the Allied Railway Board with a view to suitable instructions being issued to U.S. Navy, N.O.B. Palermo through appropriate U.S. Naval channels. Lt. Col. Topham has agreed to bring this up at the next Board meeting.

10. Ortanzaro Marina locomotive shed and repair shop were inspected, and disappointment expressed at the lack of initiative apparent there. Shop facilities are reasonably good, and much work remains to be done not only in the direction of expediting light repairs to locomotives, but also in the recovery and repair of spare parts etc. from locomotives which are badly damaged, and cannot be repaired within a measurable period of time. Prof. Corbellini will initiate suitable action to effect improvement.

11. At Crotona it was noted that a supply of good water for locomotive purposes has now been laid on in substitution of the previous very hard water supply.

Questions concerning the Calabro-Lucane Railway and the Val di Neto light Rly. at Crotona are the subject of a separate joint report by R.R.S. and Tn. Sub-Comm. representatives (Tn.A.3 (M) 98 dated 13 April 1945)

9 C.R.E. at Crotona indicated the boundaries of the Italian timber zone in Calabria, which are :
Ref. Italy road map 1 : 200,000 - sheets 23 and 24, all land south of grid line 6 and west of grid line 2.

It has been pointed out to I.S.R. officials concerned that this free timber zone exists, but it is evident that this fact was known to them since timber has been purchased locally for the Reggio Compartimento.

It was observed that, at Crotona, as at Paola, burnt out wagons were in use for the transport of timber.

12. At Taranto the loco shed was visited and also the carriage and wagon shop and the locomotive repair shop of Nuova Italis. Good progress has been made, and the outwork is satisfactory.

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12. At Taranto the loco shed was visited and also the carriage and wagon shop and the locomotive repair shop of Nuova Italia. Good progress has been made, and the outwork is satisfactory.

13. Bari loco deposit and wagon light repair tracks were visited. Special efforts recently made by M.R.S. have resulted in improvement of the position in respect of wagons out of service awaiting light repair.

Contact was made with the management of the Calabro-Lucane narrow gauge railway, Bari Division, and the locomotive and rolling stock position in this Division, which is separated from the rest of the Calabro-Lucane system, were fully discussed.

It was found that 2 locomotives and 74 wagons recently received from Britains have not yet been put into service because of lack of brake equipment. Otherwise the number of wagons awaiting repair is small, but most of them require springs and arrangements were made with I.S.R. to supply springs recovered from demolished wagons which can be broken down and re-made for narrow gauge stock.

The possibility of sending suitable wagons for body repairs

- 4 -

to Orotone or Soverato was discussed.

Work can be started on Lauria viaduct on receipt of cement.

14. Foggia was visited, and the loco shed, loco repair shop, wagon repair shop, and wagon light repair shop inspected.

Only a small detachment of 163 Rly workshop Coy R.E. now remains at the loco repair shop, and they will be further reduced in number shortly. I.S.R. personnel are now doing the greater part of the work here, but there has been a slight falling off in the numbers employed. All concerned are, however, alive to the necessity of maintaining the present excellent output of repairs at their shop, and close touch will be kept.

The former carriage shop has been in part re-habilitated to serve as a heavy repair shop for wagons. Good progress has been made with the structural work involved, and several machine tools principally for wood working are now in operation, enabling work on repairs to proceed. It was noted that the class of repairs now being undertaken was unduly heavy for present facilities, and it is open to doubt whether the management at present in control is the best obtainable for the job. M.R.S. will keep this problem in view, and act in conjunction with I.S.R.

The wagon light repair shop ~~position~~ appeared to be quite satisfactory.

15. Throughout the tour note was taken of urgent cases of shortage of material, and efforts are being made to supply.

16. Every assistance was given in the course of this tour by Chief Transportation Officers of A.C. Tn. Sub-Commission, by officers of M.R.S. and Movements, and by officials of the I.S.R.

S. L. Davis

S. L. Davis

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S.L. Baister

S.L. BAISTER, Major,
Tn.S.C., A.C., Rail Div.

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

REHABILITATION OF ITALIAN RAILWAYS
MINUTES OF
FOURTH MEETING

NEW YORKS AND CONTRACTS SUB-COMMITTEE
held on Wednesday 17 January
1945.

