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

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JAN. - NOV. 1945

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

MAT. 47 - ALLIED RLY. BD STORE - SUB-COMMISSION

Tn. A. 2/135.

MINUTES OF THIRTIETH MEETING OF ALLIED RAILWAY BOARD STORES SUB-COMMITTEE
(INCORPORATING THE CONSTRUCTION AND EQUIPMENT SUB-COMMITTEES) HELD IN

MINISTRY OF COMMUNICATIONS BUILDING ON 10th JANUARY 1946

PRESENT:

Major L.A. Robson, M.R.S. (Chairman)

Major P.P. Seaston, M.R.S.
 Ing. L. Corvo, I.S.R.

Construction.
 "

Ing. S. Mongia, I.S.R.
 Ing. M. di Martino, I.S.R.

Equipment.
 "

Lt. Col. D.H. Reynolds, M.R.S.
 Ing. G. Bracci, I.S.R.

Stores.
 "

In Attendance:

Lt. F.R. Sewald, M.R.S. (A)
 Ing. G. Polverari, I.S.R.

Interpreter.

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

DISTRIBUTION:

D.C.M.G., G.H.Q., C.M.F. (Chairman, Allied Railway Board).
 Director, Military Railway Service.

5846

Ing. G. Bracci, I.S.R.

In Attendance:

Lt. P.R. Oswald, M.R.S. (A)
Ing. G. Polverari, I.S.R.

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Director, Military Railway Service.
Director, Tn. Sub-Commission, A.C.
Director-General, I.S.R.
D.D.M.R.S.
D.D. Tn.
D.D. Tn., D.T.A., Vienna.
A.C., Tn. Sub-Commission. (6 copies).
Ing. G. Bracci, I.S.R. Stores Dept. {6 copies}
Stores Sub-Committee (Construction Element). {6 copies}
Stores Sub-Committee (Equipment Element).
Traffic Sub-Committee.
Finance Sub-Committee.
U.S., M.R.S., Stores Section.
H.Q., 3 Tn. Stores Group, R.E.
Secretary, Allied Railway Board. (Mov & Tn), A.F.H.Q., C.M.F.
E.C.I.T.O. (6 copies).

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Minute
No.

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(124)

STORES CONTROL OF I.S.R.

The Chairman stated the Traction Department had been given an opportunity since the last Stores Sub-Committee Meeting on Dec. 27th to study the implications of the recommendations laid down in the minutes of the Special Meeting held on 1 Nov. 45, attached as Appendix "A" to the Stores Sub-Committee Minutes of 6 Nov. 45 as they concerned the Traction Department and he wished Ing. Menghi to indicate what action had been taken by the I.S.R. in this connection and also in connection with the recommendations made in the Stores Sub-Committee of Dec. 27th.

Ing. Menghi indicated to the satisfaction of the Committee that the Traction Dept. had now instituted a control in all Compartimenti of all stores in shore supply and were effectively watching the stores position as far as it concerned the Traction Dept. Ing. Menghi, who was responsible to the Chief of the Traction Dept. at Florence, assured the Committee he had effective control of the Traction Dept. stores in the North.

The Chairman stated as far as Coal and POL were concerned there was no difficulty in handing over the control to the I.S.R. on 1st Feb. 1945. Ing. Pinocchi was responsible for the Coal and Ing. Notarloberti for the POL.

The Committee are of the opinion that the control of the I.S.R. stores can be handed over to the I.S.R. from the 1st Feb. provided I.S.R. stores are available to meet any M.R.S. military commitment such as stores for the diesel trains or stores for Venezia Giulia, and make recommendations accordingly to the Railway Board.

138

STORES FOR VENEZIA GIULIA.

Ing. Menghi stated if he could have a forecast of requirements of the I.S.R. Traction Dept. in Venezia Giulia it would facilitate the availability of stores by I.S.R. and suggested a representative of the I.S.R. Traction Dept. be sent to Venezia Giulia to discuss the matter with the local officials. The Chairman stated there would be no difficulty in obtaining the forecast but with regard to the request for an I.S.R. representative to visit Venezia Giulia, he would consider the matter and obtain the D.G.M.R.S. decision and communicate the result to the I.S.R.

139

BRITISH LOCOMOTIVES AND DISCLOSURE.

Ing. Menghi raised the question of spares for these locomotives

5843

The Chairman stated as far as Coal and POL were concerned there was no difficulty in handing over the control to the I.S.R. on 1st Feb. 1945. Ing. Pinocchi was responsible for the Coal and Ing. Nofarloberti for the POL.

The Committee are of the opinion that the control of the I.S.R. stores can be handed over to the I.S.R. from the 1st Feb. provided I.S.R. stores are available to meet any M.R.S. military commitment such as stores for the Hedloc trains or stores for Venezia Giulia, and make recommendations accordingly to the Railway Board.

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BRITISH LOCOMOTIVES AND DISPOSAL.

Ing. Menghi raised the question of spares for these locomotives to maintain them in service and if these would be available.

The Chairman stated all the British Locomotives had been declared globally surplus to military requirements and were now for disposal by the British Minister of Supply whose representative in Rome was the Chief Disposals Officer - Col. Fry - C/o. The British Embassy. It would be advisable if the I.S.R. required these locomotives for them to apply through their governmental channels without delay. Spares will be available from 325 T.S.D. to keep these locomotives in traffic until hand-over instructions received from the G.D.C. when the spares will be handed over at the same time.

A list would be prepared of all spares for these locomotives and a copy sent to the Traction Dept.

Ing. Menghi asked whether parts unobtainable could be manufactured. The Chairman replied there would be no objection to a part being manufactured to go a particular loco in traffic.

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The question of the provision of drawings would be dependent on the conditions of sale to the I.S.R. of the British locomotives - before giving a decision on the question he would consult the Ministry of Supply representative as there may be certain patent rights involved.

Ing. Menghi asked whether the M.R.S. would raise any objection to the repair of the British locomotives with Italian equipment if British spares were not available. The Chairman stated if it was a question of keeping engines in traffic the M.R.S. raised no objection but in the event of these locomotives being disposed of to any purchaser other than the Italian government, the Italian equipment would have to be removed.

140 UNPROTECTED COAL STOCKS.

(130)

Report received from D.G. I.S.R. It was noted steps had been taken to protect the coal stocks throughout the I.S.R.

141

OCCUPATION OF PREMISES OF A TIMBER CREOSOTE IMPREGNATION PLANT AT NAPLES.

(132)

Chairman stated no reply had been received from C.E.Q. O.M.P.

142

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

(135)

The Chairman pointed out to Ing. Braschi the I.S.R. report had not been received.

143

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

(136)

The D.G. I.S.R. reply had now been received and was noted.

The Committee were of the opinion that if the Allied Railway Board accepted their recommendation under Minute No. 137, a Stores Sub-Committee to the Board was no longer required.

2 2 3 8

Report received from D.G. I.S.R. It was noted steps had been taken to protect the coal stocks throughout the I.S.R.

OCCUPATION OF PREMISES OF A TUBER CRYOSOME INFORMATION PLANT AT JUPLES.

Chairman stated no reply had been received from C.R.Q. C.M.F.

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

The Chairman pointed out to Ing. Bracci that I.S.R. report had not been received.

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

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The Committee were of the opinion that if the Allied Railway Board accepted their recommendation under Minute No. 137, a Stores Sub-Committee to the Board was no longer required.

Ken E. R...
 L.E. ROBSON, Major,
 D.A.D.Tr. (Stores) M.R.S.
 Acting Chairman,
 Stores Sub-Committee.

MINUTES OF SPECIAL MEETING HELD 1 NOV. 45.

ITALIAN STATE RAILWAYS.

10.2

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.

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 U.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.

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GENERAL.

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- (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 to budgeted 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 this is for provision purposes only.

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 Civil Sections 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 perform 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 REPORTS.

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 stores in short supply, due either to limited output in Italy or necessity to import.

Ing. Brocci, Chief of Stores Branch produced a list of items now in short

2 2 4 2

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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 ~~stores~~ in short supply, due either to limited output in Italy or necessity to import.

Ing. Brandi, 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) 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.

- (E) 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.

L.R.H. Chaplin

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

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Th. d. 2/135.

MINUTES OF ELEVENTH MEETING OF ALLIED RAILWAY BOARD STORES
SUB-COMMITTEE (INCORPORATING THE CONSTRUCTION AND EQUIPMENT
SUB-COMMITTEES) HELD IN ROOM 175, MINISTRY OF COMMUNICATIONS
BUILDING ON 23RD NOVEMBER 1945.

REFERENCE

It. 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.	-	-	-	-	-	"
Major F.P. Seaton, M.R.S.	-	-	-	-	-	Construction.
Ing. S. Renda, I.S.R.	-	-	-	-	-	"
Lt. Col. W.T. Kelly, M.R.S.	-	-	-	-	-	Equipment.
Major J.W. Gill, A.C. Tn. Sub-Commission	-	-	-	-	-	"
Ing. Demartini, I.S.R.	-	-	-	-	-	"
<u>Attendance:</u>						
Lt. Col. D.H. Reynolds, M.R.S.	-	-	-	-	-	Stores.
Major L.B. Robson, M.R.S.	-	-	-	-	-	"
Ing. G. Polverari, I.S.R. Interpreter.						

In Attendance:

Lt. Col. D.H. Reynolds, M.R.S.
 Major I.E. Robson, M.R.S.
 Ing. G. Colverati, I.S.R. Interpreter.

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

DISTRIBUTION:

In Attendance:

Lt. Col. D.H. Reynolds, M.A.S.
 Major L.A. Rosen, M.A.S.
 Ing. G. Polverari, I.S.P.

Stored.

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DISTRIBUTION:

D. C. M. C., G. H. Q., C. M. F. (Chairman, Allied Railway Board).
 Director, Military Railway Service.
 Director, Tr. Sub-Commission, A. C.
 Director-General, I. S. R.
 D. D. M. R. S.
 D. D. Tr., A. T. A., Vienne.
 Major C. M. Long, A. C., Tr. Sub-Commission. (6 copies)
 Ing. G. Grassi, I. S. R., Stores Department.
 Stores Sub-Committee. (Construction Element). (3 copies).
 Stores Sub-Committee. (Equipment Element). (3 copies).
 Traffic Sub-Committee.
 Finance Sub-Committee.
 Capt. Raymond, U. S., M. R. S. Stores Section.
 Hq., 3 Tr. Stores Group, R. E.
 Secretary, Allied Railway Board., (Nov & Tr.) A. F. H. Q., C. M.

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M.

Minute

No

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(100)

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

The Chairman referred to the Eleventh Meeting of the Allied Railway Board and the question of M.R.S. control of I.S.R. stores and stated he had raised this point again to ascertain the opinion of the members of the Stores Sub-Committee in view of the statement made by Mr. Moss of the Th. Sub-Commission that, if the I.S.R. stores remained under military control he did not think the I.S.R. could function efficiently.

The Chairman pointed out that the reason for maintaining this control of policy was based on the following :-

- (i) Until supplies on requisition through Th. Sub-Commission for the I.S.R. are actually received, there are certain stores in very short supply, which require rigid control.
- (ii) Owing to the world shortage of coal and fuel oil it is essential that D.M.R.S. maintain control as long as there is a military commitment in the theatre.
- (iii) Until the Venice Giulia situation clarifies M.R.S. must exercise control of I.S.R. stores to ensure supply of stores of Italian manufacture and I.S.R. design are not available when required.
- (iv) Owing to the political situation in the North of Italy the H.Q. I.S.R. in Rome have no effective control of the stores in the Northern depôts, and until the unification of the I.S.R. Stores Department is obtained it is essential for the M.R.S. to exercise authority in the issue and movement of stores between the North and South.

Lt. Col. W.T. Kelly expressed the American viewpoint and agreed with the Chairman that control was essential and instanced the efficiency of I.S.R. supplies as an example of stores in short supply.

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- (ii) Owing to the world shortage of coal and fuel oil it is essential that D.M.R.S. maintain control as long as there is a military commitment in the theatre.
- (iii) Until the Venezia Giulia situation clarifies M.R.S. must exercise control of I.S.P. stores to ensure supply of stores of Italian manufacture and I.S.R. design are made available when required.

(iv) Owing to the political situation in the North of Italy the M.R.S. in Rome have no effective control of the stores in the Northern depots, and until the unification of the I.S.I. Stores Department is obtained it is essential for the M.R.S. to exercise authority in the issue and movement of stores between the North and South.

Lt. Col. W. G. Kelly expressed the American viewpoint and agreed with the Chairman that control was essential and instanced the difficulty of I.S.P. supplies as an example of stores in short supply.

Ing. Bracco, Ing. Dementini and Ing. Renda of the I.S.R. Traction and Works Department respectively all agreed that the control for the reasons outlined by the Chairman was advantageous from their point of view.

The meeting agreed that M.R.S. control was essential under the present conditions.

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

- (101) (a) Ing. Bracco agreed completion of check lists not yet completed.
- (b) Italian Situation - Ing. Bracco stated he would report on completion of his analysis of situation as it affected the Stores Department.

Ing. Bracco stated there was no improvement in the control over the North. There were some 3,000 loaded wagons of stores being sorted but he had no details of the progress made.

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There was no report on the progress of the repair of the I.S.R. Storehouses, Workshops or Running Sheds.

The I.S.R. Works Section were asked to furnish this information as expeditiously as possible.

113 LOCAL PURCHASE - NORTHERN ITALY.

The Chairman referred to the disbandment of the delegations in North-East and North-West Italy and asked Ing. Bracci if there had been any developments yet. Ing. Bracci answered in the negative.

114 GLASS.

The Chairman stated :-

The decontrol of the VITRI factory was being pursued and when the final military demands, which included the Austrian commitment, were formulated and met the production would be recommended as available for civil requirements.

Ing. Bracci raised the question of the supply of coloured glass. Chairman stated, Ing. Bracci should give the necessary details to the A.D.Th. (Stores), I.R.S.

115 OSTIGLIA BRIDGE.

Ing. Renda stated :-

All the RCTH WAGNER bridging required had been obtained.

116 EMERGENCY SUPPLIES - CARBIDE.

Ing. Bracci stated TERNI Works had informed him they are unable to provide carbide until coal is available. The Chairman stated the coal supply is a matter for A.C. to arrange.

Lt. Col. Kolly pointed out, in his opinion the I.S.R. were

2249

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115 OSTIGLIA BRIDGE.

Ing. Renda stated :-

All the ROTH WAGNER bridgings required had been obtained.

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Ing. Bracci stated TERNI Works had informed him they are unable to provide carbide until coal is available. The Chairman stated the coal supply is a matter for A.C. to arrange.

Lt. Col. Kelly pointed out, in his opinion the I.S.R. were wasting acetylene. Considerable discussion took place between Ing. Demartini, Ing. Renda and Lt. Col. Kelly, and it was agreed the I.S.R. should develop electric welding to replace acetylene welding and to use shears when practicable in place of acetylene cutting and thus reduce their requirements of carbide.

The Chairman asked for a revised figure of carbide requirements from Ing. Bracci. (This figure to indicate separately requirements in North, Central and Southern Italy).

The Tn. Sub-Commission would thus be in a position to ask the Italian Government for a priority allocation for the I.S.R.

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117 COAL.

The Chairman stated that there had been 3,000 to 4,000 tons per month increase in coal consumption by the I.S.R. recently which has resulted in the coal stocks falling from 56 days supply in July to 30 days on 10th Nov. '45. Therefore, the D.M.R.S. has ordered a limitation of user of 18,800 tons per week from 1st December 1945. This has been further divided on a rationing basis for each area. These railway figures exclude coal for Venezia Giulia. Lt. Col. Chaplin read out to the meeting and Ing. Folverari translated the instruction on the question of coal economy and rationing issued by the D.M.R.S.

Lt. Col. Kelly stated a further 50 oil-burning locos were to be put into operation by 1st December and therefore 50 coal-burning locos must be taken out of traffic.

The Chairman emphasised the necessity for the economy in the use of coal and pointed out no coal has to be transferred from the present stocks without the permission of M.R.S.

Unprotected Coal Stocks.

(103) The Traction Sections were not yet in a position to give a report on arrangements made to protect their coal stocks.

The Chairman stated he required a report in writing by the 20th December showing the position at each coal dump.

118 TIMBER.

(102) Ing. Orsucci reported that he was only able to contract for 4,000 cu. metres out of the original figure of 6,000 cu. metres for delivery this year from Calabria and 2,000 cu. metres from Bolzano.

Lt. Col. Kelly reported he had obtained 30 car loads

5837

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5837

Lt. Col. Kelly reported he had obtained 30 car loads approximately 1,000 cu. metres from P.B.S. for I.S.R. stock. As 21,000 cu. metres are required this leaves 14,000 cu. metres still required.

Ing. Oracci stated as the timber had not been cut there were no logs available, therefore, any further delivery could not be expected.

A.C. In. Sub-Commission are exploring the possibility of an Austrian supply but pointed out the non-acceptance of Italian Lire by the Austrians. The Chairman suggested to A.C. In. Sub-Commission that a barter basis of exchange, say glass, cement, or hemp for timber might be arranged.

The Chairman stated he would send an appreciation of the timber situation to the Chairman of the Allied Board and see what could be done to release more timber from Calabria and from P.B.S. stocks, but the I.S.R. must pursue energetically further procurement themselves.

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No.

- 4 -

119 OCCUPATION OF PREMISES OF A TIMBER CREOSOTE IMPREGNATION PLANT AT NAPLES.

Ing. Renda pointed out slow progress was being made in creosoting of sleepers. Could the Military vacate the premises of the Naples firm? The Chairman stated he would examine this point if full details were furnished.

120 P.O.L.

(104)

Position generally satisfactory.

The Chairman asked Ing. Bracci whether the Cavi Compartimenti were informed of the quantities of P.O.L. and the procedures necessary to obtain supplies. Ing. Bracci stated they were but would be reminded again. On the question of future channels of supply the Chairman stated there was no further information available yet through the Allied Military Authorities.

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

(107)

Chairman stated the M.R.S. still awaited the list of uncanceled contracts not yet completed, 1935 - 1942 inclusive.

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

(109)

The question of priority of issue to I.S.R. of all these materials is the subject of correspondence between Ing. Bracci and Ministry of Commerce who in turn is in communication with the Italian Inter-Ministerial Committee concerned.

The Chairman asked for a report to be made to A.D.M. (Stores) as soon as ever possible by Ing. Bracci.

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

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The Chairman asked for a report to be made to A.D.Th. (Stores) as soon as ever possible by Ing. Bracci.

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

(110) As no information was yet available on the authority given for re-allocation of machine tools to I.S.R. Workshops, the Chairman stated he would write a letter to the I.S.R. on the matter calling for a report before the next meeting of the Sub-Committee.

Provisional date of the next meeting of the Stores Sub-Committee would be Thursday, 20th December 1945.

Herbert T. Robinson

L.E. ROBINSON, Major,
D.A.D.Th. (Stores), M.R.S.
for Chairman,
Stores Sub-Committee.

47 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 175, MINISTRY OF COMMUNICATIONS BUILDING, ON 6TH NOV. 1945.

PRESENT:

Lt. Col. D.R.H. Chaplin, M.R.S. (Chairman).

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

Lt. Col. A.W. McMurdo, M.R.S.

Major S.P. Buckley, A.C. Tn. Sub-Commission
 Ing. B. Renda, I.S.R.

Lt. Col. W.T. Kelly, M.R.S.

Major C. Wordsworth, M.R.S.
 Major G.S. Barnes, A.C. Tn. Sub-Commission

In Attendance:

Major W.F.R. Mitchell, M.R.S.
 Major W.A. Kilsby, M.R.S.

-	Stores.
-	"
-	Construction.
-	"
-	"
-	Equipment.
-	"
-	"
-	Stores.
-	"

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

DISTRIBUTION:

In Attendance:

Major W.F.R. Mitchell, M.R.S.
Major G.D. Kilsby, M.R.S.

- Stores.
- "

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

DISTRIBUTION:

D.O.H.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.
I.D.M.R.S.
P.R.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.

Wells' Helms

Minute
No.

100

(90)

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

The Chairman stated that although A.R.R.S. Instruction AG.531 TPM-0 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. 36 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 Terni 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 states 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 epuration had been received and referred to A.C. Th. Sub-Commission for action. Maj. Barnes, Th. Sub-Commission reported that A.C. have put up a case for acceleration of examination of the personnel concerned to the Italian Epuration Committee, and had stressed the importance of early action.

(c) (i)

Lt. Col. Mourdo reported he had instructed I.S.R. Works Section to

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, Carbine in North Italy when action would be taken to withdraw supplies for Southern and Central Italy.

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

(21) (a) Ing. Bracci stated that he had made no further progress in compilation of stock states 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 A.C. D. Sub-Commission for action. Maj. Barnes, Th. 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. McMurdo 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 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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No.

102

TIMBER.

(92)

Chairman reported that U.S. Army had now decontrolled the Calabria and Bolzano 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 Po. Zone, Calabria, and the facts in this connection were being reported to D.O.M.G. (Nov.). G.H.C. 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.R.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. 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.

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 requirements 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.

P.S.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. 5500 cubic metres and requirements for months December to May inclusive would amount to 26/24,000 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 3,600,000 sleepers, against which I.S.R. have been able only to contract for 1,000,000.

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- - - - -

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:-
- (a) A.C. En. 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 decentral of areas in Calabria and Palermo.

2259

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No. 103

(93)

COAL SUPPLIES.

(93)

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 Taranto/Bari 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. Poggia, 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 stacks.

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

104

F.O.L.

(94)

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 F.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. O.M.F. but details had not

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- (b) Chairman reported 176,000 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.
- (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.

2262

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

105
(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. 4), 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".

LONG TERM REQUIREMENTS.

106
(97)

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

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

107

Lt. Col. Kelly reported that I.S.R. contractors who had contracted for engines etc.

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107 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 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.

108 CEMENT.

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

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No.

108

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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. Tn. 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. Tn. Sub-Commission when delays in obtaining supplies of cement occurred.

109

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 Transports 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 260 wagons of captured enemy stores 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.

110

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

Lt. Col. Kelly reported that in a number of instances serviceable machine tools had been allocated.

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 stores 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.

110

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 whom authority machine tools were being reallocated.

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

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

APPENDIX 'A'

ALLIED RAILWAY BOARD - STORES SUB-COMMITTEE

MINUTES OF SPECIAL MEETING HELD 1 NOV. 45.

PRESENT:

ITALIAN STATE RAILWAYS.

Gen. Di Raimondo

Director General.

Ing. Belloni
" Renda
" Tomi
" Bacci

Works Section.
" "
Traction "
Stores "

M.R.S.