PRESENT:

Lt. Col. O.H. LINDBERG
Major C. WILLIAMS
Eng. LG CIGNO

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

ALSO PRESENT:

Major E.H. STREET
Major C.M. LONG
Major A.O. 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 Wilcox indicated that MRS intended
to assist in the reconstruction of this line.

ACP/AC

Lt. Col. O.H. LINDBERG
Major C. WILLIAMS
Eng. IO CIGNO

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

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

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(b) Ortona-Ancona - Line 86.

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-Empoli-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-Rapoli - Line 220. Avellino-Rocchetta
- Line 294.

A decision is awaited from Director Transportation Sub-Commission.

- (b) Bastia-Parma-Elara-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 Elara. Situation noted, and instructions awaited from Director, Tn Sub-Commission.

- (c) Giampino-Albano - (Line 266).

This local line of no military importance had suffered only small damage, and ISR asked that Grivover, 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 ATHQ 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 Reggio Bari divisions had never given petrol to contractors.

Agreed AC ascertain through Petrol Supplies Section, Industry Sub Commission for a satisfactory procedure.

24. - PIOMBINO PORT.

Tn Sub-Commission drew attention to the fact that the sidings in Piombino

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24. - FIOMBINO PORT.

Tn Sub-Commission drew attention to the fact that the sidings in Fiombino 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 1945 1000.

NOTE : This meeting is now cancelled by formation of CONSTRUCTION WORKING COMMITTEE OF ALLIED RAILWAY BOARD.

TRANSPORTATION SUB-COMMISSION (AC)
(Rail Section)

C/o Transportation Increment

C. M. F.

REHABILITATION OF ITALIAN RAILWAYSMINUTES

of

First Meeting

of

New Works and Contracts Sub-Committee

Present:Lt. Col. O. H. Lindberg
Major O. Williams
Mr. A. L. Villa
Ingr. Lo Cigno(AC Tn Sub-Comm.) Chairman
MRS (representing Col. Matter)
AC Economic Section
I. S. R.Also Present:Major A. B. Street
Major J. J. Hole
Major H. C. Stull
Capt. H. H. Blair
Capt. A. O. PinnTn. Sub-Comm. AC
Tn. Sub-Comm. AC
MRS (774 RGR)
MRS (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 position of deferred military priorities now to be undertaken by AC was not clear, and it was understood only a limited sum was set aside in the Budget for purely civilian reconstruction needs. Mr. Villa is understood to account for the Sub-Commission AC on the matter.

Capt. Long.

Also Present:

Major A.H.
Major J.
Major H.H.
Capt. H.H.
Capt. A.H.

Street
Mole
Stall
Blair
Pine

Tn. Sub-Comm. AC
Tn. Sub-Comm. AC
MSB (774 RDB)
MSB (774 RDB)
Tn. Sub-Comm. AC.

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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.

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1. AD would press for additional officer, and civilian staff as needed to be engaged. Office to be established in Ministry of Communications Building.

2. Next Meeting

Agreed: Date : Monday 13 December 44.
Time : 1000 hours
Place: Office of Chief, En. Sub-Commission (R-41a)
Ministry of Communications.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Capt. C.M. Long

TRANSFORMATION OF THE ARMY, AU.
(BELL SECTION)
1/0 Transformation Movement
C.M.P.

REHABILITATION OF THE ARMY

MINUTES OF
6:00 PM MEETING

of

THE WORKS AND CATERING SUB-COMMITTEE
held on MONDAY 10 SEP 44.

Present:

Lt. Col. C.M. LONG, in the chair
Major C. WILLIAMS, representing Col. Butler
Major P. J. ALLEN, representing
Lt. Col. C.M. LONG, in the chair
Major C. WILLIAMS, representing Col. Butler
Major P. J. ALLEN, representing

Also Present:

Major A.H. GIBSON, in the chair
Major J.J. WELLS, representing
Capt. A.C. PIERCE, representing
Capt. C.M. LONG, representing

6. Review of the work of the committee.

Difficulties in obtaining trucks for contractors on the
Oxford-Alexander line were outlined by Mr. Wells.
Major Richardson undertook to take matter up at once with
Southern Region AU.