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

Maj. J.F.R. Mitchell,
D.A.D.Tn. (Stores).
Capt. G.W. Conham, ~~Staff~~ (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.

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

2267

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- (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. ^{5.8.2}
- (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 to budgeted 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 this is for provision purposes only.

- 2 -

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 Ceyi 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 REPORTS.

5831

It was agreed in view of the improbability of early supply of stores demanded

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 organized 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 emphasized 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 centralized control of H.Q. I.S.R., Rome.

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

PART III - CONTROL OF STORES IN STORES BRANCH DEPOSITS.

5831

It was agreed in view of the improbability of early supply of stores demanded through B.G. 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. Brocci, 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) 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 authorization of use or issue from their holdings.
- (c) Head of Stores branch I.S.R. would block issue of controlled items from Stores Deposits or warehouses and issue only on the authority of D.G. or Heads of Technical branches I.S.R.

- (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.

L.R.H. Chaplin

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

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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. Long, A.C. Tn. Sub-Commission.
Maj. G. Bracci, I.S.R.

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

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

DISTRIBUTION:-

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. & Tr.), A.F.H.Q. (Chairman, Allied Railway Board).
Director, Military Railway Service.
Director, Tn. Sub-Commission, A.C.
Director-General, I.S.R.
D.D.M.R.S.
D.R.Tn., E.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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Minute
No.

90

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

Chairman stated that W.C.I. 1st October 1945 the Emergency arrangements for supply of stores from BR. T.S.Ds. to I.S.R. Compartimenti under Technical Instruction No. 36, 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 it 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 Camp 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 Camp Compartimenti under the Emergency arrangements during the past 2/3 months. These details were promised by M.R.S.

91

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

(79)

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. The Sub-Committee, but Ing. Bracci reported that the vehicles were not being operated owing to lack of petrol. The Chairman

to M.C. 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, 5th 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 Campi Compartimenti under the Emergency arrangements during the past 2/3 months. These details were promised by M.R.S.

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

(79)

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. The 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.P.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 taken up this question through the Ministry of Transports and the Sub-Commission A.C. were also pressing for a satisfactory distribution.

- (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.

- (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)

(a)

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. warehouse in Northern Italy.

92

PLACES.

I.S.R. representative reported that 1262 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 6,000 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. representative stated that

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. 15 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 Montone routes, and comparatively small quantities only could be expected for I.S.R. general use.

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 R.R. 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. Mr. Bracci confirmed he was receiving from Algeria Maritime 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) Refill P.O.L. (except Fuel Oil) working satisfactorily on C.I.F. 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.P.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 Pisa 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

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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. ceased. The Chairman read a letter from D.S.M. A.F.H.Q. which referred to an arrangement whereby the Italian Government was to elate 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 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.

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

(83) The Chairman stated that this matter had been fully discussed at the 1st Allied Railway Board Meeting and wished to record that representation had been made by the Chief of the Rail Division A.C. Tr. 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. Brecci 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.

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

97 LONG TERM REQUIREMENTS.

(84) Ing. Brecci 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.

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

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No.

98

INTER DEPOT 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 timber 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 M. military interests being involved in control of supplies the matter should be reported by I.S.R. to U.S. or M. Stores Sections M.R.S. (according to the nationality of the controlling authority).



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

2280

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

47

Subject: I.S.R. Stores
Holdings control.

Military Railway Service,
C.M.F.
Tel: Firebox 9545.

Tn.A.2/76.

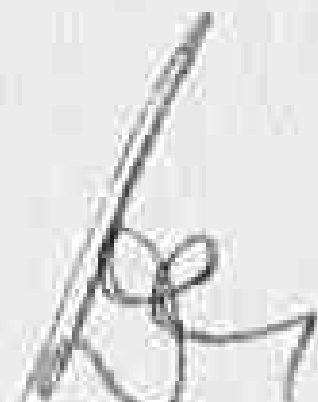
19 Oct. 45.

To:- Director General, I.S.R.

Copy to:- Ing. G. Inaudi,
Tn. Sub-Commission A.C. - will you please arrange for a
representative to attend.

1. In conformity with the decision of the Allied Railway Board at the meeting held today, will you please call a meeting of Stores and other I.S.R. Chiefs of Departments on 1 Nov. 45 to enable discussion of control of I.S.R. stores in short supply to take place.

2. Chief of Stores Section, I.S.R. should submit to the meeting details of all items listed (in English and in Italian) which are known to be in short supply and for which replacement will be difficult. This list should include items not available from Italian local resources and also items normally produced in Italy but for which raw materials are not available in large quantities and production is therefore restricted.


D.R.H. CHAPLIN, Lt. Col.,
for Mr. Inaudi,
Director, Military Railway Service.

ARMED RAILWAY BOARD.STORES SUB-COMMITTEE.

47
T.D.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.E.H. Chaplin, M.R.S. (Chairman).
Major C.M. Long, A.C. Tr. 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.

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DISTRIBUTION:-

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

5825

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

Chairman stated that w.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 DISPERSED 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. The Sub-Committee, but Ing. Bracci reported that the vehicles were not being operated owing to lack of petrol. The Chairman

to the 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 Campi Compartimenti under the Emergency arrangements during the past 2/3 months. These details were promised by M.R.S.

(79) RECOVERY AND DISTRIBUTION OF DISPERSED 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.F. allocated for Stores recovery purposes in Compartimenti had been provided for the information of M.R.S. and A.C. The 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.P.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 taken up this question through the Ministry of Transports and the Sub-Commission A.C. were also pressing for a satisfactory distribution.

- (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. Hence it would be referred to Stores Sub-Committee, Allied Railway Board for consideration.

- (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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91

(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.

CELANESE 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

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 feet. 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 Cenis and Ventone routes, and comparatively small quantities only could be expected for I.S.R. general use.

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 BR. 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.

Minute
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COAL SUPPLIES.

It was agreed that the coal supply position was at present satisfactory. Ing. Braschi 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) Reil P.O.L. (except Fuel Oil) working satisfactorily on C.I.P. 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 SPARE MATERIAL 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.

96

I.S.R. LOCAL PURCHASE - ROYALTY TRAIL.

(83)

The Chairman stated that

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avoid shortages occurring at the collecting points. It was considered that from 1st Jan. 1945 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. ceased. The Chairman read a letter from D.S.T. A.T.H.Q. which referred to an arrangement whereby the Italian Government was to state 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 SCRAP MATERIAL BY I.S.R.

(82) The Chairman stated the use of the Plan 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 BRANCH

(83) The Chairman stated that Mr. Bracon 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.D. The 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.

Mr. Bracon 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.

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

97 LONG TERM REQUIREMENTS

(84) Mr. Bracon 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.

5823

2289

Minute
No.

98

INTER-DEPOT MOVEMENT OF I.S.R. STORES.

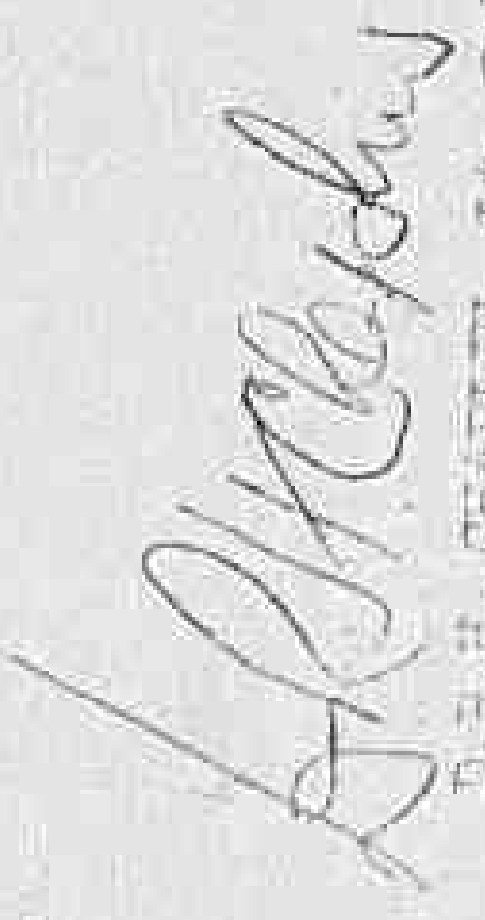
It was agreed that the M.R.S. would no longer require the I.S.R. to seek M.R.S. permission before stores were moved between depot warehouses or between compartments.

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 tin timber as a special case, as that 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 S.O. Tin Sub-Commission.

In the event of U.S. or B.A. military interests being involved in control it applies the matter should be reported by I.S.R. to U.S. or B.A. Stores Sections M.R.S. (according to the nationality of the controlling authority).


D.R.H. CHAPLIN, Lt. Col.,
S.O. Tin (Stores) M.R.S.,
Chairman, Stores Sub-Committee.

2290

may Long

ALLIED RAILWAY BOARD.
STORES SUB-COMMITTEE.

Tn. A. 2/135.

MINUTES OF MEETING NO. 8 HELD IN OFFICE OF A.D. TN. (STORES) M.R.S., 23 AUGUST, 1945.

PRESENT:

Lt. Col. D.R.H. Chaplin M.R.S. (Chairman)
Major P.G. Watson, A.C. Tn. Sub-Commission.
(for Major C.M. Long) (Member)
Ing. G. Bracci, I.S.R.

Lt. Col. E.P. 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.C.M.G. (Mov. & Tn.), A.P.H.T. (Chairman, Allied Railway Board).
Director, Military Railway Service.
Director, Tn. Sub-Commission, A.C.
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.P. de Lisle.
H.Q. 3 Tn. Stores Group.
Sec., Allied Railway Board.

12-37

7822

2291

1 Oct:
for 1 month

In 1 month, no material will be
issued by the Hon. Sec. unless
there is an emergency.

all 7-5-5

From Hq. Dept. Bologna, Italy

Minute
No.

78

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

(64)

Ing. Bracci confirmed that he had issued instructions to all concerned with regard to the method of indenting on Poligno Warehouses.

79

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

(65)

Ing. Bracci reported that a summary of I.S.R. materials found in warehouses and in wagons left under load at the time of the German surrender in Northern Italy was almost complete. He agreed that the lists were not comprehensive and did not include information on dispersed stocks of I.S.R. stores. Due to shortage of personnel and difficulty in communication very slow progress in obtaining information on these assets was being made.

Chairman enquired whether the application for an allocation of road transport, made by A.C. Tn. Sub-Commission, had proved successful. A.C. representative reported that a number of trucks had been placed at the disposal of the Stores Department but numbers of trucks so disposed were unknown. Ing. Bracci confirmed that trucks had been allocated on a Compartimenti basis but was unable to say whether they were adequate or not. Chairman requested details of trucks so allocated by areas. Ing. Bracci undertook to provide this detail and to say whether he considered they would meet requirements. Chairman considered that the provision of this transport would accelerate the centralization of stocks and ease the problems of physical control and checking. It was essential that the summaries being completed should be brought up to date to enable M.R.S. to have a clear picture of the overall stores position.

In a general discussion of the stores situation in Northern Italy, Ing. Bracci confirmed that he was not fully informed nor in complete control of the stores situation in Northern Italy, due principally to difficulties in communication, and referred to the shortage of Stores Department officials to carry out the work necessary in establishing an organisation to control supply matters. Chairman enquired as to the reasons for the shortage of stores personnel and requested comparative information of the staff employed in stores work in 1939 and at present. The potential seriousness of the supply situation as it would affect the I.S.R. during the coming months, was not, apparently, fully appreciated and action to increase the number of personnel employed in I.S.R. stores operation would be referred to Director General, I.S.R. Chairman considered it essential that a firm control of stocks and issues was established during the present difficult period and that issues should only be made on a priority basis which would ensure that such materials as were available and now in world-wide short supply were not dissipated upon work of low priority. A.C. Tn. Sub-Commission representative concurred in this opinion.

5821

Ing. Bracci reported on projected repairs to I.S.R. Storehouses required to accommodate recovered stocks. It was agreed that this report could not be acted upon until the I.S.R. had decided the priority in which repairs to warehouses should take place and estimates of the materials required to carry out the work obtained.

Minute
No.

- 79 ACTION: (a) I.S.R. to advise upon allocation of transport by Compartimenti.
- (65) (b) I.S.R. to advise upon comparative numbers (by grades) of stores personnel employed in 1939 and 1945.
- (c) (i) I.S.R. to undertake earliest completion of present summaries of stocks in Northern Italy.
- (ii) I.S.R. to obtain details of dispersed stocks for incorporation in summaries.
- (d) I.S.R. to decide priority of repair of storehouses and to present lists showing materials required to the Stores Sub-Committee.

80 TIMBER FOR CAR REPAIRS.

(66) Total quantity supplied during July was:-

	<u>Tons</u>
(i) <u>By M.R.S.</u>	
From T.S.Ds.	860
From U.S. sources	1250
	<u>2110</u>
(ii) <u>By I.S.R.</u>	<u>1216</u>
<u>Total</u>	<u>3326</u>

Action taken by U.S. and BR. M.R.S. had resulted in the following arrangements being made for future supplies of timber for I.S.R. use :-

- (1) Milan. Release obtained for 600 cu. metres for wagon/car repair.
- (2) Release negotiated by Lt. Col. de Lisle for direct purchase through U.S.A. sources by I.S.R. of approximately 1,000,000 board ft. measure of timber ex Calabria.
- (3) Bolzano. Release in P.F.S. Area agreed, with purchase by British M.R.S. against I.S.R. account, 2/3,000 cu. metres.

Chairman stated he had asked Allied Forces Local Resources Board to explore the question of relaxation of control of stocks and sources of supply in Northern Italy to enable I.S.R. obtain priority of supply.

- 3 -

Minute
No.81 COAL AND P.O.L.

Position satisfactory.

From 15 September the Verona and Venezia Compartimenti supplies will be obtained through C.I.P.

From 1 September the supply at installation of Fuel Oil will be given by C.I.P. and from 15 September the distribution will be made by I.S.R. without military assistance.

This will mean from 15 September that the whole of Italy, as far as the I.S.R. are concerned, will be supplied through C.I.P. or the Italian Government and therefore the M.R.S. responsibility for supply of P.O.L. ceases. The M.R.S. require a copy of each month's request for P.O.L. sent to C.I.P. by I.S.R.

Supplies of P.O.L. for road vehicles are screened by Tn. Sub-Commission and supplies arranged by them through C.I.P. or the Italian Government.

82 COLLECTION OF ROAD MATERIALS BY I.S.R.

Chairman reported no action was possible. He was awaiting report of Traffic Sub-Committee.

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

(71)

Ing. Bracci reported that subsequent to the agreement reached at the last Allied Railway Board Meeting, Director General, I.S.R. had agreed the following proposals which would be confirmed in writing. The salient features of the proposals were as follows:-

- (a) A single Stores Procurement and Co-ordination Commission, to deal with all stores matters, in Northern Italy, was to be established in Milan under the direction of Ing. Bracci, Chief of Stores, I.S.R. H.Q., Rome. This commission would comprise staff necessary to deal with stores matters of both North East and North West Italy.
- (b) Ing. Rolla was to be appointed chief of this organisation and would be assisted by a number of I.S.R. stores officials to be provided from Stores Dept. H.Q. Rome, and various technical officers to be seconded from other departments. All personnel would be solely engaged in stores organisation and control under the direction of Ing. Bracci from Rome.

Ing. Bracci stated that Ing. Rolla was at present a Chief of Purchasing Commission in North West Italy, and had experience in stores organisation.

- 4 -

Minute
No.

83

(71)

It was agreed, in principle, that these proposals were acceptable, subject to the submission, in writing, to the Chairman, Stores Sub-Committee of a fully detailed plan specifying the organisation and functions of the Commission. Chairman stressed that this organisation must not only accept responsibility for procurement of stores for all I.S.R. use as required by Ing. Bracci but also control storehouses and stocks and be empowered to seek priority rulings before issuing critical materials. In view of the shortages of certain classes of stores it was suggested by M.R.S. and A.C. that a firm control should be established over all materials likely to be in short supply and as a basis that the materials listed in the U.S. military requisitions covering July/Oct. 45 and considered essential for military and civil railway operation should be placed in this category and only expended upon approved works.

84

(72)

LONG TERM REQUIREMENTS.

Chairman reported that no advice of stocks and suggested reductions had yet reached him and requested Ing. Bracci to report upon the present position. Ing. Bracci stated he had not yet obtained all the information necessary to enable him to advise upon the position except against isolated items but promised urgent action to secure this information. Chairman confirmed, in response to an enquiry from Ing. Bracci, that all the items listed in the two requisitions concerned must be considered.

ACTION: Ing. Bracci to expedite stock lists of critical items.

85

(73)

STEEL SUPPLY.

Ing. Bracci stated the details of the most urgent requirements for July and the bids for round steel for August had been sent to A.C., Tn. Sub-Commission. Ing. Bianchi had also been advised of steel requirements for Southern Italy to be locally purchased as available in Milan Area.

86

(74)

CALCIUM CARBIDE.

A.C. Representative stated question of coke for Società Terni was in hand.

Ing. Bracci stated no further local purchases of Carbide had been made, but enquiries were being made.

- 5 -

Minute
No.87 VENICE COMPARTIMENTO.

- (75) Ing. Bracci confirmed material was being supplied from Verona to Venice Compartimento.

88 ELECTRIFICATION.

- (77) Chairman reported Copper Scrap was moving north at a rate of 35 T.P.D. for production of copper wire for repair of electrified systems.

89 VENEZIA GIULIA - SUPPLY OF STORES.

Chairman explained that the I.S.R. Stores Dept. were not now responsible for supplying requirements for the special zone of Venezia Giulia, now under A.M.C. control, and it had been arranged that all requirements not available from local resources within the zone would be reported to M.R.S. H.Q. Stores Sec. who would call upon Ing. Bracci to supply specialist etc. items for the maintenance of Italian type equipment and ensure that credits for all I.S.R. stores thus supplied to the Special Area would be passed to the I.S.R.

Ing. Bracci confirmed that the situation was appreciated and he would endeavour to provide supplies as and when required.


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

78519

ALLIED RAILWAY BOARD.

STORES SUB-COMMITTEE.

Tn.A. 2/135.

AMENDMENT TO MINUTES OF MEETING NO. 8
HELD IN OFFICE OF A.D. TN. (STORES) M.R.S., 23 AUGUST, 1945.

Referring to Minutes of No. 8 Stores Sub-Committee Meeting held on 23 Aug. 45, please make the following amendment:-

Minute No. 81 - COAL AND P.O.L.

Second sentence to read "From 15 September the Verona and Venezia Compartimenti P.O.L. supplies will be obtained through C.I.P."

Leslie S. Robson
L.E. ROBSON, Maj.,
for Lt. Col.,
A.D. Tn. (Stores) M.R.S.,
Chairman, Stores Sub-Committee.

10 Sep. 45.

DISTRIBUTION:

D.O.M.G. (Mov. & Tn.), A.F.H.Q. (Chairman, Allied Railway Board).
Director, Military Railway Service.
Director, Tn. Sub-Commission, A.G.
Director-General, I.S.R.
D.D.M.R.S.
D.D. Tn., B.T.A., Villach.
Major C.M. Long, A.G. 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.

5818

2298

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

tel. ROME, 843171/5 (firebox)
EXT. 5339

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

Subject: Supply of material to
Venice Compartimento.

File: En.A.2/135.

31st Aug. 1945.

To: Ing. G. Bracci,
Stores Department,
HQ. I.S.R.

Copy to: En. Sub-Commission A.C.

1. Your A.13.6/723/G.7-89/ICCA.6138.33 of 27th Aug. 45.
2. If a reply has not yet been received, then a representative of D.C.I.S.R. must be sent to Verona to clear up the matter. Please arrange accordingly.

Ref. 5337
L.B. ROBSON, Major,
for Brigadier,
Director Military Railway Service.

Memorandum

covering allocation of trucks to Stores Depots -

The following trucks, out of those allocated by the Allied Authorities, have been assigned to the Stores-Depots.

2.5 tons trucks, temporarily allocated to

Bologna Depot	each	2
Rome Tiburtina Depot	"	1
Napoli Depot	"	1

1.5 tons trucks, definitively allocated

Torino Smistamento Depot	each	2
Genova Riv.	"	2
Milano	"	2
Voghera	"	1
Verona	"	2
Vicenza	"	1
Bologna	"	2
Firenze	"	2
Poligno	"	2
Rome T.na	"	2
Naples	"	2
Torino	"	1
Cagliari	"	1

Trucks available for the Stores Service for movement of permanent way sleepers - n. 6 (temporary use) and six 10 tons (permanent use.)

No exact information is available about the actual allocation of the salvage 2.5 tons trucks to the Stores Depots as the Capi Compartimento have been empowered to arrange the allocation to the various Rly plants, in view of the requirements of their subordinate Depots.

The Stores Service issued instructions so that the 1.5 tons and the 10 tons trucks be allocated to the Stores Depots through the Capi

1.5 tons trucks, definitively allocated

Torino Sniatamento Depot	each	2
Genova Riv.	"	2
Milano	"	2
Voghera	"	1
Verona	"	2
Vicenza	"	1
Bologna	"	2
Firenze	"	2
Poligno	"	2
Rome T.na	"	2
Naples	"	2
Torino	"	1
Cagliari	"	1

Trucks available for the Stores Service for movement of permanent

way sleepers - n. 6 each, 2.5 tons (temporary use) and six 10 tons (permanent use).

No exact information is available about the actual allocation of the salvage 2.5 tons trucks to the Stores Depots as the Capi Compartimento have been empowered to arrange the allocation to the various Rly plants, in view of the requirements of their subordinate Depots.

The Stores Service issued instructions so that the 1.5 tons and the 10 tons trucks be allocated to the Stores Depots through the Capi Compartimento.

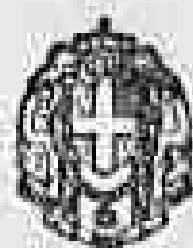
All Compartimenti have been instructed to report which plants and contractors the trucks have been allocated.

As soon as we shall receive this information, we will forward it to the Allied HQ.

The Chief of the Service

sgd.....

MG 25/8



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

ROMA 24 AGOSTO

1945-A

NR/730/Seg.

Al N.

del

OGGETTO

A P P U N T O

circa l'assegnazione di autocarri ai Magazzini Approvv.ti

ALLEGATI N.

Degli autocarri ceduti dalle Autorità Alleate risultano assegnati ai Magazzini Approvvigionamenti i seguenti:

- Autocarri da tonn. 2,5 ceduti in temporaneo uso

Magazzino Bologna	N.2
" Roma T.na	" 1
" Napoli	" 1

- Autocarri da tonn. 1,5 ceduti in proprietà

Magazzino Torino Sm.	N.2
" Genova Riv.	" 2
" Milano	" 2
" Voghera	" 1
" Verona	" 2
" Vicenza	" 1
" Bologna	" 2
" Firenze	" 2
" Foligno	" 2
" Roma T.na	" 2
" Napoli	" 2
" Foggia	" 1
" Cagliari	" 1

5815

./.

Autocarri a disposizione del Servizio Approvvigionamenti
per il trasporto di traverse di armamento.

- N.6 da tonn. 2,5 (ceduti in temporaneo uso)
- " 6 " " 10 (ceduti in proprietà)

Non si hanno notizie esatte circa l'assegnazione effettiva ai Magazzini degli autocarri usati da tonn.2,5, in quanto per i medesimi si è lasciato in facoltà dei Capi Compartimento di Bologna, Firenze, Roma e Napoli di provvedere alla ripartizione relativa fra i vari Impianti ferroviari, tenendo però presenti i bisogni dei Magazzini della circoscrizione.

Per gli autocarri da tonn.1,5 e da tonn.10 le assegnazioni ai Magazzini per tramite dei Capi Compartimento sono state disposte dal Servizio Approvvigionamenti.

Tutti i Compartimenti hanno ricevuto istruzioni di segnalare gli Impianti ed eventualmente le Ditte cui gli autocarri messi a disposizione sono stati assegnati.

Appena perverranno tali notizie se ne darà comunicazione al Comando Alleato.

IL CAPO DEL SERVIZIO



COPIA

A 5998/3

17 AGO. 1945

UMI/ev

TRANSPORTATION SUB-COMMISSION, A.C.

(RAIL DIVISION)

c/o Transportation (Mr) Main

C.B.R.

Tel: 843292- II

Ref: AC/Net/23/9/Tn 4

14 August 1945

SUBJECT: Transport for Stores Service.

To : Ministry of Transport, Bldg.

I. At a recent meeting of the Stores Sub-Committee of the Allied Railway Board it was noted that the acceleration of recovery of dispersed I.S.R. stocks was being hampered by lack of transport.

2. A.C. has recently delivered many trucks to your Ministry for use of the I.S.R. and it is suggested that you make available to the Stores Service the trucks required to return the dispersed stores to the depots so they may be redistributed where required for operation of the railways.

3. Will you please give this question your earnest consideration?

5817

S.I.V.

Ref: 443191- II

Ref: 43/20 t/23/9/Th 4

14 August 1945

SUBJECT: Transport for Stores Service.

To : Ministry of Transport, DDO.

1. At a recent meeting of the Stores Sub-Committee of the Allied Railway Board it was noted that the acceleration of recovery of dispersed I.S.R. stocks was being hampered by lack of transport.

2. A.C. has recently delivered many trucks to your Ministry for use of the I.S.R. and it is suggested that you make available to the Stores Service the trucks required to return the dispersed stores to the depots so they may be redistributed where required for operation of the railways.

3. Will you please give this question your earnest consideration and advise us of your decision.

5817

.....

for DIRECTOR

ALLIED RAILWAY BOARD.

STORES SUB-COMMITTEE.

Tn. A. 2/135.

MINUTES OF MEETING NO. 7 HELD IN OFFICE OF A.D. TN. (STORES) M.R.S., 27 JULY, 1945.

PRESENT:

Lt. Col. D.R.H. Chaplin M.R.S. (Chairman).
Maj. C.M. Long, A.C. Tn. Sub-Comm. (Member).
Ing. Bracci, I.S.R.

Lt. Col. E.F. de Lisle, M.R.S.
Major D.H. Reynolds, M.R.S.
Capt. G.J. Ellis, 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 Rly. Board).
Director, Military Railway Service.
Director, Tn. Sub-Comm. A.C.
Director-General, I.S.R.
D.D.M.R.S.
P.Q.Tn., B.T.A., Villach.
Maj. C.M. Long, A.C. Tn. Sub-Comm. (6)
Ing. G. Bracci, Stores Dept., I.S.R.
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.

5813

No.

65

ACTION: Ing. Bracci to:-

(49)

- (a) Provide summaries of I.S.R. stocks in N.E. and N.W. Italy.
- (b) Submit to M.R.S. a plan for repair of warehouses for I.S.R. Stores.
- (c) Ensure maximum effort is made immediately to recover and report upon all I.S.R. dispersed stores.

66

TIMBER FOR CAR REPAIRS.

(50)

Total quantity shipped during June was:-

	<u>Tons</u>
(i) <u>By M.R.S.</u>	
From T.S.Ds.	384
" U.S.	1132
	<u>1516</u>
(ii) <u>By I.S.R.</u>	400
<u>Total</u>	<u>1916</u>

The position in respect of supplies of timber for car repairs in Northern Italy was reported as under:-

	<u>Required monthly</u>	<u>Supplied ex M.R.S. (BR.) stocks.</u>
N.W. Italy	2000 cu. metres	1000 cu. metres
N.E. Italy	600 " "	300 " "

Chairman stated that further considerable assistance from military stocks was unlikely after the end of Aug. (total requirements were known to be approx. 1950 tons monthly) and requested information upon action taken by I.S.R. to arrange supplies. Ing. Bracci reported an offer of 500 cu. metres from a firm in Northern Italy which he was referring to M.R.S. to secure release authority. The Chairman stated that this quantity was insignificant in relation to the total requirement. U.S. Army Engineer Supply Officer, 5 Army had confirmed that the U.S. Army were requisitioning from the Northern area stocks of sawn timber only, and subject to A.M.G. consent, where necessary, there should be no difficulty in I.S.R. arranging contracts with forests in this and other areas for future supplies, from log or standing timber. Chairman requested Ing. Bracci to inform him urgently the names of contractors in Northern Italy with whom he wished to make contracts when he would take action to secure authority from all concerned for purchase by I.S.R.

5812

Minute
No.64. SYSTEMATIC PROCEDURE FOR SUPPLYING SHORT TERM REQUIREMENTS OF THE I.S.R.

- (48) Chairman stated that contrary to arrangements made during the visit of Major Robson and Ing. Bracci to Foligno, indents for stores were being submitted direct to Stores Sec. M.R.S. H.Q. by I.S.R. personnel from other Compartimenti. Indents from Compartimenti, other than Ancona, should be submitted to H.Q. I.S.R. Stores Section before being referred to Stores Section M.R.S. If such indents were eventually referred to Stores Section M.R.S. they would be passed to 163 Rly. Workshop Coy. for screening and approval before transmission to the I.S.R. Storekeeper, Foligno. Indents on Foligno Storehouse for materials required for use in the Ancona Compartimento could be submitted direct to 163 Rly. Workshop Coy. R.E. for screening before issue.

ACTION: Ing. Bracci to issue instructions to all concerned.

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

- (49) Ing. Bracci reported that representatives of Stores Section, H.Q. I.S.R. had visited Northern Italy and returned with lists of materials recovered from wagons under load and stocks at the principal storehouses. Summaries were in course of preparation and would be submitted to Stores Section M.R.S. as soon as possible.

Due to transport difficulties, little progress had been made in arranging the return or preparing lists of the railway stores dispersed to outstations. Ing. Bracci stated that the Stores Department, I.S.R. had not been given any priority for obtaining the use of road vehicles to assist in this recovery.

It was noted that the acceleration of recovery of dispersed stock was being hampered by lack of transport and it was agreed that A.C. Tn. Sub-Commission would negotiate with I.S.R. for allocation of road vehicles to operate under the supervision of Stores Section, H.Q. I.S.R. to effect the earliest possible recovery and redistribution of dispersed stores.

Ing. Bracci stated that certain Stores buildings in Northern Italy, to which it was intended to return materials, were in need of repairs. Chairman requested details and a statement showing material requirements and stated that M.E.S. would sponsor assistance, if any requirements could not be found from I.S.R. or A.C. sources, but emphasized that as there was undoubtedly covered storage accommodation available in Northern Italy and not in use, the I.S.R. arrangements for recovery of the dispersed stores could not be deferred pending completion of repairs.

ACTION. A.C. Tn. Sub-Commission to arrange allocation of road transport to H.Q. Stores Section, I.S.R.

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66
(50)

Ing. Bracci stated he had received from a contractor to the I.S.R. advice of quantities of specially fashioned sawn timber at Verona awaiting despatch. He enquired whether it could be considered as frozen. Chairman stated I.S.R. should instruct their contractor to despatch to Rly. Workshops, Milan and Venice in the ratio of 4 to 1 respectively and to send M.R.S. a copy of such instructions. Action would then be taken through M.R.S. Liaison Officer, 5 Army in order that he may render assistance as necessary to secure despatch for I.S.R. purposes.

Ing. Bracci advised that the outstanding accounts from S.A.F.F.A. had been paid in full. Timber continues to be supplied from Girella for car repairs against rail tonnage provided by M.R.S.

In response to a request made by Ing. Bracci, Lt. Col. de Lisle agreed to reopen with P.B.S. the question of the I.S.R. purchase of timber ex Calabria.

- ACTION:
- (a) Lt. Col. de Lisle to reopen with P.B.S. question I.S.R. purchase 15,000 cu. metres timber ex Calabria.
 - (b) Ing. Bracci to advise Chairman names and addresses of timber contractors in Northern Italy.
 - (c) M.R.S. to obtain P.B.S. and/or A.M.G. approval to I.S.R. contracting for timber for railway reconstruction and car repairs.
 - (d) M.R.S. to advise Stores Liaison Officer, 5 Army of timber at Verona and to arrange movement.

67

LOCOMOTIVE COAL.

(51)

The Chairman stated that the coal position, both in regards existing stocks and advised arrivals, was satisfactory.

Verona stocks are at present being maintained from Trieste but as this entails a long rail haul, Coal Section A.F.H.Q. is investigating the possibility of supplies being made available from colliers discharging at Venice (It has since been advised that this arrangement is to be made).

68

P.O.L. FOR I.S.R.

(52)

The Chairman stated that supply arrangements for road vehicles and also for strictly railway purposes had proceeded satisfactorily. M.R.S. wished to disassociate themselves from sponsorship of supplies of petrol and lubricants for road vehicles and also for rail purposes where these can satisfactorily be secured through civilian channels, and had therefore agreed with A.C. Tn. Sub-Commission that they would sponsor as an A.C. responsibility all I.S.R. road vehicle requirements, whilst M.R.S. would arrange with Pet. Sec. AFHQ for supply through civil distribution channels

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- 68 of strictly railway lubricants in all Compartimenti except those under
(52) M.R.S. control (i.e. Verona, Venice and Trieste). In addition, Petroleum
Section would arrange to supply for railway use only Petrol, Diesel Oil
and Kerosene in all Compartimenti in Italy.

The Chairman drew the attention of Ing. Bracci to the following letters:-

Ref. Pet 30/A/6, 21 July 45 - Pet. Sec. A.F.H.C. to C.I.P., and
AC/12/146/TH.5, 23 July 45 - Tn. Sub-Comm. A.C. to Pet. Sec.,
A.F.H.C.

The contents of these letters are summarized below:-

- (a) M.R.S. proposals as agreed in Pet. Sec. Pet 30/A/6, 21 July 45 were as follows:-

- (i) Pet. Sec. A.F.H.C. will arrange issue through C.I.P. of all railway P.O.L. (except Petrol, Diesel Oil and Kerosene) in all I.S.R. Compartimenti except Verona, Venice and Trieste, which will continue at present as military responsibilities. Quantities allocated for Aug. and issuable by C.I.P. on demand by I.S.R. are at App. A.
- (ii) Petrol, Diesel Oil and Kerosene for purely railway purposes will be issued:-
 - (a) In area under Italian Government control through C.I.P. from the bulk allocation made to the Italian Government. I.S.R. to demand their requirements upon Ministry of Fuel and Power.
 - (b) Pet. Section will make direct allocations to C.I.P. for the I.S.R. in the Northern Provinces not yet under Italian Government control.
- (iii) I.S.R. will submit monthly to Petroleum Section a forecast of their next month's requirements, together with details of all stocks on hand.

- (b) A.C. Tn. Sub-Commission agreed arrangements as stated in their AC/12/146/TH.5 dated 23 July 45 were as under:-

- (i) Pet. Section had released 70,000 galls. petrol and appropriate lubricants for the operation of I.S.R. road vehicles during period ending 31 July.
- (ii) I.S.R. have provided details of ultimate location, in both A.C. and A.F.H.C. territory, of all newly allocated road vehicles. This information will enable Pet. Sec. to distribute supplies through civil channels.

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(iii) Increased allocations by Pet. Sec. will be made for August and after for road vehicle purposes.

(52)

69

COLLECTION OF SCRAP MATERIALS BY I.S.R.

(53)

The Chairman reported that whilst there was no objection from the Construction Sub-Committee to the I.S.R. proposal to establish a dump for scrap metal at Pisa, the Traffic Sub-Committee had objected and had recommended scrap should be sent direct to the steel mills. Ing. Bracci stated that he had already sent 4000 tons scrap to Piombino Steel Works. The steel mills had however already complained of the large quantities sent and had requested limitation to avoid overloading storage capacity. Ing. Bracci stated the object of the I.S.R. in establishing the Pisa dump was to enable scrap to be sorted before despatch to the mills.

It was agreed the matter should be referred back to the Traffic Sub-Committee for further consideration.

ACTION: Chairman to refer matter for further consideration by Traffic Sub-Committee.

70

SLEEPERS.

(54)

Ing. Bracci requested authority to despatch creosoted sleepers from Rome Trastevere to distribution points. This was agreed. Chairman reminded Ing. Bracci that any rail movement must be bid through A.C. Tn. Sub-Commission.

71

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

(56)

The Chairman asked whether the I.S.R. Stores representatives had returned with any information clarifying the situation. Ing. Bracci stated he was informed Purchasing Commissions had been set up, that purchases are being made, but beyond this he had received no further details, although these had been requested.

The Chairman referred to discussions held by D.D.Tn. (Stores) during his recent tour of N.E. and N.W. Italy, with Ing. Bianchi and Ing. Gorelli. It had then been agreed that no arrangements existed in Northern Italy for co-ordination of local procurement or for transfers of material between N.E. and N.W. Italy. Ing. Bianchi had stated he was unable to provide suitable personnel to deal with stores co-ordination or procurement for other areas. Ing. Gorelli was without a competent stores organisation and it was suggested that a branch of the H.Q. Stores Section, I.S.R. Rome could with advantage be set up in Northern Italy (preferably in the Milan area, in view of its considerable local resources) to deal with all matters of local procurement and co-ordination of stores matters for N.E. and N.W. Italy.

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(56) Ing. Bracci stated he believed experienced stores personnel to be available in Milan, but the formation of such a Commission as suggested by D.D.Tr. (Stores) would need higher approval.

The Chairman stated that the proposed organisation was undoubtedly very necessary and would prove invaluable, particularly if it remained under Stores Sec., H.Q. I.S.R. Rome control.

It was agreed by M.R.S. and A.C. to recommend to the ALLIED RAILWAY BOARD that -

"It is considered desirable, and recommended, in view of the lack of a centralised I.S.R. Stores organisation in Northern Italy, the importance of the area as a source of supply, and the M.R.S. responsibility for ensuring supplies were obtained as far as possible from local resources for maintenance of military and essential civil traffic, that an I.S.R. Stores Purchasing and Co-ordinating Commission is set up in Northern Italy (preferably in Milan) to deal with all stores matters under the direction and control of H.Q. Stores Dept., I.S.R. Rome."

72 LONG TERM REQUIREMENTS.

- (57) The Chairman stated that since the date of the last meeting, a further U.S. military requisition had been placed covering all remaining items listed under category "A" with the exception of P.W. material, tyres for road vehicles and sundry small items. The Chairman reported that the military authorities in America had stated that many of the items ordered were in short supply or are urgently required in active theatres of war. It was therefore necessary to consider what items could be reduced or cancelled now that the North of Italy had been liberated. The Chairman requested Ing. Bracci to examine urgently the copies of the military requisitions which were in his possession and provide details of stocks in Northern Italy and suggested reductions as early as possible. Ing. Bracci undertook to provide this information but asked if he might be informed as to which items were regarded as critical. The Chairman stated that the position was fluid and any item not critical today might well be tomorrow, and the requisitions should be treated as a whole and the stock position of all the items on order be considered.

ACTION: Ing. Bracci to advise stocks in Northern Italy and suggest reductions in the quantities listed in the U.S. military requisitions.

73 STEEL SUPPLY.

- (58) Ing. Bracci stated no reply had been received from Foggia as to what had happened to the May allocation of steel erroneously sent to that point. The Chairman pointed out that as the I.S.R. were in possession of the wagon numbers no difficulty in providing the information should be experienced.

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73

(58)

Major Long reported that the June allocation of steel to Tn. Sub-Commission had not been received. Further enquiries were in hand through A.C. channels.

Major Long stated A.C. Industry Sub-Commission had advised them that due to a breakdown at Terni steelworks the only steel production for August would be 390 tons of rounds and July demands could be met in part only from stocks at other works. A.C. Tn. Sub-Commission required immediate advice from I.S.R. of their most urgent requirements against lists already submitted for July and a firm bid for round steel against the estimated production for August. Ing. Bracci promised to provide this information.

Ing. Bracci asked whether, in view of the failure at Terni, the I.S.R. could place orders with other steelworks. Chairman considered this would not be possible so far as steelworks in Southern Italy were concerned as these were under A.C. control and would have already been taken into consideration but pointed out that large stocks of steel probably exist in the Milan area. Acquisition by the I.S.R. should be arranged through Ing. Bianchi until a decision on the establishment of a proposed Stores Purchasing and Co-ordination Commission had been reached.

ACTION: Ing. Bracci to:-

- (i) advise details of most urgent requirements for July and bid for round steel for August to A.C. Tn. Sub-Commission,
- (ii) advise Ing. Bianchi of steel requirements for Southern Italy to be locally purchased as available in Milan area.

74

CALCIUM CARBIDE.

(59)

Ing. Bracci reported he had asked contractors to tender for supply of the I.S.R. monthly requirement of 300 tons of Carbide. The only reply received was from Societe Terni who are unable at present to undertake production due to lack of coke. The Chairman stated this question should be referred to A.C. to arrange supply.

Ing. Bracci stated that 320 tons of calcium carbide had been purchased ex Venice and Terni stocks and were now in course of collection and were being distributed to meet the needs of the various Compartimenti.

75

A.M.G. LOCAL CONTROL OF MATERIALS IN NORTHERN ITALY.

(60)

Chairman stated that a number of complaints had been made in connection with A.M.G. local control of materials and the difficulties in obtaining releases.

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(60)

It was explained that A.M.G. control was, in general, in the best interests of Army and essential civilian users and was intended to ensure that such local resources as existed were not diverted to non-essential purposes.

To enable M.R.S. to assist I.S.R. in obtaining local supplies frozen by A.M.G., application for release should in the first instance be made by Capi Compartimenti through the M.R.S./TN. or A.G. local representatives in Northern Italy who would represent the I.S.R. case to A.M.G. If A.M.G. were unable locally to assist, the matter should be referred back by Capi Compartimenti to H.Q. Stores Section I.S.R. who would arrange, if able, to supply from stocks under their control. Where supplies were not available in I.S.R. stocks in Southern Italy, details of requirements, preferably of a bulk character to avoid making frequent applications for release of small quantities, should be referred to Stores Section, M.R.S. to negotiate releases.

Chairman stressed that it was necessary for I.S.R. to conform to the general drill for obtaining supplies whilst control by Allied organisations continued to exist.

76

VENICE COMPARTIMENTO.

(63)

Ing. Bracci stated he had instructed Verona to take urgent action to supply stores to Venice Compartimento but he had no definite information that Verona had acted. Chairman requested Ing. Bracci to confirm Verona had acted.

ACTION: Ing. Bracci.

77

ELECTRIFICATION.

Chairman stated M.R.S.(I) had requested D.G. I.S.R. to take action to accelerate repair of electrified railway systems in Italy in view of the growing difficulties in providing coal and oil fuel. It was understood that several contracts were being negotiated by the I.S.R. with firms in the Milan area for drawing wire from copper scrap. Ing. Bracci stated that this matter was being handled personally by Gen. Di Daimondo and that he, Ing. Bracci, had no information on arrangements being made. Chairman stated it would take some time to move the 2/3000 tons copper scrap required by contractors from South to North Italy and suggested that action should be taken to commence movement forthwith, to avoid delay in commencement of work when contracts were let.

Ing. Bracci undertook to put this suggestion to D.G. I.S.R. and to advise tonnage and locations to enable M.R.S. to bid for rail movement as early as possible.

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

APPENDIX "A".

P.O.L. ALLOCATION FOR AUGUST 1945 - ITALIAN STATE RAILWAYS.

	GENOVA Liters	TURIN Liters	MILAN Liters	ROME Liters	FLORENCE Liters	BOLOGNA Liters	ANCONA Liters	NAPLES Liters	BARI Liters	REGGIO CALABRIA Liters
GASOLINE	7000	12000	50000	-	-	-	-	-	-	-
KEROSENE	8000	19000	8000	-	-	-	-	-	-	-
DIESEL OIL	22200	20000	33333	-	-	-	-	-	-	-
	Kilos	Kilos	Kilos	Kilos	Kilos	Kilos	Kilos	Kilos	Kilos	Kilos
SATURATED STEAM CYL	980	2666	1700	1000	1000	-	500	3000	2500	1000
SUPERHEATED STEAM CYL	-	20000	4000	4000	5000	-	3500	5000	6500	3000
CAR & LOCO ENGINE	1200	40000	32000	18000	15000	-	15000	25000	30000	10000
MR. OIL SAE 30	2400	5500	-	3000	1500	-	750	4500	2250	3000
" " " 50	-	1400	-	1000	500	-	250	1500	750	500
GEAR OIL C 600	-	150	100	100	100	-	100	100	50	-
PETROLATUM LIQUID LIGHT	-	100	80	20	15	-	15	20	-	-
VV-0-526 GR. 50	-	200	-	-	-	-	-	-	-	-
SOIL CUTTING	-	100	-	-	-	-	-	-	-	-
WASTINGHOUSE BRAKE	-	-	-	-	-	-	-	-	-	-
1120, OIL	-	-	-	170	70	-	70	100	100	100
TRANSFORMER	6000	-	90	19500	12500	-	2500	8500	2000	-
EMULSIONABLE	-	20	-	170	170	-	170	150	100	-
BRAKE FLUID	-	4000	1000	-	120	-	120	100	100	-
GREASE NO. 3	1200	-	1000	100	1300	-	1300	1600	1100	-
WHITE ROPE GREASE	-	120	90	25	15	-	15	20	15	-
GREASE NO. 2	250	80	30	15	10	-	10	15	15	-
GRAPHITE GREASE	-	-	-	-	-	-	-	-	-	-
INDUSTRIAL PETROLATUM	-	-	-	-	-	-	-	-	-	-

NOTE: Fuel oil supplies will be supplied through M.P.S. until further notice.