7. Reconstruction of lines.

Ad drew attention to certain lines of military and civil
importance to be reconstructed, and asked the committee if
obtaining and authority. Major Richardson stated this should
be done in writing, but in the meantime, on the line in question,
the following was noted for repair.

(1) Oxford-Alexander line.

Estimated cost 2,000,000 lire, accepted by M.A.
an military necessity.
Major Wells pointed out that certain bridges were

Major A.H. Smith
Major J.J. Smith
Capt. A.C. Smith
Capt. J.J. Smith

Major A.H. Smith
Major J.J. Smith
Capt. A.C. Smith
Capt. J.J. Smith

Major A.H. Smith
Major J.J. Smith
Capt. A.C. Smith
Capt. J.J. Smith

Major A.H. Smith
Major J.J. Smith
Capt. A.C. Smith
Capt. J.J. Smith

6. Alignment of bridge for maintenance.

Alignment is being made by contractors on the
extreme-left line to save cutting by Major Hole.
Major Henderson undertook to take matter up with
Southern Region AG.

7. Reconstruction of line.

AG drew attention to certain lines of military and civil
engineering to be reconstructed, and noted the fact that
opinion was authority. The representative stated this should
be done in writing, but in the meantime, as the line is in question,
the following was noted for record.

(1) Tamil-Nadu Line.

Estimated cost 9,000,000 lire. Accepted by MHS.
no military necessity.
Major Hole pointed out that certain bridge work
was being put away to avoid damage to other
work by flooding.

(11) Chennai-Singapore Line.

Estimated cost 25,000,000 lire. Of civil and
only. Transportation Sub Commission to deal
financial solution through Economic Section.

(111) Tamil-Nadu Line.

Estimated cost 5,000,000 lire. Accepted by
MHS as military necessity.

(1111) Chennai-Singapore Line.

Estimated cost 9,000,000 lire. Of civil and
only. Transportation Sub Commission should
apply for financial authority to Economic Section.

111

work has commenced on this line owing to the need to preparing line to port. NOTED.

(v) Alexander-Florence Line

The representative now designated this line as one of civil need, and Transportation Sub Commission should apply for financial authority to Economic Section.

(vi) Pine-Florence via Moll Line

The 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 any revision of repair work on lines of defined military priority. It was noted that the financial question was still in hand with Economic Section.

8. PROGRAM REPORT FORMS

AG stated that program report forms for all works in hand were being prepared. When ready, examination of progress will be made by Works Committee.

9. Existing SSM contracts

The representative stated he was preparing a list of existing SSM contracts for AG to take over. Transportation Sub Commission indicated that there was no indication that they should be required to take over existing SSM 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.

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8. Program Report Notes.

AC stated that program progress report forms for all works in hand were being prepared. When ready, examination of progress will be made by Corps C committee.

9. Existing WBS continues.

WBS representative stated he was preparing a list of existing WBS contracts for AC to take over. Transportation Sub Commission indicated that there was no indication that they should be required to take over existing WBS contracts, and any such action would make for confusion. The only agreement which had been laid down was that AC 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 C committee.

10. Movement of Contractors material.

AD pointed out the difficulty in regard to the movement of contractors material under the bidding system.

The two-week delay between Bid and movement often meant that material under weekly 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 64.

Copy: C.M. Long

TRANSPORTATION SUB-COMMISSION, AG.
(SAID 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.	C.H. LINDBERG	Tn Sub-Comm.	in the chair
Major	C. WILLIAMS	was representing Col. Ratter	
Major	P.P. RICHARDSON	Priorities & Mov. (repr. Mr Villa)	
Eng.	LO CIGNO	ISR	

Also Present:

Major	A.H. STREET	Tn Sub-Comm.
Major	A.C. FINE	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)

Also Present:

Major	A.H. STREET	Tn Sub-Comm:
Major	A.C. PING	Tn Sub-Comm.
Capt.	C.M. LONG	Tn Sub-Comm.

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 Estimated time 4 months, cost 167,250,000 lire.
 Held up pending financial decision.

(c) Vado-Rossignano - Work proceeding satisfactory.

(d) Ortona-Ancona - (Line 25)
 Signal had been received from Major McLe 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 Compartimenti be allowed to 500,000 lire per month, all works exceeding that figure to be ./.

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-Bapoli 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.

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