6000

2315

47

ALLIED RAILWAY BOARD.
STORES SUB-COMMITTEE.

Tn. A. 2/135.

Minutes of Meeting No. 6 held in
office of A.D.Tn. (Stores) M.R.S., 28 June 1945.

PRESENT:

Lt. Col. D.R.H. Chaplin M.R.S. (Chairman)
Maj. C.M. Long, A.C. Tn. Sub Comm. (Member)
Ing. Pracci 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.E.H.Q. (Chairman Allied Rly. Board). 5807-
Director, Military Railway Service.

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 Rly. Board). 5807-
Director, Military Railway Service.
Director, Tn. Sub-Comm. A.C.
Director-General, I.S.R.
D.D.M.R.S.
D.D.Tn, Tn. (Br.), A.F.H.Q.
D.D.Tn. Eighth Army.
—Maj. C.M. Long, A.C. Tn. Sub-Comm. (6)
Ing. G. Brocci, Stores Dept., I.S.R.
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.

43 SYSTEMATIC PROGRAMS FOR SUPPLYING SHORT (AND REQUISITIONING) OF THE I.S.R.

(38) (a) The Chairman stated the I.S.R. storehouse at Bologna was to be handed back to I.S.R. control on 1 July 45, subject to meeting any I.S.R. requirements as they arise. It was pointed out that stocks must be taken into consideration by the I.S.R. when formulating their two monthly requirements for all Comperimenti.

(b) It was reported that Col. R.E. Stores Officer (Maj. Robson) had visited Bologna and worked with Maj. Brocci (Stores Sec. I.S.R.) to clear up difficulties in connection with stores matters formerly experienced in this area. The minutes of the meeting at Ancona are at App. VII.

It was noted, pointing further developments, the arrangements made were satisfactory.

43 RECOVERY AND DISTRIBUTION OF STORES IN NORTHERN ITALY.

The Chairman asked Maj. Brocci for details of any stores recovered from:-

- (a) dispersed points,
- (b) wagons under load at the time of the German surrender,

and also what plans had been made to redistribute available supplies to meet requirements of Comperimenti and in particular the Venice Comperimento.

Maj. Brocci stated that he was without information upon his position in Northern Italy due amongst other things to difficulties in communication. He had when visiting Northern Italy given instructions to Comperimenti but was unable to say whether or not these were being carried out. It was stated that the destruction given to I.S.R. personnel did not cover the return of any I.S.R. stores to the Venice Comperimento which was brigaded on Verona for supply purposes.

Maj. Col. de Lisle reported that at the request of I.S.R. Milan 50/60 wagons of material loaded for Germany had been turned over to the I.S.R. Maj. Brocci had no knowledge of this material.

The Chairman stressed the need for urgent action to recover dispersed stocks and for immediate action to meet the requirements of all Comperimenti in Northern Italy.

It was agreed that Maj. Brocci should again visit Northern Italy

- (a) dispersed points,
 - (b) wagon under load at the time of the German surrender,
- and also what plans had been made to redistribute available supplies to meet requirements of compartments and in particular the various compartments.

Ing. Bondi stated that he was without information upon the position in Northern Italy due to several other things to difficulties in communication. He had then visited Northern Italy seven institutions to (Italy) German (Germany) but was unable to say whether or not these were being carried out. It was stated that the instructions given to I.S.R. personnel did not cover the return of any I.S.R. stores to the various compartments which are assigned on various for supply purposes.

Lt. Col. de Lisle reported that at the request of I.S.R. Milan 50/60 wagons of material London for Germany had been turned over to the I.S.R. Ing. Bondi had no knowledge of this material.

The Chairman stressed the need for urgent action to recover dispersed stocks and for redistribution to meet the requirements of all compartments in Northern Italy.

It was agreed that Ing. Bondi should again visit Northern Italy to ensure action on previous recommendations and in hand and the urgency of redistribution realized by the Delegations.

5806

ACTION: Ing. Bondi to visit Northern Italy to expedite recovery and redistribution of I.S.R. stores.

50 NUMBER AND CAR NUMBER

(a)	Total quantity utilized during May was ..	Total
(1)	By M. L.S.	193
	From I.S.R. Div.	1640
	" " U.S.	703
	" " California (U.S. & M.)	2444
	By I.S.R.	511
		2652

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TIMBER FOR CAR REPAIRS (Cont'd.)

(b) Chairman stated that I.S.R. had confirmed that movement of timber from Calabria could not be approved at present. It was hoped that present heavy military use would diminish and permit movement for I.S.R. to take place in the near future.

(c) It was agreed that pending P.S.S. approval of movement of timber from Calabria the I.S.R. would take steps to obtain supplies from other sources, in view of the reduced supplies which would be available from military sources in August and after.

(d) It was agreed pending settlement of price differences with S.A.P.F.A. that a payment on account would be arranged by the I.S.R.

ACTION: Ing. Bracci to explore sources of supply other than Calabria, and arrange payment on account to S.A.P.F.A.

51

LOCOMOTIVE COAL.

(41)

The supply position at Genoa was stated to be satisfactory.

Chairman stated that M.V. A.P.H.Q. and Coal Sec. A.P.H.Q. had agreed to maintain supplies to M.E. Italy through Trieste and not Venice as originally stated. Ing. Bracci stated that Agenzia Marittima was represented at Trieste and could call on Venice for assistance if necessary.

Lt. Col. de Lisle asked whether arrangements already made for supplies at Verona were being amended to cover the new situation.

It was agreed that an M.R.S. officer who was visiting Venice and Trieste in the course of the next few days should deal with this point.

ACTION: M.R.S.

52

P.O.L. FROM I.S.R.

(42)

The arrangements whereby C.I.P. will be the suppliers of P.O.L. to the I.S.R. has been agreed in principle by Pet. Sec. A.P.H.Q., M.R.S. and I.S.R. and the details are at present being worked out.

53

COLLECTION OF SCRAP METALS BY I.S.R.

(43)

SUMMARY. (Cont'd)

A proposal by Ing. Bracci that 6/7000 tons of steel billets, the property of the I.S.R. at Piombino, should be devoted to production of steel sleepers was referred to I.C. The Sub-Commission for consideration and action

CAR CLEARANCE IN NORTHERN ITALY.

Chairman stated that the easing of the wagon position in Northern Italy had enabled the dumping of materials to be discontinued and wagons were now to be reassigned to originating stations, so far as they could be established, to enable contents to be returned to their original owners if traceable.

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

Chairman referred to report of the M.R.S. officer who visited the Milan and Turin areas in connection with wagon clearance. This stated that material essential to the I.S.R. was available for local purchase and advised early action by the I.S.R. before this material fell into the hands of speculators.

Ing. Bracci stated he had given orders for the formation of Area Purchasing Commissions, during his visit to the N.W. area, but according to the latest information these were not yet functioning.

Chairman stressed the importance of action to provide for the day to day requirements of the I.S.R. and also to provision where possible against future requirements when military assistance was withdrawn.

It was agreed Ing. Bracci would deal with this matter when visiting Northern Italy.

LONG TERM REQUIREMENTS.

Chairman stated A.F.H.Q. had ruled that the requisitions placed for certain of the items listed in the A.C. indent for the second half of 1945 were being treated as covering military stores and the M.R.S. were required to account for these when handing over to the I.S.R.

Maj. Long confirmed that no further news had been received that A.C. channels as to the action taken upon the balance of this requisition, for either category "A" or "B" items.

hands of speculators.

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Chairman stressed the importance of action to provide for the day to day requirements of the I.S.R. and also to provision where possible against future requirements when military assistance was withdrawn.

It was agreed Ing. Bracci would deal with this matter when visiting Northern Italy.

57

LONG TERM REQUIREMENTS.

(46)

Chairman stated A.F.H.Q. had ruled that the requisitions placed for certain of the items listed in the A.C. indent for the second half of 1945 were being treated as covering military stores and the M.R.S. were required to account for these when handing over to the I.S.R.

Maj. Long confirmed that no further news had been received that A.C. channels as to the action taken upon the balance of this requisition, for either category "A" or "B" items.

It was noted that the military requisitions already placed covered only a small number of the items originally recommended as essential for military or essential civil purposes, and further information as to handling of the balance of the category "A" items was being obtained from A.F.H.Q. Chairman considered it probable that action was deferred until the I.S.R. had stated whether or not the balances still to be ordered could be met from supplies in Northern Italy. The need for a thorough survey by I.S.R. of stocks in the newly liberated area was therefore of first importance.

ACTION: Chairman would enquire the status of Category "A" items yet to be ordered. Maj. Long would take up the question of Category "B" items with H.Q. A.C. Ing. Bracci to survey and report on I.S.R. stocks in Northern Italy and possibility of local manufacture.

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58

STEEL SUPPLY.

(47)

Maj. Long reported that all the steel originally bid for by M.R.S. on behalf of I.S.R. workshops and shops recently turned over to Tn. Sub-Commission had been sent from Terna to I.S.R. Poggia under instructions of A.C. Commerce Sub-Commission.

Ing. Eracci was unable to give any explanation of this distribution, suggesting it had resulted from action taken by an I.S.R. local purchasing commission.

Chairman stated the position was unsatisfactory but M.R.S. had not any objection to steel being directed to Poggia but reminded the I.S.R. of their responsibility to supply M.R.S. operated I.S.R. workshops.

Agreed that Ing. Eracci should advise all I.S.R. Purchasing Commissions to refrain from making contracts with steelworks. Stores Sec. L.Q. I.S.R. would be the sole contractor for tonnages allocated against A.C. bids. They could also sub allot to private contractors working for the I.S.R. as necessary, subject to military needs.

ACTION: Maj. Long to make further enquiries reference June allocation and to ensure M.R.S. requirements were met by I.S.R.

59

CARBIDE.

It was reported that after July Calcium Carbide would no longer be under military control and the I.S.R. would be able to make direct contracts with manufacturers. Over 4000 tons was stated to be available in stocks in the Venice area.

ACTION: Ing. Eracci to arrange purchases for all I.S.R. Workshops.

60

A.M.C. WOOD COMMISSION ON MATERIALS.

Chairman stated that instances of an A.M.C. freeze of local supplies had prevented I.S.R. purchase of commodities essential for railway repair and operation. Examples were timber and carbide required for Venice area. He requested action by A.C. to obtain a blanket agreement to day to day purchase of essential items by the I.S.R.

ACTION: Maj. Long to obtain A.M.C. blanket authority to I.S.R. purchases.

62

TRANSFER OF I.S.R. MATERIALS, NORTH TO SOUTH ITALY.

59

SUPPLIES.

It was reported that after July Calcium Carbide would no longer be under military control and the I.S.R. would be able to make direct contracts with manufacturers. Over 1000 tons was stated to be available in stocks in the Venice area.

ACTION: Maj. Bracci to arrange purchases for all I.S.R. Workshops.

60

A.M.G. LOCAL COMMISSION OF M/PAVING.

Chairman stated that instances of an A.M.G. freeze of local supplies had prevented I.S.R. purchase of commodities essential for railway repair and operation. Examples were timber and carbide required for Venice area. He requested action by A.G. to obtain a blanket agreement to day to day purchase of essential items by the I.S.R.

ACTION: Maj. Long to obtain A.M.G. blanket authority to I.S.R. purchases.

62

TRANSFER OF I.S.R. MATERIALS, NORTH TO SOUTH ITALY.

Agreed that I.S.R. could arrange such transfers provided detailed proposals were approved by Stores Sec. M.R.S.

63

VENICE COMPTROLLER.

Maj. Bracci undertook to communicate with Verona and ensure supplies required for Venice were provided immediately or action to obtain taken.

ACTION: Maj. Bracci.

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

APPENDIX A.

Minutes of meeting held in HQ ISR ANCONA, on 14 June 45, to discuss future stores policy in the ANCONA Compartimento.

Chairman : Maj. L.R. Robson DAD Tn (Stores) IMRS.

Present for IMRS : Maj. R.D. GARDNER DAD Tn (Mech.) Tn. Rlys.
Capt. R.G. SMITH Stores Officer Tn. Rlys.
Capt. J.B. FIRTH (rep. 192 Rly. Op. Coy. RE)

Present for ISR : Ing. BELLAGHABA Capo Compartimento ANCONA.
Ing. BRACCI Capo Servizio Approvvigionamenti.
Sig. CECCONI Agenzia Marittima Ancona.

---oo00c---

OBJECT:

Chairman stated that the object of the meeting was to ensure that the ISR organisation was capable of dealing with stores responsibilities in the ANCONA Compartimento when IMRS staff was withdrawn.

The intention was that the ISR should take over all stores matters at the earliest opportunity and that stores would be supplied to the ISR under the conditions of T.I.38.

The Chairman asked who would be the ISR official responsible for stores in the ANCONA Compartimento.

Ing. BELLAGHABA and Ing. BRACCI agreed that Sig. CECCONI should take over responsibility for all stores matters within the Compartimento.

COAL.

It was agreed that future allocations of coal to locomotive depots would be made by ISR Agenzia Marittima.

Chairman to arrange for Agenzia Marittima representative (Sig. CECCONI) to be advised by Coal Sec. of bulk allotment of coal for locomotive purposes from colliers arriving at ANCONA.

Agenzia Marittima to give disposal instructions direct to MOV ANCONA.

At present requirements for Line 86 Central were supplied from South but when line was open responsibility would also include supply to depots on Line 86 Central.

Chairman stated that the object of the organisation was capable of dealing with stores responsibilities in the ANCONA Compartmento when EMRS staff was withdrawn.

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Agenzia Marittima to give disposal instructions direct to MOV ANCONA.

At present requirements for Line 86 Central were supplied from Scstia but when line was open responsibility would also include supply to depots on Line 86 Central.

In future ANCONA allotment would be used for locomotive purposes only. Arrangements would be made for supplies to other Tr. consignees by DMRS (Tr2).

It was pointed out by Stores Officer, DD Tr. (Rlys), that allocations were at present being made to AG Tr. Sub Comm. Chairman stated he would arrange for such future supplies to be made through AG channels.

OILS AND LUBRICANTS.

Chairman stated that it was hoped that CIP (civilian organisation for distributing POL products), would shortly be in a position to take over handling of all oils and lubricants.

In the meantime requirements of oils peculiar to Tr. would be included in the 2-monthly stores lists.

192 Rly. Op. Coy. RE to obtain S. & T. oils for ISR until arrangements for supply through CIP are in force.

- 2 -

APPENDIX A.

Applications for petrol for road vehicles to be made to Capt. W.B. SMITH, AO Tn. Sub Comm., ANCONI.

INDUSTRIAL GASES.

Chairman would arrange, through ARIF, for bulk allocation to be made for ISR purposes.

Distribution of this allotment to be undertaken by ISR Stores representative.

If additional cylinders required to effect distribution, ISR stores rep. to apply to Servizio Approvvigionamenti.

Until bulk allocation is made, 192 Rly. Op. Coy. RE to continue to maintain supplies at depots.

GENERAL STORES REQUIREMENTS.

As long as 192 Rly. Op. Coy. RE are in the area it was agreed that they should screen lists of 2-monthly requirements submitted by Capo Compartimento.

Stores Officer, DD Tn. (Rlys), suggested that INF. BRACCI, INC. PELLICANI and Sig. GREGORI should discuss internal organisation for distribution of stores after the meeting.

Strictly emergency requirements would in the meantime be dealt with by indent from 192 Rly. Op. Coy. RE on TSD Vouchers to be made out to Capo Compartimento, ANCONI.

FUEL OIL.

Agreed that 192 Rly. Op. Coy. RE should continue to effect distribution until CIP are in a position to take over.

TIMBER.

192 Rly. Op. Coy. representative asked what was position regarding automatic issues of timber to ANCONI.

GENERAL STORES REQUIREMENTS.

As long as 192 Rly. Op. Coy. RE are in the area it was agreed that they should screen lists of 2 monthly requirements submitted by Capo Compartimento.

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FUEL OIL.

Agreed that 192 Rly. Op. Coy. RE should continue to effect distribution until CIP are in a position to take over.

TIMBER.

192 Rly. Op. Coy. representative asked what was position regarding automatic issues of timber to ANCOM.

Chairman replied that this would continue for present but it was hoped that ISR would shortly be able to arrange buying and distribution of all timber required.

H.D. LOCO SPARES.

Agreed that spares for D locomotives should continue to be indented for by 192 Rly. Op. Coy. RE direct.

2329

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

SECRET

Allied Forces
MILITARY RAILWAY SERVICE-ITALY
Office of Director

SECRET
Auth: 100001
Initials:
Date: 14 May 45

APC E12
14 May 1945

237-3

SUBJECT: Supply Conference

TO: Commanding General, MRSUSA
APC E12, U. S. Army
ATTN: Executive Officer, G-4

1. With reference to your subject, "Supply Conference, G-4 MRSUSA," dated 21 April.
2. The conference, as arranged, was held in this headquarters on 2 May, and we are attaching hereto four copies of the minutes of proceedings.
3. A review of all MRS officers indicated that they had obtained much knowledge and information from discussions which took place, both in manner of procuring supplies as well as accounting for them, which has now become an important feature.
4. It is believed that the information furnished by Colonel Evans on redeployment was received at a very opportune time and will be extremely helpful to the Supply Officers of our various organizations when they are called upon to move their respective units from the theater.
5. All topics listed in the agenda were covered, and, with the exception of two, were satisfactorily settled, as indicated in attached.

FOR THE DIRECTOR:

1 Incl
Minutes of Conference (4)

A. R. PARKER
Lt Col, US
Asst Deputy Director-Adm

Copies furnished:

Asst Dir, MRS-Italy, APC E12
Asst Transportation Officer, Bldg
CO, 701st Ry Grand Div, APC E12. ATTN: Ry Supply Officer
CO, 750th Ry Diesel Shop Bn, APC E12. ATTN: Ry Supply Officer
CO, 750th Ry Shop Bn, APC E12. ATTN: Ry Supply Officer
CO, 715th Ry Operating Bn, APC E12. ATTN: Ry Supply Officer
CO, 719th Ry Operating Bn, APC E12. ATTN: Ry Supply Officer
Ry Signal Maintenance Supt, MRS-Italy, Bldg
Fuel Agent, MRS-Italy, Bldg
Auditing Officer, MRS-Italy, Bldg

Copy of the minutes attached for your information
and record.

SECRET

2 3 3 0

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

S U P P L Y C O N F E R E N C E

G-4 MTOUSA - MILITARY RAILWAY SERVICE

2 May 1945

5832

SUPPLY CONFERENCE

G-4 MTOUSA - MILITARY RAILWAY SERVICE

1330 hours, 2 May 1945

The conference was called to order by Colonel HOUSTON V. EVANS, Chief,
G-4 Operations Branch, MTOUSA.

COL EVANS: This is the second conference we have had with the Military Railway Service; the second of a series of conferences that the MTOUSA G-4 Section is conducting with the various major commands. I see there are quite a number of people here who were not in on the last conference. For the benefit of those who were not present at the other conference we had with Military Railway Service, I will give a little of the background, their purpose and the benefits that we hope to derive from them. These conferences have been directed by the Theater Commander and have for their primary purpose a better understanding between the major commands and the MTOUSA Headquarters of supply problems in general. They, however, do include the discussion of problems that pertain to G-4 in general, not necessarily supply alone.

The conferences are held in the nature of a visit, and have as their objective the discussion of mutual problems and the arrival at solutions, insofar as they can be arrived at in conference, and taking under advisement those problems which require solutions which cannot be completed in a single conference; and on our return to our headquarters we endeavor to work out solutions which are acceptable to ourselves and to your headquarters. These conferences are in no manner inspections of the commands but rather discussions of mutual problems.

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Again, for the benefit of those who were not present at the last conference, I want to outline briefly the procedure that we follow: We have an opening conference, which we are now having, in which certain matters are covered, as directed by the Theater Commander, for the benefit of all, and then we break the meeting up into panels. Those panels are made up of the members of MTOUSA and their opposites in the headquarters we visit.

I failed to mention, I believe, in opening that whereas these are G-4 conferences, the conferees are representatives of the various technical services of MTOUSA.

After a period in which the panels discuss the problems that they have, we reconvene and take a report from each one of the panels on the matters they have discussed and which remain unsolved and will record anything that has not been settled so that we can arrive at solutions to the problems.

These conferences take the time of many officers, and we want tangible results, and we propose to give you action insofar as it is our ability to do so; and we expect action on your part on matters requiring same.

We have, in addition to technical service panels, a G-4 panel for discussion of matters of interest to everyone in general. We have scheduled this conference so that we will have about an hour for this particular phase, about an hour for the G-4 panel, and then after that we will open the G-4 panel for anyone present to bring up their particular problems. When those have been completed, we will hold our concluding conference. We have scheduled the concluding conference for five o'clock. We want to solve all problems here rather than go away without having them solved. I would rather spend another day here than go back leaving any matters unfinished.

I would like to introduce the members of the MTOUSA conference team. I am Colonel Evans, from G-4 MTOUSA, Chief of the Operations Branch. Colonel

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Simons handles a great deal of the Military Railway Service problems in my branch. Colonel Ackerman, from G-4; Colonel Barnes, I think you all know, is MRS representative; Major Nathan is in Military Supply; Major McCormick, also Military Supply; Major Simpson, in Operations Branch; Captain Cureman and Lieutenant Harrington, from PFS - our associations are so close that we asked if they would do us the favor of having representation down here so that they would be aware of the problems that come up; Colonel Le Van, Engineers; Colonel Cureton, Ordnance; Colonel Lyster, Signal; Captain Irkman; Major Pedersen, POL; Colonel Davis is not here. I think that is about all of us.

Now, I would like to ask Colonel De Lisle to give us a brief summary of Military Railway Service so that those people who were not here before will be better acquainted with this service.

LT COL DE LISLE: So that we will all be acquainted, I want to introduce the members of Military Railway Service who are here: Major Ratelle, Major Long, Captain Quinn, Captain Ransom, Captain Blake, Captain Mann, Captain Johnston, Lieutenant Raymond, Lieutenant Nichols, Lieutenant Ludden, Lieutenant Littlefield, Warrant Officer Riddle.

It is certainly a pleasure to see so many here. There are many new faces, and we are glad to receive them. Since the last conference, I feel that we have accomplished very, very much - and a great part through personal contact with officers who we met at that time.

The most important single thing, to my mind, was the submission of statements covering excess equipment which had been accumulated in various ways by our battalions; and in some cases, I am afraid, part of this excess may not have been included in status reports for fear of it being taken away. Now, I am glad to say that this feeling has been overcome. Everyone is pleased with the manner in which our situation has been accepted and, in all reasonable cases, approved.

5799

Since the conference in January, many changes in locations have been made: A Grand Division from Naples and an Operating Battalion from Rome have been transferred to Florence, as a considerable extension has been accomplished in the Italian State Railway. I believe the only change in MRS unit strength since our last meeting is the addition of one Military Police Company, which increases the total personnel to slightly over 4,000, with a civilian personnel of approximately 42,000.

From the cooperation and help we receive, I know it is understood now - although not in the beginning - that with this great preponderance of civilian workers, we are forced to make requests which would be out of reason for other types of military units.

The railroad lines must be constructed and maintained, and our service operates, or rather did until the past ten days, so close to the forward lines that it is impossible to anticipate actual requirements until after the Army obtains new territory. Immediately a reconnaissance is made, and no two jobs of railroad recovery and reconstruction have been anywhere near alike. One time the work will be mostly bridges, another time track, and sometimes both; and I believe it is agreed by all that the railroads have been the chief target of destruction by both our own forces and those of the enemy.

There are now 313 American and 725 Italian locomotives operating in this theater. In March there were operated slightly more than 7,000 trains, carrying over 2,000,000 net tons of freight, three-fourths of which was military. This has slowed down just a little bit on account of the fast movements of the Army and changes in rail heads, etc.; but with the present program in the northern area, it will probably be stepped up considerably within the next month.

One of the principal subjects at our last conference was disposition of excess supplies, in which I think we have done a very good job in having

disposed of about 2,500 tons from our depots since the last conference. We still have about the same quantity to prepare and get disposition on.

It isn't felt that we have too many troubles in our supply. In fact, with the exception of two or three minor details, we would get along well; but I think it is of great benefit to our supply officers and our technical men to talk with those in the G-4 Section to learn how the other side operates. I think, through these meetings, we find the proper way to obtain necessary information and materials.

If there are any visiting members of the conference who would like to raise questions, we have officers from every branch here who, I think, can answer them.

I do not believe I have anything else to bring up at this time.

COL EVANS: There is one question I have, and that is the matter of repairing the roads up north.

LT COL DE LISLE: Surveys are now being made, and according to present plans the British are to reconstruct the balance of line 86, Ancona to Bologna. Line 65 to Bologna and north to Verona, as well as Bologna itself, I believe will be under the direction of Major Patterson, American MRS.

COL EVANS: I understand, Colonel De Lisle, that you visited Bologna recently; will you please give us a short resume of what the railroads looked like.

LT COL DE LISLE: Bologna was hit pretty hard, and the railroad is tied up as completely as if there had been none there. This was accomplished by blowing up bridges and a complete removal of all ties from under the rails. There have been locations of more violent destruction, but the demolition accomplished at Bologna is probably the most effective yet encountered. I was told

by railway employes that the Germans let the job of removing the ties to contractors, who in turn were permitted to sell them as fuel to the civilians during last winter; so, with no effort on their part, the Germans really put the railroad out of business.

The passenger station is completely destroyed. There are many shop buildings not too badly damaged but stripped completely of machines, tools and materials to work with; and this is the first time this situation has been faced. All these things had been moved out by the Germans last October; what they did not take north was either sold to the civilians or destroyed. The only stock I saw were wheels and tires for cars and locomotives and small quantities of car and locomotive parts, such as springs, brake shoes, etc.

COL EVANS: Are we going to bridge the Po?

LT COL DE LISLE: Yes, sir. Major Patterson is making a reconnaissance of that right now.

COL EVANS: Do we have sufficient ties to do the job?

LT COL DE LISLE: It will be necessary to reclaim some ties from unused lines, but there will be sufficient for the work now in view. This is also true of cement, steel and timbers.

COL EVANS: One of the matters that we have been directed to cover in these conferences is supply discipline, supply security and pilferage. Despite the various directives published on this subject and the actions taken by the major commands, the state of supply discipline, supply security and pilferage is still not considered to be satisfactory by the Theater Commander. We receive numerous cables daily, so far as pilferage is concerned, and also find many indications of laxity in supply discipline. I just want to say

that those matters are still of great concern to the Theater Commander and the Deputy Theater Commander, and they are questioning and investigating to the fullest extent through the various agencies to provide a solution for improving this situation.

The difference, essentially, between supply discipline and security is that supply discipline pertains to our own people - on measures our commands are taking to prevent waste, stop illegal disposal of Government property by our own personnel, preparation of requisitions, etc. Supply security, on the other hand, has to do with the stealing from cars, by civilians, for the most part. The Base Section and the Fifth Army have been very active in the matter of guarding trucks and seeing that our supplies do not reach the black market, but still they get there; and I know as well as you do that we are still going to have this problem with us when we leave Italy, because, as I mentioned in a conference earlier this morning, so long as you are occupying a country such as Italy, with starving population and great demand for necessities of life, great chances will be taken to get Government property. The Government, in taking care of the Italians, is quite generous, and we are doing all we can to see that they have the necessities of life, at least. We must endeavor, and take all possible action, to stop the illegal flow of our subsistence, equipment and supplies into civilian hands.

I have a letter here that was published by the Fifth Army a few days ago, indicating the actions taken on it; and they are very strict. (Read part of Circular No. 30, Hq 5th Army, dtd 13 April 1945).

"II UNAUTHORIZED USE, SALE, LOOTING, DIVERTING, OR GIVING AWAY OF MILITARY RATIONS, CLOTHING AND EQUIPMENT: (APPLIES TO ALL TROOPS) 7795

1. The resale of articles purchased by military personnel for their own use or the sale of property issued by the Government is prohibited in any and all cases by law and regulation. The receipt of money or any other article or thing of value in exchange for such

articles will be considered as a resale (AR 210-65, paragraph 13d, 1 June 1944). Military laws and regulations also prohibit military personnel from giving away articles of Government issue.

"2. Proclamation 2 of Allied Military Government for the government of Italy, makes it a crime, subject to penalties, for civilians to possess property belonging to Allied Forces, issued to Allied Forces, or sold to them for their personal use or consumption. This includes candy, cigarettes, ration articles, clothing and equipment, whether issued by the Government or purchased from Army Post Exchanges or Quartermaster Sales Stores.

"3. All personnel handling equipment, rations, or supplies are reminded that it is of utmost importance to prevent the diversion of these supplies to unauthorized destinations.

"4. In order to prevent the diversion of military equipment and supplies in any of the methods outlined above, it is directed that when any individual (officer or enlisted man) observes a civilian in possession of U.S. or British supplies or equipment, such items be immediately taken up and turned in to the nearest supply officer. The civilian concerned will be questioned to determine the source from which the equipment was obtained. A report of the circumstances will be made to the nearest Provost Marshall, who will conduct a thorough investigation. If investigation reveals that Government property was given or sold to a civilian, charges will be preferred against the military offender. If, from the inquiry, it develops that the civilian was in possession of the property as a result of theft or illegal appropriation, the offender together with a signed statement by the military person who found him in possession of Army material will be consigned to the nearest Italian police station. The Italian police will then arrange for the appearance of the accused person before an Allied military summary court for trial."

Before proceeding to the business of the panels, I would like to talk to you for a few minutes on redeployment. I know you are all interested in it. I can't tell you a great deal about the subject, but I will give you some of the highlights of it. Have all the officers seen the re-adjustment regulations of the War Department? They are entitled R.R.1-1, -2, -3, -4, etc. They have had pretty wide distribution. Have you received here the tentative redeployment circulars of MTOUSA?

LT COL DE LISLE: Yes, Sir.

COL EVANS: Those regulations really constitute the law, just as Army Regulations,

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and are sort of a job analysis of the situation. They are of interest to everyone, and it is absolutely essential that certain of them be understood. Redeployment is now upon us, and we are already redeploying troops, and they are going to start moving out very rapidly. Troop units are moving, and they are moving for redeployment. In order to correct any misunderstanding, it is primarily redeployment, not demobilization. Now, as a background, the redeployment plans are based on these principal factors: To fight the war with Japan we are not going to need as many troops as we now have mobilized; we need more of some we do have, less of others, and some we don't have. We need those people, not all at once, but phased to the actual theater on a time schedule.

They are going to cut back, or reduce, the Army by a certain number of men, and they want to do that in a manner fairest to everyone concerned. A man will be scored on total amount of service, service overseas, number of decorations, parenthood.....for demobilization. The scores are transmitted to the War Department, and they will take the highest scores and cut back to a critical score. Everyone above that critical score is eligible for demobilization, on the condition that he is not essential to the war effort. After a man has been classified, if he is above or at the critical score, we then determine as to whether he is surplus to the needs of the theater or not. Those who are surplus will be returned to the United States for consideration as to their essentiality. In fact, if they move back from here as a unit, there is no indication that they will be demobilized. They may or may not be, depending on the screening given in the United States. If a man is sent from this theater to the United States, the Air Force, Ground Forces and Service Forces in the United States will all have a "crack" at whether he is essential or not before he is demobilized.

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So far as units are concerned, all units are divided into four categories: (1) Occupational troops. (2) Troops to be redeployed to an active theater, directly or indirectly (through the United States). (3) Units which will be converted to provide the type units required by the active theater. When converted, they become category 1 or 2. (4) Those they have too many of in the Army already.

In order to provide movement of the theater, there has been set up a redeployment forecast by GPD, War Department General Staff. That forecast lays down the phased movement of all the troop movements in this theater out of the theater and indicates by type of unit where they will go, when they will go.

The people in these category 4 units that are transferred into them may be used in this theater for some time after they have moved from another unit. We may require them here for a number of months to act as key personnel in the out-loading of supplies and troops. We will indicate their being surplus to the theater when we get ready to do so. At that time, they will be sent back to the United States for final determination of their essentiality.

We envision that every service unit in this theater is going to be busy up to the day it leaves here. We have the problem of providing combat-serviceable equipment for those units that are being redeployed.

Those service units that will move out fairly rapidly are those that are being required in the Pacific. The progress of the war in the Pacific has been considerably greater than was estimated some months ago. Their requirements have been changing, and redeployment from this theater might be very rapid. The redeployment forecast covers all inactivated theaters at the same time. 5192

LT COL BARNES: The people will be treated individually and not on the basis of age of the unit they happen to be in?

COL EVANS: The age of the unit has nothing to do with it, but it is the score of the individual that will be taken into consideration. The theater here will determine what unit of a type of units will go where. For example, we might have two of a certain type of unit, and the forecast indicates we will send one to China in the second month of redeployment and the other one will be inactivated. You will take the highest score men out of the unit going to China and put them in the other, at the same time transferring in return a like number of low-score men from the unit to be inactivated; then, the unit initially selected proceeds to China.

When a unit leaves this theater, it must be able to perform its fundamental mission or primary function. The number of men necessary to meet those requirements must be retained. You can go to the replacement depot and get men if you so desire. Within the major command, you adjust the personnel so far as practicable.....take all the low-score men and shift them into units scheduled for further service. If you have no replacement for a man and can't replace him at all, you must take him; if you can get along without him, you can move the unit out without him.

Combat men are going to benefit the most from this system, I believe, because of the shorter length of time necessary to acquire the training. The highly-skilled men who have had many years of training in their particular fields must be retained.

LT COL DE LISLE: After "R" Day will rotation still be effective?

COL EVANS: No, it will not be. Of course, there will be some temporary duty, but not of this recuperation type. It may be to go to school for the purpose of making a replacement for a man in the Pacific.

LT COL DE LISLE: Is there any figure as to the approximate number of people who will be discharged from the Army from the European Theater?

COL EVANS: I know what the cutback of the Army is, but I don't think I can tell you that. I don't believe it is going to be too great. We have still got China to conquer and lots of little islands here and there.

I think we had better conclude this and go on with our panel discussions. I would like to have you break up into groups, as previously assigned, without having everyone in this G-4 discussion.

(First part of the conference brought to a close at 1430 hrs)

G-4 PANEL DISCUSSION

1430 hours, 2 May 1945

LT COL DE LISLE: In connection with topic "a" of the agenda, "Supplies required on sections of the railway turned back to civil operation," one of the matters that is "hanging fire" is the procurement of 30 more trucks for the Italian State Railway. We are to supply 40 from American stocks; ten have been furnished. How soon can we expect more?

LT COL ACKERMAN: That requisition is in and approved, and Ordnance will come up with them as soon as they are available. However, it wouldn't be a bad idea to keep in touch with them to ascertain when they will be made available. We gave the Italians ten at the time, and the other thirty will be made available as soon as possible. They will tell you when they are available, but, as I said before, it would be well to "needle" them.

LT COL DE LISLE: Another question I have in connection with topic "a" hinges

on these trucks. Aren't they supposed to be sold to the Italian State Railway, rather than loaned as in this case?

LT COL ACKERMAN: Yes, eventually. The question was submitted to the Chiefs of Staff quite some time ago and is still unanswered. Cables have been going back and forth very often asking if we can transfer or sell vehicles. They told us on the 21st day of April that the matter is under consideration and we should have an answer soon. However, until that time, we can loan them vehicles, but the accountability is ours until authorization is given to sell them.

LT COL DE LISLE: In your opinion, would a receipt, signed by an official of the Italian State Railways, be binding? These trucks will be turned over to the I.S.R., although we will be held responsible and accountable for them. However, in order to give them proper use of the trucks, they must have control and disposition of them.

LT COL ACKERMAN: They have to be maintained under U.S. control some way or other. If you have an accountable officer in the area in which they are being used, they can be carried on his records, and he is responsible to see that proper checks are being made and that they are properly handled and maintained.

COL EVANS: Isn't the basis of this thing the fact that we have no lease-lend agreement with Italy; therefore, anything we turn over to the Italians must be maintained on our own records until such time as there is an authorized system.

LT COL ACKERMAN: Actually, we have been turning over to the Italian Government trucks for specific uses. They are all going through A.C.; but for us to transfer trucks on a general basis as a matter of need, determined by us, has not been approved by the Chiefs of Staff. Loaning the trucks and maintaining control and accountability for them is our only recourse.

LT COL DE LISLE: Will we have to furnish gasoline and oil for the operation of the trucks by the I.S.R.?

LT COL ACKERMAN: No. They have an allotment of their own. However, they are operating for MRS, and if you feel it necessary you can furnish the gas and oil. There is no objection to it. It is the military responsibility to keep them operating. You people are the only ones who can judge on those things. If the lines are operated 80 per cent for us and 20 per cent for the Italians, then I believe we should furnish gas and oil.

LT COL SIMONS: I think, regarding the gas and oil, we should get the Italians to supply their own from their allotment insofar as possible.

LT COL DE LISLE: The I.S.R. is willing to sign receipts for these trucks; but after they have signed, they will feel that the trucks are their property.

LT COL ACKERMAN: We must maintain control and maintenance of these trucks and accountability for them.

LT COL SIMONS: In the places where you are going to operate these trucks you will have at least one man in the area. That man can be charged with responsibility for maintenance and accountability of the vehicles.

I would not be much in favor of allowing any of the trucks to go down south to Sicily.....outside of lines we are interested in from a military point of view.

LT COL DE LISLE: Then we shouldn't permit any of these trucks to go beyond Naples?

LT COL SIMONS: I don't think you have them to spare. I think the American officer signing for them should endeavor to see that they are properly used and maintained.

LT COL DE LISLE: The maintenance work will be taken care of by the Ordnance maintenance unit where they are located.

COL EVANS: Topic "c" of the agenda, "T/O & E and SLOE for Diesel Shop Battalion," is an MRS topic. What does that have reference to?

LT COL DE LISLE: That refers to the T/O & E and SLOE of the 760th Railway Diesel Shop Battalion. I left a statement with Major Brown and talked with him last month when I was down at Caserta. His original intention was to send a man to visit the battalion and look over the set-up; however, I don't believe anything has been done as yet.

COL EVANS: We have a notation on it here.

LT COL DE LISLE: It is authorization to retain equipment on hand and publication of the SLOE that we are interested in. When this Diesel Shop Battalion was organized, they had a T/O & E but no special list of equipment.

LT COL SIMONS: I don't know the position of this request but can very easily find out. It is just a question of getting authorization for excess equipment the battalion now has.

LT COL DE LISLE: Yes, that is all. Major Brown intended to send Major Morrison here to look over the battalion shop, but nothing has happened since.

LT COL SIMONS: I'll look into the matter and dig up the answer for you.

LT COL DE LISLE: Regarding material obtained for American locomotives, cars and cranes; on what basis is the cost being split between the Allied Governments?

LT COL SIMONS: Operation costs would be charged against the Italian Government.

as would depreciation cost. We retain title to everything here. If we leave it here, we sell it to the Italian Government.

LT COL SIMONS: When requisitions for major items of equipment go in, we request them to be furnished for joint operation, and the War Departments decide who will furnish.

I don't think we should order any more equipment for this theater. It would have to be some case where you could prove an immediate return that would make it profitable to bring the piece of equipment into the theater for a very short-term operation. That would be the only basis, I believe, on which the War Department would honor such a request.

COL EVANS: I don't believe we should be ordering any major items now.

LT COL ACKERMAN: It doesn't matter whether Americans or English ask for the equipment. As MRS is operated jointly, the material will be furnished from the source decided upon by higher headquarters.

LT COL DE LISLE: On locomotives of the British Government to be changed from coal to oil-burning, and the work to be done by U.S. units, what charges should be made against them?

LT COL ACKERMAN: We will charge them for parts. We cannot charge them for soldier labor. Any local labor should be charged to the British. If we are doing a predominantly greater amount of work for them than they are doing for us, they should be charged for the civilian personnel. Although this Italian labor theoretically costs us nothing, some adjustment should be made to see that we do not expend more than our proportionate share.

LT COL DE LISLE: You say there is no charge made for soldier labor?

LT COL ACKERMAN: No. That is lend-lease. On work for the Italian Government, soldier labor charge is made. You will have to charge on a comparable Italian wage scale.

LT COL SIMONS: On these conversions of locomotives; can't the British do it in their shops?

LT COL DE LISLE: I don't believe so. It is all being done by the 753rd Railway Shop Battalion at Naples.

LT COL SIMONS: How much material is it running into? There is no reason why the material shouldn't be charged to them on lend-lease.

LT COL ACKERMAN: The material should definitely be charged for. On the labor, the bookkeeping usually takes more time than it is worth. No lend-lease transfer should be made in the theater without MTOUSA approval. We have been told by the War Department that their approval must be obtained.

Make out a shipping ticket on the parts and submit it as a W.D. charge, as lend-lease against the British.

LT COL SIMONS: Lend-lease goes by Governments and not by theaters.

LT COL DE LISLE: Then we are all set. Bills will be rendered in accordance with lend-lease on the material and disregard the labor.

COL EVANS: Major Nathan, do you agree that this is the way it should be done?

MAJ NATHAN: Yes, I agree whole-heartedly on charging for the parts. They are to be charged for on Form DD7B.

LT COL DE LISLE: In connection with billing to the Italian Government, is soldier labor to be billed?

LT COL ACKERMAN: Yes, everything.

LT COL DE LISLE: How about supervisory charges?

LT COL ACKERMAN: In the operation of the railroad, no. However, supervisory work done in construction is to be charged for. If you are repairing Italian cars and locomotives, you can charge for soldier labor. I think you should charge at so many hours' soldier labor on the basis of a comparable Italian labor rate and submit it monthly. There is an A.C. wage scale being published. We are accumulating these charges on the books of the A.C. as a matter of future bargaining. Any figure you chose which is relatively correct is acceptable. It doesn't make very much difference so long as you get a reasonable charge. It can't be exact, because the wage scale in Naples might be \$2.40 today and \$3.05 tomorrow, account of the fluctuation of the wage scale. There is a published table, but it is subject to changes.

Allied Force Local Resources Section will keep you as up-to-date as possible.....Colonel Gibbons.

LT COL SIMONS: If your Finance Officer hasn't already talked with the Finance Officer of the A.C., it might be well for him to have an informal discussion with him, and perhaps get some mutual benefit from it.

LT COL DE LISLE: Now, do I understand that the military personnel operating the trains is not to be charged against the Italian Government?

LT COL ACKERMAN: We can bill them, because they are subject to all transportation charges; however, I don't think we should, because we are operating the railroads for our own use, principally.

COL EVANS: I think we had better look into this and get the proper answer on it.

Colonel Simons, will you make a note of it and get the answer to that question?

LT COL SIMONS: Yes, sir. I'll look into the matter and get all the information I can as to what is chargeable to the Italian Government, etc.

LT COL DE LISLE: We are in position to make the charges, and we just want to know the policy to follow.

LT COL SIMONS: There is an AFHQ letter on the bases of charges generally acceptable to the Italian Government. The general consensus of opinion is that operational costs will not be charged against the Italian Government.

COL EVANS: Topic "d" is next on the agenda: "To what extent are records being maintained by MRS to show transfers of property and service between British and U.S. (lend-lease) and between U.S. and Italy?"

MAJ NATHAN: We are interested in knowing what understanding the MRS has on charges against the British and Italy.

LT COL DE LISLE: Records for material and service furnished the Italian Government are available, but we have considered operation with the British as joint and haven't, up to now, had any intention of charging them. I believe we can develop such information. The work of converting British coal-burning locomotives to oil-burning is an example, and it will not be difficult to determine the charges for that. I believe our records are satisfactory.

MAJ NATHAN: On these 49 locomotives transferred from the Middle-East.....the British have wired their War Office, on the 29th of April.

LT COL DE LISLE: I have already written to the local British authorities, asking whether they made a transfer, when, who authorized it and approved it. They

maintain that such a transfer has been authorized. We understand we are not to accept a transfer, without authority.

MAJ NATHAN: Do you want to accept them as reverse lend-lease, or what?

LT COL DE LISLE: I don't believe I could answer that.

MAJ NATHAN: According to AGWAR, you are not going to be able to get spare parts for them unless on lend-lease.

LT COL DE LISLE: We have thirty less locomotives deadlined now than we had a month ago, and I believe material will be supplied account of our requisitions.

MAJ NATHAN: If you don't want to transfer on lend-lease, the British have requested permission to transfer.

LT COL DE LISLE: Why not wait to see what reply we receive; then we will get together with someone who can rule on the transfer.

We are decreasing the deadlined locomotives right along. We have a Critical-Items List in, including parts for these 49 locomotives, as we thought until recently that they were American property.

COL EVANS: I believe it would be well to recess about ten minutes at this time and reconvene at four o'clock.

(G-4 panel recessed at 1517 hours and reconvened at 1600 hours)

COL EVANS: I believe we have two more items to discuss at this G-4 panel meeting.

MAJ MC CORMICK: I believe "o," "Maintenance of railway locomotives in MRS shops, particularly with reference to spare parts problem," has been answered in the previous discussion. However, we would like a little more information about Diesel parts being fabricated.

LT COL DE LISLE: Italian production is not possible. There is only one important item being made locally - cylinder head assemblies; they are being produced by the 760th Railway Diesel Shop Battalion at the rate of one per day. We have been promised that delivery of cylinder head assemblies and bearings from England would start about 15 May.

MAJ MC CORMICK: So far as I'm concerned, that answers "a." I was wondering if there was any particular problem MRS had with regard to spare parts for locomotives.

COL EVANS: I don't want to take up too much time with the next subject, but I have a draft of a War Department revised circular on disposal of property in excess, and also SOP for handling surplus property in the theater and minutes of a meeting held on the subject.

If concurred in by MRS, such property of theirs as becomes surplus we would like to have them report on form SPB-3 to the War Department. One reason for that is that you have the stock under your control, and the Base Sections will not be authorized to sell any such property. It will also be sold by the Field Commissioner of NLC. I don't know to just what extent you have records of the costs of these items, but we are required to estimate the cost where we do not have it. We must estimate it from the standpoint of value, rather than the inflated lire. It is felt that the appraisal could best be done by people in the Military Railway Service.

LT COL DE LISLE: What type of material is that intended to cover?

MAJ MC CORMICK: Depot stocks.....anything that becomes surplus.

LT COL DE LISLE: If we left the locomotives in the theater, the proper thing to do would be to sell the parts to the Italian Government.

MAJ MC CORMICK: Yes, that's right, but Mr. Short would be the man to handle that. This man is the representative, and it will be handled through him rather than MTOUSA or anyone else.

LT COL SIMONS: I think we should have a distinction made between excess and surplus.

MAJ MC CORMICK: The War Department has decided that excess property is any property beyond the needs of the theater, and that is reported to the War Department monthly. They screen these reports from this theater so far as we are concerned. If they feel it is not economical to ship to another theater, they will state that it is beyond the needs of the War Department, and they will then state that it is surplus. Excess property beyond the needs of any theater is surplus property, subject to a declaration by the Theater Commander that it is beyond his needs. Technically, the War Department is the only one who can declare anything surplus. If it is excess to the theater, it is usually surplus to the War Department.

COL EVANS: When the War Department notifies us that the equipment is surplus, then arrangements are made for disposal of it. Mr. Short will require assistance in evaluating, because he cannot be or have an expert in every line. That assistance is going to have to be rendered by the technical service involved.

MAJ MC CORMICK: All these documents I have here are tentative, and rather than go into great detail with you now, I want to leave this with you until such time as you can go into it and then we can get together and discuss it.

COL EVANS: I think that just about winds up our G-4 Panel discussion. Now, is there anything that anyone else would like to bring up?

LT COL SIMONS: We did leave topic "b," "Finance - with respect to setting up bills or accounts to cover material supplies to the Italian State Railway," and were going to come back to it later.

LT COL DE LISLE: I think we discussed that to some extent, but perhaps Lieutenant Ludden has something he would like to bring up.

LT LUDDEN: As I understand it, there are not to be bills but merely a report of man-hours, material and depreciation costs to be put in on rehabilitation of the Italian State Railway and turned over to the A.C. for settlement.

LT COL DE LISLE: Is there a representative in Rome that will receive them?

LT COL ACKERMAN: A.C., Colonel H. G. Crawshaw.

LT COL DE LISLE: I think we will contact them first to ascertain in what form they are to be submitted.

LT COL SIMONS: You will have to coordinate them with the British. Statements should be submitted on the same basis.

LT COL DE LISLE: There is a definite separation there, Colonel, in that we will report for the maintenance of cars and locomotives and the British will report for the construction and maintenance of roadways, even though it is an American project.

LT COL SIMONS: Offer them a copy of your report and suggest that they give you a copy of their report so that you will know what's happening on both sides.

COL EVANS: Colonel Le Van, will you make your presentation?

LT COL LE VAN: It deals with topic "c," of the Engineer panel agenda, "Spare

parts for power pumps." Originally the Corps of Engineers were responsible for procurement. It has been changed to the Transportation Corps.....about two years ago. MRS has a lot of equipment that is strictly Transportation Corps, and Transportation Corps has no replacements for them and no spare parts. They are the original special lists of equipment given to those units. No one stocks those spare parts. We, of the Engineers, don't have spare parts at all for this equipment.....for such items as water pumps, pneumatic tools, accessories for their equipment, etc. It looks as though some system should be set up for their procurement. Up to now they have made their own repairs.

I feel that if we have sufficient in the theater, we should issue it to them. The item they have had trouble with was the water pump. The one they have is in such a state that it doesn't pay to get spare parts for it.

LT COL DE LISLE: There apparently has been a slight misunderstanding; although what Colonel Le Van states is true, the item referred to on the agenda is in connection with pumps that have been installed on projects and originally drawn from Engineers Supply and for which we cannot obtain spare parts without turning in old parts first. That means putting the pump out of service, which cannot be done. At important stations where locomotives are taking water, we cannot cut the pumps out and go to the supply depot for parts. Even spark plugs, I believe, come under this same category.

LT COL LE VAN: We don't have the parts for those pumps, either. I think arrangements could be made to have those turned in. It is true that there is a regulation that old parts must be brought in for replacements, but there is no sense in handicapping people to get parts.

COL EVANS: Will you look into that to see that it is straightened out?

LT COL LE VAN: Yes, sir, I will. I understand the two particular pumps in question are Transportation Corps items, and we don't carry them or parts for them.

LT COL LYSTER: Our question concerns the turn-over of communications equipment from military to Italian control, operation and maintenance. There are quite a few roads, particularly in Southern Italy, apparently ready to be turned over and can't be continued under military control but are still important to us in one way or another; but up comes the question of who would supervise, maintain and supply equipment. The A.C. comes into the picture to some extent, by their own say-so; I fail to see just how they tie into it. A representative of the Railways Sub-Commission seems to feel that he should control those roads and be responsible for them. I don't quite get the connection and would like an opinion. It seems to me the responsibility of supervising the quantities of maintenance material and for collecting and delivering to the Italian operations rests with the Military Railway Service. That would be my opinion. I wonder if you could help us out on what connection the A.C. would have.

LT COL ACKERMAN: There has been a decision to the effect that as long as railroads are essentially operated for the military, the maintenance and supply are a military responsibility. We will maintain and provide necessary supplies through military channels as long as they are necessary to the military operations.

LT COL LYSTER: A. C., then, would not, apparently, enter the picture.

COL EVANS: Not until the railroads are more a civilian interest than military.

LT COL LYSTER: Then, they would still come under the Military Railway Service and be supervised, etc., by them. The actual collection and delivery is of interest

because of the question as to whether or not there will be any military personnel at this point, that is, whether or not MRS will remain here or move further north.

LT COL DE LISLE: In the Naples area, we are getting to that point right now, I would think. The only MRS unit there is a shop battalion.

CAPT JOHNSTON: The arrangements I have made, and the I.S.R. are agreeable, that if we can turn over a certain amount of stores to them in Rome they will see that they are properly distributed. I have finally gotten the Chief of the Signal Section, I.S.R., to agree to see to the distribution of the equipment to the various compartments; that is, the lesser offices under the office in Rome: Ancona, Bari and Naples, which we are interested in particularly at this moment.

COL EVANS: Do you have any idea of setting up a pool?

LT COL Lyster: A pool would merely mean requisitioning of a 30-day supply from PEBASE by Captain Johnston. If that were 15 days, I would say that is quite satisfactory. We set it up on our AFHQ projects, and then Captain Johnston draws on those projects. He could requisition that amount of material, and then it would have to be drawn by a British or American officer and given to the Italians.

LT COL DE LISLE: That would be a big help to us if we could handle in that way.

LT COL Lyster: The actual drawing of it from Base Section would have to be made by British or U.S. officials.

COL EVANS: I don't see any objection to that. I think this is just another step

in making the Italians self-sustaining. As a question, Captain Johnston, how much of this equipment is there?

CAPT JOHNSTON: It consists of a small quantity of tape and solder and it may be necessary to supply some lead sleeves. They are fully capable of carrying out their own repairs. I know their exact requirements; there wouldn't be any guess work about it.

LT COL LYSTER: Quantitatively it is unimportant.

COL EVANS: I thought it was. I don't see any objection to that arrangement.

LT COL ACKERMAN: A.C. will eventually submit requisitions for the railroads; before any are approved, they will be sent up here for screening. Our experience so far has been that the requisitions have been rather excessive in amounts and items. We ask that very careful screening be made on any requisitions that are sent here.

CAPT JOHNSTON: I think we could get around that in Signal Supply by setting up a number of items that they are supposed to be supplied with and anything outside of that they just wouldn't get.

LT COL ACKERMAN: Any way you want to work it is agreeable to us.

COL EVANS: I have one matter I would like to take up with the assembled conference as an indicator of the status of the theater so far as redeployment is concerned. This is a G-4 memorandum on policy and procedures governing the redeployment phase. I read this rather for its implications. (Memorandum read). In redeployment regulations, we are to equip units with combat-serviceable equipment wherever possible for us to do so, but we are not to requisition from the Zone of Interior materials sufficient to do this or to cover shortages.

What they have in mind here, I think, more than anything else, is that the war in Italy is over, and operation projects, requirements of supplies, etc., don't exist any more; and, in the light of this, supply chiefs are to go through requisitions with the view of cancelling anything that is not necessary. We are going to have enough to send out of this theater without adding more.

(G-4 panel discussion ended at 1645 hours)

CONCLUDING CONFERENCE

COL EVANS: As I outlined earlier in the afternoon, we want to hear the remarks of the various panels, discussion not to exceed five minutes, covering matters considered and solutions reached. We have already heard before this assembly some of this material, but I would like to have a brief coverage of these various items. In a meeting such as this where so many problems are closely tied in we don't have the separation that many services have. I would like to hear from the MRS people - Captain Quinn.

CAPT QUINN: At the present time, we can't say we are urgently in need of any items from the Engineers. We are getting very good results.

COL EVANS: Captain Ransom, will you make your presentation.

CAPT RANSOM: All topics for discussion were carefully considered. Requisitions seem to be very satisfactory. It seems that all requests by our organization to Ordnance are filled rapidly. There are very few items we are unable to obtain from them. The only thing we seem to have difficulty with is the salvage of various items, which is caused by the fact that we do not have an authorized T/E. That is about the only difficulty we find.

COL EVANS: The obtaining of an SLOC will solve that problem?

CAPT RANSON: Yes, sir. That's our biggest problem.

COL EVANS: Captain Johnston, will you give us a brief summary with regard to topics discussed by the Signal Panel.

CAPT JOHNSTON: I might make a brief resume. Future commitments north of Bologna were considered. Original estimates covered about 500 miles of pole line, but we now believe we can cut it down to 250. The original requirement of telephone poles we believe we can cut almost in half. With regard to the dispatching of equipment, there was one approved project which I believe we can carry along on all right. The next question considered was the possibility of having some sort of temporary stock whereby we could draw supplies required for projects north of Bologna. At present, we have an urgent need for some tape, but that is now straightened out.

We also discussed the type of work being carried on; the work and maintenance of lines turned back to Italians, replacing of cables, and rehabilitation work in the north. The troops we have are two signal sections, three British railway signal telegraph companies of approximately 200 men each, and one contracting company working under contract with I.S.R. and supervision of MRS, and we have a hundred signal people of Italian State Railways. We have quite enough personnel to carry on. When it comes to dealing with the Italian personnel we run into the problem of transportation. That is being handled through the Storage Section.

LT COL DE LISLE: A cable for trucks has been forwarded to the Commanding General, MTOUR. Drivers have also been requested, as it is our intention to forward the trucks loaded, to the Bologna area.

COL EVANS: The trucks are coming from PBS. You had better call Colonel Foster on it.

Now, I believe we are ready to hear from the Finance Panel.

LT LUDDEN: We discussed with PBS the turning over of their waybills to us for the purpose of working out data on the tonnage hauled over the railways and rendering a consolidated report with the British so that it will represent the amount of freight and passenger traffic carried over all the railways in Italy. Then, there was a question about the repairs and maintenance made to rolling stock and locomotives of the Italian State Railways. We have information from which can be worked up now the cost of these repairs, the U.S. material that has gone into them, with the idea that they will probably be used to make some settlement with the Italian Government later on. Colonel Simons thought we should set up an equipment rental charge for the U.S.A. equipment that is being used on the railways.

LT COL SIMONS: You mean shop equipment, Lieutenant Ludden; that's right.

COL EVANS: Lieutenant Raymond, POL panel.

LT RAYMOND: We had a few questions on the matter of slating. It seemed that we were only reporting slating for five major oils which were given to us in error, and we are now making arrangements to give the information desired on all oil used. We were also slating for north, south, east and west Italy, in that the POL products will be able to come into the major ports: Ancona, and Bari on the east and Leghorn and Naples on the west.

That is all we had.

COL EVANS: Major Long, A.C. Transportation Officer.

MAJ LONG: I have nothing to say except that I'm glad I found out about those trucks. I am still going to find out if I can't send some of the British trucks over to Sicily.

LT COL DE LISLE: In closing, I wish to thank all the officers who attended and assisted in this conference. The discussions brought out considerable information which I believe will be helpful to us and possibly as information to some of the visiting officers.

I really wish it were possible to get together more often, as in this form of a meeting so many things are discussed informally that would never enter into correspondence or telephone conversations.

Thanks again, and I hope to see you all later.

COL EVANS: On behalf of the officers of MEOUSA, I want to say that I feel we have had a very good meeting here, and even if we had not had an agenda for this meeting it is well worth the expenditure of time of the officers involved to get together so that we at least get to know each other better.

I appreciate the friendly spirit that has been shown. I think this conference has been valuable to us.

Thank you very much, indeed.

(Conference concluded at 1715 hours, 2 May 1945)

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may Long.

47

ALLIED RAILWAY BOARD.

STORES SUB-COMMITTEE.

Tn.A. 2/135.

Minutes of Meeting No. 4 held in
Office of D.D. Tr. (Stores) M.R.S., 30 April 1945.

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

PRESENT:

- Col. R.E. Coward M.R.S. (Chairman)
- Maj. C.M. Long, A.C. Tr. Sub. Comm. (Member)
- Ing. Bracci I.S.R. (Member)
-
- Lt. Col. E.F. de Lisle M.R.S.
- Capt. G.J. Ellis M.R.S.
-

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Lt. Col. E.F. de Lisle M.R.S.
Capt. G.J. Ellis M.R.S.

Distribution:

D.C.M.G. (Mov. & Trn.), A.F.H.Q. (Chairman Allied Rly. Board).
Director, Mil. Rly. Service.
Director, Trn. Sub-Comm. A.C.
Director General, I.S.R.
E.D.M.R.S.
E.D.Trn., Trn. (Br.) - A.F.H.Q.
E.D.Trn. Rlys.
Maj. C.M. Long, A.C. Trn. Sub-Comm. (6)
Ing. G. Bracci, Stores Dept. I.S.R.
Construction Sub-Committee.
Equipment Sub-Committee.
Traffic Sub-Committee.
Finance Sub-Committee.
Lt. Col. E.F. De Lisle.
HQ, 3 Trn. Stores Group.

5770

Minute
No.

31

(18)

SYSTEMATIC PROGRAM FOR SUPERVISING SHORT TERM REQUIREMENTS OF THE I.S.R.

(a) Chairman stated that a directive had been published in the form of a Technical Instruction - No. 38. Copies have been distributed as necessary. It was emphasized that conditions are continually changing, and as military commitments develop farther north, more sections of the railways will be handed back to the I.S.R. and it is therefore essential for the Stores department of the I.S.R. to develop its own resources as far as possible.

(b) As stores matters in the Ancona Compartimento are not satisfactory, the Chairman suggested that Ing. Brocci, in the company of an M.R.S. Stores officer, should visit Ancona, calling at Poligno en route. Ing. Brocci agreed.

ACTION:-

D.P.Th. (Stores) will arrange a joint visit by M.R.S. and I.S.R. representatives.

32

(19)

RECOVERY OF DISPERSED I.S.R. STORES.

Between 13 March and 7 April, thirty more places were visited, only 6 of which contained stores which were of interest. Details of stores found and their disposal are as follows:-

<u>Location</u>	<u>Stores</u>	<u>Disposal</u>
Cancello	Small quantity steel sections	I.S.R. Depot, Poggioreale.
Tuerza	Electric locomotive spares	I.S.R. Depot, Poligno.
Stat. di Campiglia	No I.S.R. Stores but approx. 10 tons Light steel Trestling	331 T.S.D.
Siena	Loco spares and boiler tubes	I.S.R. Depot, Florence.
Volterra	Loco spares	-do-
Reggio Calabria	Complete inventory taken by I.S.R. Cape	Transfer of selected stores to 326 T.S.P. requested through Tr. Sub Comm. A.C.

33

(22)

TIMBER REQUIREMENTS.

(a) Timber for Car Remains.

5769

RECOVERY OF DISBURSED I.S.R. STORES.

32

(19)

Between 14 March and 7 April, thirty more places were visited, only 6 of which contained stores which were of interest. Details of stores found and their disposal are as follows:-

<u>Location</u>	<u>Stores</u>	<u>Disposal</u>
Cancello	Small quantity steel sections	I.S.R. Depot, Reggioaale.
Paenza	Electric locomotive spares	I.S.R. Depot, Poligno.
Stat. di Campiglia	No I.S.R. Stores but approx. 10 tons light steel Prestling	331 T.S.D.
Siara	Loco spares and boiler tubes	I.S.R. Depot, Florence.
Volterra	Loco spares	-do-
Reggio Calabria	Complete inventory taken by I.S.R. Capo	Transfer of selected stores to 326 T.S.D. requested through Tn. Sub Comm. A.C.

33

TIMBER REQUIREMENTS.

5769

(22) (a) Timber for our Repairs.

Total quantities supplied during March were:-

(i) By I.S.R.S.

	<u>Tons</u>
From T.S.Ds.	175
" U.S. sources	1250
" Calabria (U.S. & BR.)	352
	<u>1777</u>
	NIL
	<u>1777</u>
	<u>TOTAL</u>

(ii) Ex I.S.R.

No reply had yet been received from I.S.R.S. regarding agreement of release to the I.S.R. of the 11,000 tons of timber available in Calabria. Ing. Pracci stated 4500 tons were ready for immediate movement.

ACTION:- Lt. Col. De Lisle will press P.B.S. for agreement.

2366

Minute
No.

33 TIMBER REQUIREMENTS (Cont'd)

(22) (b) timber at Cirella.

The Chairman recalled Ing. Bracci that no reply had yet been received to our letter dated 15 Apr. 45 in which we requested that a contract be placed with SIFA - (a) for the timber already received and distributed and (b) for the remainder of the timber on site.

ACTION: Ing. Bracci will expedite placing of contract.

(c) The Chairman referred to Minute No. 12 of meeting No. 3 of the Equipment Sub Committee and remarked that it appeared to be a roundabout way of doing business. He suggested that Ing. Bracci should contact Ing. Grandi direct. Ing. Bracci agreed.

34 SUPPLY OF LOCOMOTIVE COAL - NAPLES COMPARTMENT.

(23) (a) Lt. Col. de Lisle stated that similar arrangements had been made as for Bari Compartimento and that the I.S.R. Central Coal Office representative Sig. Fiorini was now arranging distribution and supplying M.R.S. with information on receipts, issues and stocks through the Central Coal Office.

(b) The chairman said the possibility of similar arrangements being carried out in the Rome and Ancona Compartimenti should be examined. Ing. Bracci stated that a competent official exists in Ancona but that one will shortly be appointed.

(c) The I.S.R. representative in Civitavecchia will shortly be visiting Rome and a meeting with Lt. Col. de Lisle will be arranged.

(d) Ing. Bracci asked whether it was necessary for coal discharged at Civitavecchia to be transported by lighter to Fiumicino and thence by rail to Rome. He pointed out that this increased the price of coal to the I.S.R. by 1200 lire per ton and that empty cars had to be supplied to Fiumicino whereas at Civitavecchia the coal would be loaded into empties returning down line 50. Lt. Col. de Lisle questioned whether this statement was correct.

(23) (a) Lt. Col. de Lisle stated that similar arrangements had been made as for Bari Compartimento and that the I.S.R. Central Coal Office representative viz. Fiorini was now arranging distribution and supplying M.R.S. with information on receipts, issues and stocks through the Central Coal Office.

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ACTION:- Lt. Col. de Lisle will investigate and ascertain whether direct rail movement from Civitavecchia can be arranged if not already in progress.

35 P.O.L. for I.S.R.

(24) The Chairman stated that pressure of other work had delayed the preparation of a directive. It was hoped, however, to discuss the proposals with Pet. Sec. and S. & T. prior to the next meeting of the Stores Sub Committee.

Lt. Col. de Lisle raised the question of turning over the stock of lubricants in the I.S.R. depot at Foggiorale to C.I.P. The Chairman stated this would be resolved when the directive is agreed by Pet. Sec.

36 COLLECTION OF SCRAP MATERIALS BY I.S.R.

(29) The Chairman stated that Director of Engineer Production and Stores A.R.E.O. had agreed to 150 tons of scrap per week being accepted at Terni Steelworks. None is required elsewhere for the time being and the I.S.R. should therefore take steps to collect and store scrap in convenient dumps. Definite proposals from the I.S.R. are awaited but

- 3 -

Minute
No.COLLECTION OF SCRAP MATERIALS BY I.S.R. (Cont'd)

36

(29)

the Chairman emphasized that approval of the Transportation Sub-Committee must first be obtained to proposed sites. Ing. Bracci said that adequate depots for storage of scrap formerly existed near Turin, Milan and Verona. The Chairman pointed out that enormous quantities of scrap in the shape of burnt out wagons etc. are still lying scattered over Southern Italy. Movement to northern depots is obviously impracticable and the area horded over at Poggioreale would be quite inadequate.

37

SLEEPERS.

(a)

The Chairman reported that reconnaissance had revealed that removal of sleepers in the Bologna area far exceeded anything yet encountered in Italy and therefore it had become necessary to place all substantial stocks at present in possession of I.S.R. under M.R.S. control.

(b)

Ing. Bracci said that it would shortly be possible to move the 25,000 sleepers at Vetralla, if required by M.R.S., by rail. The chairman asked Ing. Bracci whether there were any quantities of sleepers at stations other than those detailed in the lists in our possession. Ing. Bracci replied that he was not aware of any but that as the I.S.R. only receive advice from their contractors when substantial quantities of sleepers are ready for inspection, it is possible that quantities against contracts already placed are now becoming available. Ing. Bracci promised to obtain the latest position from all contractors. Major Long advised that 3500 sleepers were deposited in the Exhibition Station, Rome, and are belonging to the Railways in Concession. These did not figure in the list provided by Ing. Bracci but have now been added.

(c)

The Chairman reported that M.R.S. had instructed that all redundant sleepers and fittings (i.e. in double track not in use) on Line 65 between Orte and Groszco are to be lifted and concentrated at the nearest stations ready for use if required in N. Italy.

AGREED that this was a matter for the Construction Sub Committee who are requested to advise Stores Sub Committee quantities and locations of sleepers so collected in order that bids for movement may be entered when necessary.

(d)

The Chairman reminded Ing. Bracci that the M.R.S. will not be

578

Italy and therefore it had become necessary to place all sleeper stocks at present in possession of I.S.R. under M.R.S. control.

(b) Ing. Pracci said that it would shortly be possible to move the 25,000 sleepers at Vetralla, if required by M.R.S., by rail. The chairman asked Ing. Pracci whether there were any quantities of sleepers at stations other than those detailed in the lists in our possession. Ing. Pracci replied that he was not aware of any but that the I.S.R. only receive advice from their contractors when substantial quantities of sleepers are ready for inspection, it is possible that quantities against contracts already placed are now becoming available. Ing. Pracci promised to obtain the latest position from all contractors. Major Long advised that 3500 sleepers were deposited in the Exhibition Station, Rome, and are belonging to the Railways in Concession. These did not figure in the list provided by Ing. Pracci but have now been added.

(c) The Chairman reported that D.M.R.S. had instructed that all redundant sleepers and fittings (i.e. in double track not in use) on line 65 between Orte and Anagnino are to be lifted and concentrated at the nearest stations ready for use if required in N. Italy.

AGREED that this was a matter for the Construction Sub Committee who are requested to advise Stores Sub Committee quantities and locations of sleepers so collected in order that bids for movement may be entered when necessary.

(d) The Chairman reminded Ing. Pracci that the M.R.S. will not be importing sleepers into Italy after the end of 1945. The I.S.R. should therefore take steps to obtain their requirements for next year. Maj. Long informed that a free timber zone exists in Southern Italy and the I.S.R. should therefore place contracts. Ing. Pracci informed that this was already in hand. Ing. Pracci also stated that there is no timber in N. Italy suitable for railway sleepers.

(e) Ing. Pracci asked whether sleepers either wooden or steel could be included in the supplementary lists of requirements for the second half of 1945 now being prepared. The chairman ruled that this was not possible. Wooden sleepers were being obtained locally or from military stocks and he could not support any application for the import of steel sleepers in this period. Regarding 1946, this was primarily a matter for A.C. Tr. Sub-Commission but he felt that the shipping position would be such that I.S.R. requirements would have to be met from Italian resources. Maj. Long agreed with this view.

W. E. Comare
R.E. COMARE, Col.,
D.D.Tr. (Stores) M.R.S.,
Chairman, Stores Sub-Committee.

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

785021

SECRET

HEADQUARTERS
MEDITERRANEAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 512

21 April 1945

SUPPLY CONFERENCE G-4 MTOUSA - MILITARY RAILWAY SERVICE

AGENDA

DATE : ~~25-26 April 1945~~ ^{2 May}
 TIME : ~~1600 hours 25 April 1945~~ ^{1330 2 May 1730}
 PLACE : Military Railway Service, Rome
 PURPOSE : To Discuss Mutual Supply Problems.

1. Conference will be opened by a meeting of all conference representatives at ~~1600 hours 25 April 1945~~ ^{1330 2 May}.

a. A brief summary of the purpose of the conference and the benefits derived therefrom will be given by the presiding officer.

b. Outline of conference procedure.

c. Introduction of representatives.

d. Discussion of the Military Railway Service's mission, organization and functions will be given by an appropriate officer of Military Railway Service.

e. Discussion of Supply Discipline, Supply Security and Pilferage by the presiding officer.

f. Summary of supply action for redeployment by a MTOUSA representative.

2. Topics of interest to the individual services will be discussed at panel meetings, ~~25 April~~ ^{2 May}. Panels will consist of G-4 and Special Staff representatives of MTOUSA and Military Railway Service. (See Tab "A" for list of Topics by Service)

- a. Engineer Panel, MTOUSA representative - Lt. Colonel Le Van.
- b. Ordnance Panel, MTOUSA representative - Lt. Colonel Guroton.
- c. Quartermaster Panel, MTOUSA representative - Major O'Connell.
- d. Signal Panel, MTOUSA representative - Lt. Colonel Lyster.
- e. Transportation Panel, MTOUSA representative - Major Renick.

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- f. POL Panel, MTOUSA representative - Lt. Colonel King.
 - g. Special Service Panel, MTOUSA representative - Major Blackman.
 - h. G-4 Panel, MTOUSA representatives - Col. Blakeney, Col. Evans, Colonel Dedenhoff, Lt. Col. Gwathmey, Lt. Col. Simons, Lt. Col. Ackerman, Major Catlin, Major Nathan.
3. Concluding conference to be attended by all conference representatives, will be held at 1300 hours ~~26 April~~ ^{26 May} 1945.
- a. Discussion, not to exceed five (5) minutes, will be received from the Senior Military Railway Service representative of each panel on matters considered and solutions reached during panel meetings.
 - b. G-4 representatives will discuss matters of general interest taken up in the G-4 Panel.
 - c. Receive recommendation for improvement in conference procedure from MRS representatives.
4. The MTOUSA representative of each panel will upon returning to Headquarters, MTOUSA, submit a brief written report in duplicate on each subject considered.

For the AG/S, G-4:

Houston V. Evans
HOUSTON V. EVANS
Colonel, GSC
Chief, G-4 Opns Branch

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1. Topics for discussion in the Engineer Panel, MTOUSA representative - Lt. Colonel Le Van.

- a. Future requirements for Standard and High Early Strength/for use in reconstruction of railway lines in North Italy. (MTOUSA) ^{concrete}
- b. General discussion of Engineer problems during redeployment period, to include boxing and crating requirements, construction requirements, maintenance and repair of Engineer equipment. (MTOUSA)
- c. Spare parts for power pumps. (MRS)
- d. Concrete results obtained on matters covered in the Theater Commander's directive on Supply Discipline. (MTOUSA)
- e. Lumber for repairs to freight cars. (MRS)
- f. Items listed in catalog but not stocked. (MRS)

2. Topics for discussion in Ordnance Panel, MTOUSA representative - Lt. Colonel Carleton.

- a. Preparation and submission of MINT Reports. (MTOUSA)
- b. Status of 1st and 2nd echelon maintenance. (MTOUSA)
- c. Discussion on placing MRS on a requisition basis for Ordnance Major Items. (MTOUSA)
- d. Concrete results obtained on matters covered in the Theater Commander's directive on Supply Discipline. (MTOUSA)
- e. Miscellaneous supplies for use on Diesel rail motor cars. (MRS)

3. Topics for discussion in the Quartermaster Panel, MTOUSA representative - Major O'Connell.

- a. Concrete results obtained on matters covered in the Theater Commander's directive on Supply Discipline. (MTOUSA)

4. Topics for discussion in the Signal Panel, MTOUSA representative - Lt. Colonel Lyster.

- a. Status of fixed installation projects including reductions in pole line material. (MTOUSA)
- b. Costs of fixed installations for purpose of possible sale. (MTOUSA)
- c. Concrete results obtained on matters covered in the Theater Commander's directive on Supply Discipline. (MTOUSA)
- d. Supply of maintenance material for railway which has been returned to civilian operation. (MRS)

5. Topics for discussion in the PCI Panel, MTOUSA representative - Lt. Colonel King.

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- a. Storing and maintaining in stock various oils and lubricants. (MRS)
- b. Accounting for POL products to Italian State Railway. (MRS)
6. Topics for discussion in the Special Service Panel, MTOUSA representative - Major Blackman.
 - a. Concrete results obtained on matters covered in the Theater Commander's directive on Supply Discipline. (MTOUSA)
7. Topics for discussion in the Transportation Panel, MTOUSA representative - Major Renick.
 - a. Copies of waybills and information for statistical report of U.S. military rail traffic handled; also military personnel travelling by rail. (MRS)
 - b. Concrete results obtained on matters covered in the Theater Commander's directive on Supply Discipline. (MTOUSA)
 - b. Topics for discussion in the G-4 Panel, MTOUSA representatives - Col. Blakeney, Col. Evans, Col. Bodenhoff, Lt. Col. Gauthier, Lt. Col. Simons, Lt. Col. Ackermann, Major Catlin, Major Nathan.
 - a. Supplies required on sections of the railway turned back to civil operation. (MRS)
 - b. Finance - with respect to setting up bills or accounts to cover material supplies to the Italian State Railway. (MRS)
 - c. T/O & L and SLOC for Diesel Shop Battalion. (MRS)
 - d. To what extent are records being maintained by MRS to show transfers of property and service between British and U.S. (Lend-Lease) and between U. S. and Italy? (MTOUSA)
 - e. Maintenance of railway locomotives in MRS shops particularly with reference to spare parts problem. (MTOUSA)
 - f. Policy for handling disposals of property thru OAMLC which is opening an office in Rome. (MTOUSA)

SECRET

Allied Force
MILITARY RAILWAY SERVICE-ITALY
Office of Director

SECRET
Auth: LOMRST
*Initials: *
Date: 17 Apr 45

AF0 512
17 April 1945

SUBJECT: Supply Conference

TO: Commanding Officers:
701st Railway Grand Division, APO 512
715th Railway Operating Battalion, APO 512
719th Railway Operating Battalion, APO 512
753rd Railway Shop Battalion, APO 512
760th Railway Diesel Shop Battalion, APO 512

1. With further reference to our letters dated 20 March and 2 April, subject as above, regarding general supply conference to be held at this headquarters on 26 April.

2. Unless there are reasons which prevent, it is expected that the officers named below will be present - and prepared to handle the subjects assigned.

3. If, in the opinion of the above Commanding Officers, any other representatives of their unit should be present, they are welcome - either with or without special subjects.

SUBJECTS TO BE DISCUSSED

M.R.S. REPRESENTATIVE

Re-deployment

Major Ratelle
Captain Burkort

Engineers Service

- a. Procuring spare parts for power pumps
- b. Lumber for repairs to freight cars
- c. Items listed in catalog but not stocked
- d. Catalogs - appears to be more than one

Captain Quinn
Captain Blake
W/O Riddle

Ordnance

- a. Miscellaneous supplies for use on Diesel rail motor cars
- b. T/E and SLOE for Diesel Shop Battalion

Captain Ransom
Lieutenant Nichols

Signal

- a. Supply of maintenance material for railway lines which have been returned to civilian operation

Captain Johnston

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Supply Conference, 17 Apr 45

SUBJECTS TO BE DISCUSSED

M.R.S. REPRESENTATIVES

A. C.

- a. Supplies required on sections of the railway which has been returned to civilian operation

Major Long

Finance

- a. General - with respect to setting up bills or accounts to cover material supplied to the I.S.R.
- b. Accounting for FCL products to I.S.R.

Lieutenant Ludden
Lieutenant Raymond

POL

- a. Slating and maintaining in stock various oils and lubricants

Lieutenant Raymond

General

- a. Transportation - copies of way-bills and information for statistical reports of U.S. military rail traffic handled; also military personnel traveling by rail.

Lieutenant Ludden
Lieutenant Raymond

FOR THE DIRECTOR:

E. F. De Lisle
E. F. DE LISLE
Lt Col, TC
Asst Dep Dir-Stores

Copies furnished:

- ✓ A.C. Transportation Officer, Bldg
- Ry Signal Maintenance Supt, MRS-Italy, Bldg
- Auditing Officer, Fiscal Section, MRS-Italy, Bldg
- Fuel Agent, MRS-Italy, Bldg

SECRET

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

785021

SECRET

Allied Force
MILITARY RAILWAY SERVICE-ITALY
Headquarters 774th Railway Grand Division
Office of Director

SECRET
Auth: DOWNSI
Initials:
Date: 20 Mar 45

APC 512
20 March 1945

SUBJECT: Supply Conference

TO : Commanding Officer, 701st Ry Grand Division, APC 512
Commanding Officer, 715th Ry Operating Battalion, APC 512
Commanding Officer, 719th Ry Operating Battalion, APC 512
Commanding Officer, 783rd Ry Shop Battalion, APC 512
Commanding Officer, 788th Ry Diesel Shop Battalion, APC 512

1. A supply conference between representatives of all MWOUSA Supply Services and Military Railway Service will be held at this headquarters on 11 April 1945.
2. The purpose is to bring our Supply Officers with their problems in direct contact with the P.R.S. and MWOUSA officers in charge of the various Services - Engineers, Quartermaster, etc.
3. Please arrange, if possible, for your Supply Officer to be present. If any other officers of your unit have a particular subject that you feel should be discussed, we will be glad to include in the program, provided information is submitted in advance.
4. It is the thought to assign each M.R.S. Supply Officer a particular subject to discuss with the representative visiting officer - and it is preferred, if possible, to have the M.R.S. officer who has a particular point or who is best qualified to handle the respective assignments.
5. To set up such a program, we would appreciate a reply within the next week, advising who will be present and which or what subject they would prefer to handle. We will endeavor to assign on that basis, but may have to make some changes.

FOR THE DIRECTOR:

E. P. McLean
E. P. McLean
Major, 30
Asst Deputy Director-Stores

cc: Major G. M. Long, A.C. Trans. Officer, Bldg

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may Long
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ALLIED RAILWAY BOARD

MEMBERS SUB-COMMITTEE

Minutes of Meeting No. 3 held in
Office of A.D.M. (Stores) M.E.R. 22 March 1945.

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

PRESENT:

Lt. Col. R. E. Gorman M.E.R. (Chairman)
Maj. H. M. Long, S.C. (M. Sub-Committee Member).
Maj. Bruce, I.E.R. (Member)

Lt. Col. A. W. Richards M.E.R.
Maj. D. R. E. Chaplin M.E.R.
Capt. F. G. Swinson M.E.R.
Capt. C. P. Worsfold M.E.R.
(Comdr. Sub-Committee rep.)
(Stores Section)
(Stores Section)
(Equip. Sub-Committee Rep.)

Distribution:

D. G. L. G. (Mov. & Tr.) A.F.H.Q. (Chairman Allied Rly. Board)
Director, Mil. Rly. Service.
Director, M. Sub-Comm. A.C.
Director General, I.E.R.
D. B. E. E. S.
D. D. T. T. T. (Sr.) A.F.H.Q.

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FILE 4

Lt. Col. A. N. McQuinn M.A.S. (Const. Sub-Committee rep.)
 Maj. D. H. B. Chaplin M.A.S. (Stores Section)
 Capt. P. S. Swinson M.A.S. (Stores Section)
 Capt. C. H. Thompson M.A.S. (Quality Sub-Committee Rep.)

Distribution:

D. C. M. B. (Gov. & Tr.) A. F. H. Q. (Chairman Allied M.V. Board)
 Director, Mil. Reg. Service.
 Director, In. Sub-Comm. A.C.
 Director General, I.S.R.
 D. D. H. M. S.
 D. D. M. S. A. (Br.) A. F. H. Q.
 D. D. M. S. M.
 Maj. J. N. Long, A.C. Tr. Sub-Comm.
 Ing. S. E. Traci, Stores Dept. I.S.R.
 Construction Sub-Committee.
 Equipment Sub-Committee.
 Traffic Sub-Committee.
 Maj. E. J. De Lisle.
 Maj. J. H. Moore Group.

5123

2379

Minute
No.

18
(16)

HYDRAULIC PROBLEMS FOR SUPPLYING AROUND THE REQUIREMENTS OF THE I.S.B.
Chairman stated that a directive had been drafted and submitted to D.M.H.S. for approval, after which it would be sent to En. Sub-Comm.A.C. for their concurrence.

19
(7)

ASSESSMENT OF DISAPPEARED I.S.B. STORES.
Chairman stated that reports had now been received from 3 En. Stores Group.

Question of stores found had been small; up to the 10th March 12 places had been visited but only at 11 of these places were there any quantities of stores. Details of stores found and their disposal are as follows:-

<u>Location</u>	<u>Stores</u>	<u>Disposal</u>
Asitisi, Castel Mainardo, Electric loco Petona, Torontino	equipment, copper, signal box equipmt. water supply stores)	I.S.B. Depot Poligno.
Terra del Lago, Viareggio.	Cotton waste.	310 T.S.D.
Colleselevo, etc.	Electrical stores	I/S/R Depot, Florence.
	Paint, Copper wire, Salsomuro.	351 T.S.D.

20
(5)

REPAIRS TO I.S.B. REQUIREMENTS.

Chairman referred to a letter from I.S.B. dated 2th Jan. 44 addressed to I.S.B. and En. Sub-Commission which suggested that the Florence stores be reconstructed, and requested Ing. Bracci to submit brief proposals regarding same to be rebuilt. On receipt, the proposals would be considered by this Sub-Committee and if approved passed to Construction Sub-Committee for the necessary work to be authorized subject to availability of materials.

21
(10)

REPAIRS IN NORTHERN ITALY.

Chairman stated that Ing. Bracci had supplied a list detailing firms from which I.S.B. purchased stores, etc., in Northern Italy.

Forre and Lard,	Electrical stores	1/3/3 Depot,
Vinnygo,		Florence,
Callowayville,	Cable, Copper wire,	351 P.S.D.
	Galena, Mo.	

20
(5)

REPORT TO I.S.R. BOARD

Chairman referred to a letter from I.S.R. dated 28 Jan. 44 addressed to I.S.R. and Mr. Sub-Committee which suggested that the Pinebluff stores be evacuated, and requested Ing. Brown to submit brief proposals regarding where to be rebuilt. On receipt, the proposals would be considered by this Sub-Committee and if approved passed to Construction Sub-Committee for the necessary work to be authorized subject to availability of materials.

21
(10)

RECOMMENDATIONS IN NORTHWEST ITALY.

Chairman stated that Ing. Brown had supplied a list of building firms from which I.S.R. purchased stores, etc., in Northern Italy.

Translations of the list would be sent to 3 Mr. Storrs Gray for distribution to officers establishing depots and undertaking recovery. In Northwest Italy when this area is liberated.

22
(11)

REPORT FROM NORTHWEST.

1. Timber for our repairs.

Chairman stated that total quantities supplied during February were:-

Tons.

1. <u>From I.S.R. stores</u>	
From I.S.R. stores	210
" U.S. Depots	376
" Calicutia (U.S. & M.)	362
2. <u>From I.S.R.</u>	6
<u>TOTAL</u>	<u>954</u>

TIMBER REQUIREMENTS (Cont'd).

a. Timber for car repairs (Cont'd).

Equipment Sub-Committee Rep. stated that hardwood or softwood, whichever was available, would be accepted for car repairs and that it was estimated that approx. 900 tons of timber would be required monthly.

Major Chaplin stated that an agreed sub-division of responsibility for the supply of timber for car repairs existed between I.R.S. (Mr.) and M.R.S. (C.S.) which would prevent duplication of supply.

Mr. Preece stated that I.R.S. had received an offer of 11,000 tons of timber available in Calabar. It was not yet known what proportion of this amount was immediately available, but it was proposed to place an order for the whole quantity.

Chairman stated that on receipt of details of the name of the firm and location of timber I.R.S. would make enquiries to ensure there is no objection to the I/S/R. obtaining this, i.e. that it does not conflict with military requirements. If the timber becomes available I.R.S. or M. Sub-Committee will bid movement.

Timber at Giralla.

Mr. Preece stated that payment of labour at Giralla was now satisfactory.

Chairman stated that timber was moving very slowly owing to transport difficulties. Major Long stated that this transport was not in the hands of the Italian Organisation S.M.A.O. and that he will communicate with the firm and request that an additional 3 lorries be provided, thus making 6 in all.

b. Timber for General Railway Requirements.

Construction Sub-Committee Rep. stated that an estimation of requirements of round timber for tunnel shores etc. would be submitted as soon as possible.

Major Long stated that the I.R.S. contractors working on line 56 (Ancone - Orton) had reported 7413 cubic metres of timber.

SAFETY OF LOCOMOTION COAL - EARLY DELIVERY.

Major De Lisle was unable to attend the meeting but it was understood

Timber at Utrille.

Major Long stated that payment of labour at Utrille was not satisfactory.

Chairman stated that timber was moving very slowly owing to transport difficulties. Major Long stated that this transport was now in the hands of the Italian Organisation E.N.I.C. and that he will communicate with the firm and request that an additional 3 lorries be provided, thus making 6 in all.

b. Timber for General Railway Requirements.

Construction Subcommittee Rep. stated that estimates of requirements of round timber for tunnel shores etc. could be submitted as soon as possible.

Major Long stated that the I.C.R. contractors working on line 86 (Ancone - Orsicon) had supplied 1113 cubic metres of timber.

SUPPLY OF LOGGING TRAIL - MARINO DEPARTAMENT.

Major De Lisle was unable to attend the meeting but it was understood that he has this matter in hand.

P.O.D. for I.C.R.

Chairman stated that it is hoped to discuss the proposals outlined in Memo No. 14 with P.O.D. and S & T. in the near future.

I.C.R. for the 1950-51 season.

Chairman stated that I.C.R. had been informed of our intention to sponsor the repaying of these works for railway purposes and a request had been made to cancel releases of controlled stores to other services.

This request had not been agreed to and reallocation will be considered at the next meeting of the I.C.R. Engineering Materials Committee.

Meanwhile in application had been made to A.P.S. for action to be taken to ensure that all plant, equipment and stores at the Ancone Works were of cars etc. for the I.C.R.

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S.A.C.F.E.M. Stores Works, ALZIMO (Cont'd).

Chairman also stated that a detachment of the R. & H. Composite Railway Operating Company were stationed at Arundo and were assisting the firm in rehabilitation.

CANBES.

Major Long stated that Tn. Sub-Commission had obtained 30 tons verbiide for I.B.N. use.

Chairman agreed to the storage of the verbiide at 129 F.S.D. Tiburtina, where it would be frozen for release under Tn. Sub-Commission authority.

Chairman stated that Tn. Sub-Commission have actively pursued this matter and that the firms of Canola, Tonn and Hollison were preparing to provide batteries to the I.B.N.

Chairman stated that M.B.S. had not received specific details of requirements of batteries from military stocks but merely a request in general terms for all that were available. M.B.S. would therefore advise Ing. Bureau of maximum quantities they would release.

Major Chaplin reported that dry cells had been removed from the A.P.B.R.B. controlled list at the H.B.C. setting hold 14th March and I.B.S. would be able to contract freely with the manufacturers.

CO-ORDINATION OF COMBAT REQUIREMENTS.

Chairman stated that I.B.S. (Ex. and C.S.), Tn. Sub-Comm. I.B., and ICR. requirements would be co-ordinated by M.B.S. and submitted each month to A.P.B.R.B. who controls all production. The bid submitted by M.B.S. would include all requirements for work of military importance. Requirements for works not considered to be of military importance by D.D. Co. Contr. M.B.S. will be rendered separately by A.C. Tn. Sub-Commission to A.C. for inclusion in their bid, but details would also be appended to the A.B.S. bid stating that they were being bid for separately through A.C.

Chairman stated that bids for April requirements had been accepted. Full details of allocations had been received from Construction Department.

It was understood that D.D. Co. Construction had advised Major Stull of the arrangements for supplying coal at whereby in future C.S. units would obtain their requirements from, or through, D.D. Co. No further demands would be made on I.B.S. or D.D. Co. or other than the bulk demand on A.P.B.R.B.

26
(15)

27
(15)

28

A.P.S.S., controlled list of the A.P.S.S. meeting with the manufacturers, would be able to contract freely with the manufacturers.

CO-ORDINATION OF CONSTRUCTION

Chairman stated that A.P.S. (Brand B.S.), En-Sup-Sum, A.S., and U.S. requirements would be co-ordinated by A.P.S. and submitted each month to A.P.S.C. who controls all production. The bid submitted by A.P.S. would include all requirements for work of military importance. Requirements for goods not considered to be of military importance by U.S. or En-Sup-Sum, A.S.S., will be considered separately by A.P.S. En-Sup-Sum to A.P.S. for inclusion in their bid, but details would also be approved by the A.P.S. bid stating that they were being bid for separately through A.C.

Chairman stated that bids for special requirements had been accepted. Full details of allocations had been received from Construction Department.

It was understood that U.S. En-Sup-Sum had advised Major Stull of the arrangements for applying cement whereby in future U.S. units would obtain their requirements from, or through, A.P.S. To further assistance would be made on A.P.S. or P.A.S. & S., other than the bulk demand on A.P.S.S.

Revised Mortar Cement

Chairman stated that this is imported and not produced locally. Bids on A.P.S.S. included R.S. Cement, quantities of which are ordered by A.P.S. for use in priority military projects.

Cement Stock

Construction Sub-Committee Rep. stated that difficulties occurred in the use of this cement. It was recommended that A.P.S. should maintain a reserve of 100 tons.

Chairman stated that A.P.S. have at present a stock of 600 tons. A balance of 500 tons would therefore be available for En-Sup-Sum or A.P.S. use which would be supplied on receipt of notification of their requirements.

Minute

No.29COLLECTION OF SCRAP METALS BY I.S.R.

Chairman stated that Allied Hvy. Board had agreed that the clearance of scrap metals by the I.S.R. is desirable. He was prepared to hand back a portion of the area of 326 T.S.D. Poggioreale, Naples for use as a dump but the considered that the I.S.R., should plan to establish dumps away from existing depots. There were many areas on the I.S.R. which could be cleared for this purpose and the I.S.R. should plan scrap recovery dumps on a large scale even although clearance at this stage could only be undertaken in a relatively small way. Ing. Bracci was asked to submit proposals.

It was stressed that M.E.S. would not be in a position to assist I.S.R. with cutting gases required for cutting scrap.

The question was also discussed of the extent to which scrap steel could be sent direct to Terni and other steelworks. Some scrap had already been disposed of in this way but Ing. Bracci stated that Terni Steelworks had raised objections owing to limitations in storage space (M.E.S. has since taken up this question with A.P.L.R.S.).

30SUPPLY OF STEEL SECTIONS.

Ing. Bracci asked whether it was possible for I.S.R. to obtain supplies of steel sections etc. from steelworks where I.S.R. scrap had been deposited as a quid pro quo.

Chairman stated that practically all steel obtained by M.E.S. from local production was going back in some form into the railways and that I.S.R. could also bid through the Ministry of Communications to the Ministry of Commerce & Industry who co-ordinated and bid all civil requirements through A.C.

Ing. Bracci stated that I.S.R. had been advised of allocations made to them as a result of bids submitted for January and February supplies, but had not to date received any material from such allocations. Chairman requested Ing. Bracci to take up the matter with Ministry of Commerce and Industry.

10

SUPPLY OF STEEL SUGGESTIONS.

Ing. Bracci stated whether it was possible for I.S.R. to obtain supplies of steel sections etc. from steelworks where I.S.R. scrap had been deposited as a guide pro quo.

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D.R.E. CHAPLIN, Maj.

D.R.D. Tr. (Stores) M.R.S.

for Chairman, Stores Sub-Committee.

2387

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

Major C. Long

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

97

Military Railway Service,
C.I.F.
Telephone : Firebox 52,
Outside Line 843867.
Tn. A.3(E)/30.
2 March 1945.

To : Chairman Allied Railway Board
c/o D.Q.V.G., Lev & Tn, A.F.H.Q.
D.N.R.S. (Bd.)
Director Tn. Sub Commission, A.G. (Bd.)
Director General, I.S.R. (Bd.)
Ing. Corbellini, Capo Trazione, I.S.R. (Bd.)
L.D. Tn. (Constn.) (Bd.)
A.D. Tn.2. (Bd.)
D.D. Tn. Elys. (Br.), C.I.F. (Att. Lt.Col. Sinclair)
C.O., No 2 Rly. Op. Group RE. (Bd.)
Asst. Deputy Director Equipment (Bd.)

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.

Approved
Chairman,
Equipment Sub Committee,
Allied Railway Board.

5758

Minutes of the Second Meeting of the
Equipment Sub Committee
Illian Railway Board,
on 28 Feb. 45.

Present : Lt. Col. W.L. Topham RE. (Chairman) (MRS)
Lt. Col. J. Sinclair M.B.E., RE (MRS)
Major S.L. Baister (AC)
Ing. Corbellini (ISR)
Ing. Grandi (SR)
Capt. C. Fordeworth RE (MRS)

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

1. Car Skops, CW TILLOVA, L. RCH (Corbellini & Boy.)

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 commitments should be arriving shortly. A letter has been sent to AFHQ asking them to issue further instructions that no more encroachments be made by military units on the premises of these shops.

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

2. PTSCM Shed - Rehabilitation.

Ing. Corbellini had purchased some machinery at FLEETWORTH for PTSCM 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 PTSCM 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 assist forward the rehabilitation and that Col. Sinclair would arrange this.

2389

785021

Further instructions were to move these shops. Major Baister (JG) said he was sending an Officer (Capt. Philby) to CIVILIANA LARCH, as a resident inspector, and he would keep us advised of what was going on there.

2. PTSCORR Shed - Rehabilitation.

Lt. Col. Corbellini had purchased some machinery at FLORENCE for PTSCORR 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.

Lt. Col. Corbellini stated that by the end of March, the Mechanical Dept. would have available at PTSCORR 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 No. 1 Railway Mobile Workshop would be sent to PTSCORR 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 PTSCORR.

Lt. Col. Corbellini stated that by the time the line was re-opened, there would be 7 engines available for work at PTSCORR. Seven more, which are beyond the repair facilities at PTSCORR, would be worked South for shunting at POCOL.

87.7

3. TRAIL 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, rebuilding them as all-steel vehicles. Although no reply had yet been received, no objections were anticipated.

During wagon recovery at PIRMI some scrap wagon frames had been handed over to PIRMI 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 any cars so dealt with would be jointly agreed by D.D. En. 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 INCOA and considerably hampering the work of reconstruction. He enquired if it would be possible to dispose of this to PIRMI. 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 PIRMI. He said that Ing. Volpini of ROKT had been selected, the Chairman asked him to see that the transfer took place without further delay.

Lt. Col. Topnam stated that on reading through the list of spares proposed for manufacture at the PIRMI 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 D.D. En. Rlys. and it would not be possible for ISR to order direct on the Steelworks.

4.

Piaggio Wagon Shops, PISA.

Lt. Col. Topnam 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.

ROKY Salsamonte 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 R2220 Pascaiola Shop (Ferr. Arezzo - Salsamonte) would be sent to the Salsamonte Shop.

Ing. Corbellini stated that, as yet, the Engineering Dept., ISR, had received no authority from the Engineering Dept. to

of spares proposed for manufacture at the PIRAGGIO Works, he had noted that no cylinder castings or wheel types were included. He asked Ing. Corbellini to compile a list of these parts immediately, as all such orders had to be approved by ISR at PIRAGGIO and it would not be possible for ISR to order direct on the PIRAGGIO Works.

4.

Piraggio Wagon Shop, PIRAGGIO.

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

5.

RONT Suistamento 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 PASCAIOLA Shop (Part 1 - Arzeno - Suistamento) would be sent to the Suistamento 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-erecting this shop. It was decided that the Construction Sub-Committee would be asked to take immediate action.

6.

Machinery at PIRAGGIO.

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

7.

German Wagon Repairs.

Lt. Col. Topham 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. Topham 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.

Lt. Col. Topham then mentioned a tons of white-metal received from R.M. sources in M.I.I. This was a tin-zinc alloy, of approximate composition 80% - 40% tin-zinc, with traces of copper and iron. It was agreed that ISR be furnished with a sample for laboratory tests.

8.

Rehabilitation - CHIUSI 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, MAFIUS.

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

10.

REMIL.

Reference was made to the letter received from the Director General, Y.M., on the subject of the repairing of these shops. Lt. Col. Topham pointed out that when the letter 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 REMIL 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 REMIL 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 CRAMA, 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 REMIL. The Works Manager - Ing. Zammuni - 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

Reference was made to the letter received from the Director General, RM, on the subject of the repairing of these shops. Lt. Col. Topham pointed out that when the letter 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 tank repair unit, who were still occupying these shops.

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

Lt. Col. Topham then suggested that any of the ISM workers, now without work, could be usefully employed on recovery of locomotives and rolling stock at such points as ULSANA, FORI and FICHI, 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 FICHI. 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 which liaison could be maintained. Lt. Col. Topham asked Ing. Corbellini to instruct Ing. Zetunni at FICHI to make himself better known, and to keep in closer touch with the RM representatives.

11.

Repair Repairs, RM Compartments.

8736

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

Ing. Grandi explained that, before the war, the two shops of FUGGIA 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-organised to CIVITANOVA MARCHE.

- 12. Re-numbering of Foreign Cars.
Lt. Col. Topham referred to the letter he had written to the Director General, ISX, on this subject, and asked Ing. Corbellini to produce proposed number-blocks as soon as possible, particularly for FROTHING, 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.
Lt. 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 CIVIC NOV. MARCH, FROTHING and eventually MILITARY in addition to a repair programme at those shops. To start with, some of this new construction would consist of the building of new 11-steel bodies on existing underframes, selecting those which have escaped serious damage.
- 14. Manufacture of Tube Safe-Tubs.
Ing. Corbellini mentioned that there was a firm in BARI - Acciaierie Ferraresi Pugliese - which was capable of manufacturing steel safe-tubs for tubes. It was understood that this firm is at present under military requisition, but the M3 Stores Dept. will be asked to ascertain the present position, and whether it would be possible at a later date for tube-ords to be manufactured there for the ISX.

Handwritten: Copy of letter
Equipment Sub Committee,
1111 Railway House.

2393

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. Turchetti 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 CIVITA NOV. I. RONA, PISOCCI, and eventually PIZZO in addition to a repair programme at those shops. To start with, some of this new construction would consist of the building of new 11-ft. 1 bodies on existing underframes, selecting those which have escaped serious damage.

14.

Manufacture of Tube Safe-Ends.

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

W. J. H. H. H.
Chairman,
Equipment Sub Committee,
Allied Railway Board.

2396

Military Railway Service,
C.M.F.
Tel: Firebox 45.
Tn.A.2/135.

18 Feb. 45.

Subject: Stores Sub-Committee,
Allied Railway Board.

To:- Maj. C.M. Long, A.C. Tn. Sub Comm.
Ing. G. Bracci, Stores Dept. I.S.R.

Copy to:- Maj. D.R.H. Chaplin. } Please attend meeting.
Maj. E.F. De Lisle. }
Capt. F.S. Swinson. }
Construction Sub-Committee.
Equipment Sub-Committee.

1. The second meeting of the Stores Sub-Committee will be held in my office at 0930 hrs. on Thursday next, 22 Feb.
2. The Construction and Equipment Sub-Committees are invited to send representatives to discuss item 2 of the agenda below. This item will be dealt with first.
3. Will the other members of the Stores Sub-Committee please advise me by 21 Feb. of any items which they wish to add to the agenda.

AGENDA.

1. Minutes of previous meeting.
2. Timber requirements.
3. SACFEM Works - Arezzo.
4. Private Railway Works in N. Italy.
5. Supply of local coal to Naples and Reggio - Calabria Divisions.
6. Supply of P.O.L. to I.S.R.

2397

Maj. E.F. De Lisle. } Please attend meeting.
Capt. F.S. Swinson. }
Construction Sub-Committee.
Equipment Sub-Committee.

1. The second meeting of the Stores Sub-Committee will be held in my office at 0930 hrs. on Thursday next, 22 Feb.
2. The Construction and Equipment Sub-Committees are invited to send representatives to discuss item 2 of the agenda below. This item will be dealt with first.
3. Will the other members of the Stores Sub-Committee please advise me by 21 Feb. of any items which they wish to add to the agenda.

AGENDA.

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2. Timber requirements.
3. SACFEM Works - Arezzo.
4. Private Railway Works in N. Italy.
5. Supply of local coal to Naples and Reggio - Calabria Divisions.
6. Supply of P.O.L. to I.S.R.
7. Electric Batteries for I.S.R.

5775

W. G. Leonard

Chairman,
Stores Sub-Committee.

2398

Military Railway Service,
C.M.F.
Tel: Wirebox 45.

Tn.A. 2/135.
9 Feb. 45.

ALLIED RAILWAY BOARD.
STORES SUB-COMMITTEE.

Calendar of meetings and submission of reports.

1. The Allied Railway Board will meet on the third Thursday of each month, in the office of D.M.R.S. at 0930 hours unless otherwise specified.
2. The Stores Sub-Committee will meet on the fourth Thursday of each month in the office of A.D.Tn. Stores M.R.S. at 0930 hours unless otherwise specified.
3. The Chairman of the Stores Sub-Committee will render a report to the Allied Railway Board etc. (as laid down in Minute 3 of first meeting A.R.B.) by the second Thursday of each month.

CALENDAR.

<u>Stores Sub-Committee</u> <u>meets.</u>	<u>Chairman submits</u> <u>his report by</u>	<u>Allied Railway</u> <u>Board meets</u>
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(1 Feb.)	8 Feb.	15 Feb.
22 Feb.	8 Mar.	15 Mar.
22 Mar.	12 April	15 April
26 Apr.	10 May	17 May
24 May	14 June	24 June
28 June	12 July	19 July
26 July	9 Aug.	16 Aug.
23 Aug.	13 Sep.	20 Sep.
27 Sep.	11 Oct.	18 Oct.
25 Oct.	8 Nov.	15 Nov.
22 Nov.	13 Dec.	20 Dec.

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2 3 9 9
Allied Railway Board etc. (as per
the second Thursday of each month.

CALENDAR

Stores Sub-Committee
meets.

(1 Feb.)
22 Feb.
22 Mar.
26 Apr.
24 May
28 June
26 July
23 Aug.
27 Sep.
25 Oct.
22 Nov.

Chairman submits
his report by

8 Feb.
8 Mar.
12 April
10 May
14 June
12 July
9 Aug.
13 Sep.
11 Oct.
8 Nov.
15 Dec.

Allied Railway
Board meets

15 Feb.
15 Mar.
19 April
17 May
21 June
19 July
16 Aug.
20 Sep.
18 Oct.
15 Nov.
20 Dec.

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W. E. Conard

R. E. CONARD, Lt. Col.,
for Brigadier,
Director, Military Railway Service.

Distribution:-

Maj. C. M. Long, A.O. Tn. Sub-Comm.
Ing. G. Braconi, Stores Dept. I.S.R.
Major D.R.H. Chaplin } Please note you will be advised when required
Major E.F. De Lisle } to attend meetings of Stores Sub-Committee.

2400

785021

CML/av

Ref. AG/292/Tn 4

13 March 1945

MEMORANDUM.

TO : Lt. Col. Coward

Reference Minutes of Meeting No 2, Allied Railway Board, Stores Sub-Committee, 22 February 45. Minute No 11 - item b. para 4.

Major Mole advises that Contractors on Line 86, Ancona-Ortona have supplied 1113 cubic meters of new timber. This figure was not site checked but obtained by inspection of Contractors books.

C.M. LONG, Major C.S.

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2401

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

Reference Minutes of Meeting No 2, Allied Railway
Board, Stores Sub-Committee, 22 February 45.
Minute No 11 - Item b. para 4.

Major Wole advises that Contractors on Line 86, Ancon-
Ortona have supplied 1113 cubic meters of new timber.
This figure was not site checked but obtained by inspection
of Contractors books.

C.M. LONG, Major C.E.

5713

CML/av

6 March 1945

MEMORANDUM

TO : Lt. Col. R. E. COWARD

Reference Minutes of Meeting No. 2 of Allied Railway Board; Stores Sub-Committee
 Held in Office of A.D.P. (Stores) M.R.S. 22 February 45.
 Minute No. 15 - para 3.

1. The Director of the Industry Sub-Commission has requested of A.D.C.S. that a member of A.C. Industry Sub-Commission Staff meet and discuss with A.D.C.S. officers concerned, a program which they would be prepared to consider and which would make the best use of any spare manufacturing capacity available at the Partenope factory.

2. The Industry Sub-Commission has located 250 tons of suitable lead in Sardinia and requested A.D.C.S. to apply to AFIRS(I)B for release of the lead. It was agreed that A.D.C.S. requirement carries a higher priority than Montecatini who were desirous of obtaining the lead.

3. The Industry Sub-Commission has offered further assistance in obtaining supplies e.g. antimony, etc.

4. The firm Coppola, Rome, are now in a position to furnish batteries to I.S.R. Their electric power is irregular but application has been made to have power furnished from another line.

5. Industry Sub-Commission has also reported that the firm of "Vellese" Via Pretonia 8 Rome, is now ready for production and has requested that orders be placed by I.S.R. The orders are now being prepared.

R. E. C.

C. M. LONG, Major C.E.

2403

Reference Minutes of Meeting No 2 of Allied Railway
Board: Stores Sub-Committee
Held in Office of A.D.T. (Stores) U.R.S. 22 February 45.
Minute No 15 - para 3.

1. The Director of the Industry Sub-Commission has requested of A.D.O.S. that a member of A.C. Industry Sub-Commission Staff meet and discuss with A.D.O.S. officers concerned, a program which they would be prepared to consider and which would make the best use of any spare manufacturing capacity available at the Martenope factory.

2. The Industry Sub-Commission has located 250 tons of suitable lead in Sardinia and requested A.D.O.S. to apply to AFIRS(I)B for release of the lead. It was agreed that A.D.O.S. requirement carries a higher priority than Montecatini who were desirous of obtaining the lead.

3. The Industry Sub-Commission has offered further assistance in obtaining supplies e.g. antimony, etc.

4. The firm Coppole, Rome, are now in a position to furnish batteries to I.S.R. Their electric power is irregular but application has been made to have power furnished from another line.

5. Industry Sub-Commission has also reported that the firm of "Helleman" Via Pretonia 8 Rome, is now ready for production and has requested that orders be placed by I.S.R. The orders are now being prepared.

E772

C.M. LONG, Major C.E.

Subject: Allied Railway Board
Stores Sub-Committee.

Military Railway Service,
C.M.F.
Tel: Firebox 45.

Tn.A. 2/135.

26 Jan. 45.

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

Copy to:- Major D.R.H. Chaplin.
Major E.F. De Lisle.
Capt. F.S. Swinson.

1. At Meeting No. 1 of Allied Railway Board, Italy on 18 Jan. 45 a Stores Sub-committee was appointed with members as follows:-

Lt. Col. R.E. Coward, M.R.S. (Chairman)
Major C.M. Long, A.C. Tn. Sub-Commission.
Ing. Bracci, I.S.R.

2. The terms of reference of the Stores Sub-committee are repeated as follows:-

- (1) To decide, within the framework of directives on general policy, the respective responsibilities of M.R.S., Tn. Sub-Commission A.C., and I.S.R. in regard to the supply of stores for railway requirements.
- (2) To advise other Working Committees on supply matters, in particular on limitations in supply which will affect programmes of reconstruction and repair, and the placing of contracts.
- (3) To seek decisions on priorities affecting requirements of stores from other Working Committees or from the Allied Railway Board.
- (4) To pool information regarding sources and channels of supply of materials.
- (5) To co-ordinate and achieve the maximum uniformity practicable in the procedure for supplying stores to the various compartmenti of the I.S.R.

3. The first meeting of the Stores Sub-committee will take place in Lt. Col. Coward's office at 0930 hours on 1 Feb. 45. The other members of the sub-committee are requested to attend and also the M.R.S. Stores Officers to whom this letter is requested.

2. The terms of reference of the Stores Sub-committee are repeated as follows:-

- (1) To decide, within the framework of directives on general policy, the respective responsibilities of M.R.S., Tn. Sub-Commission A.C., and I.S.R. in regard to the supply of stores for railway requirements.
- (2) To advise other Working Committees on supply matters, in particular on limitations in supply which will affect programmes of reconstruction and repair, and the placing of contracts.
- (3) To seek decisions on priorities affecting requirements of stores from other Working Committees or from the Allied Railway Board.
- (4) To pool information regarding sources and channels of supply of materials.
- (5) To co-ordinate and achieve the maximum uniformity practicable in the procedure for supplying stores to the various compartmenti of the I.S.R.

3. The first meeting of the Stores Sub-committee will take place in Lt. Col. Coward's office at 0930 hours on 1 Feb. 45. The other members of the sub-committee are requested to attend and also the M.R.S. Stores Officers to whom this letter is repeated.

4. The first two items on the agenda will be as follows:-

- (i) Introduction of systematic procedure for supplying short term requirements of stores in the Reggio, Naples, Rome and Ancona Compartmenti on similar lines to the procedure in force in the Bari Compartmento.

(ii) Recovery of dispersed stores on the I.S.R.

5. Will other members of the sub-committee please advise me of any additional items they wish included in the agenda, bearing in mind terms of reference as in para. 2 and that it is not the intention to discuss matters which would be dealt with in the ordinary course of routine.

6. The secretary of the sub-committee will be Capt. F.S. Swinson, M.R.S.

W. E. Coward

R. E. COWARD, Lt. Col.,
for Brigadier,
Director, Military Railway Service.

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