

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

ACC AC 47 10000/148/1806 MONTHLY REP  
DEC 1944 OCT 1945

806 MONTHLY REPORT AND ACTIVITIES OF S/CO  
LNU. 1944-08T. 1945

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785021

Major Suing

or for TELE-OFFICE MINUTE

Ref. 10/22/48/Tn-4

SUBJECT : Monthly Report Mechanical Section Rail Division.

TO : Chief, Rail Division.

1. The following report is submitted for the month of September covering data on shop and compartments under Allied Commission jurisdiction.

2. Private workshops are functioning as follows :

(a) Ragno Lits - Rose

The Ragno Lits shop in Rose has under repair several heavy repair jobs requiring from 1000-1500 man hours. This accounts for a slight drop from 9 coaches in August to 5 in September. They are at present repairing 1 sleeping car of which there is need. They will continue to run a sleeping car per month through the shop during the next three months.

At present there are awaiting shop several units from a British Ambulance train. These will be given priority and should all be in service during the next 45 days.

(b) Bombini - Parodi - Delfino - Colleferro

This plant is doing an excellent job considering the continued shortage of materials and supplies.

The output of this shop is entirely war damaged equipment constituting heavy repairs and is for the most part, new in service, equipment when outshopped.

An effort has been made to increase the box car production but as a result of lumber shortage other types of equipment such as flats, gondolas, etc. have had to be substituted.

The output for the last period was as follows: 77 wagons.

Special mention, should I believe, be made of the initiative displayed in use of scrap and rough manufacture to fill in material shortages. For example they are making nails, bolts, screws etc. for which they have very crude equipment in order to get by. They are doing a fine job under the handicaps they are experiencing.

(c) Cacchetti works at Civitanova Marche :

The Cacchetti works have had an average repair month turned out 79 cars. This plant as have other private industries been experiencing severe material shortages. Timber, sheet iron, coke etc. necessary to their output have been very difficult to supply.

The electric power situation as mentioned in previous reports is undergoing a gradual improvement. It is as yet not up to normal and this necessarily retards production.

(d) ISR Milao Shop - Rose Smistamento.

This shop is still undergoing a slow rebuilding program. It will be

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some months before this phase has progressed sufficiently to permit maximum output.

Railroad Shops have put out for the period 15 medium and 178 light repairs.

3. The locomotive and car situation in the Compartimentos of Calabria and Sicily are as follows:

(a) Reggio Calabria (Locomotives)

<u>TYPE OF LOCOMOTIVE</u>	<u>IN SERVICE</u>	<u>WAITING REPAIR</u>	<u>UNDER REPAIR</u>	<u>T O T A L</u>
ROAD LOCOMOTIVES	47	7	2	120
SWITCH LOCOMOTIVES	12	7	1	20
ELECTRIC LOCOMOTIVES	26	2	-	30
Total .....	85	32	3	170

During the period August 15 to September 15 3 Electric and 11 Steam locomotives were outshopped in this Compartimento.

(b) Reggio Calabria (cars)

During the month 45 units of passenger train equipment were given medium or heavy repairs. In addition to the above 15 units were recovered from previously inaccessible areas and either placed in service or moved to shops for light repairs.

The freight cars repaired in the area were 8 medium repairs and 117 light repairs. This does not include the 1893 running repairs which were handled during the period.

(c) Sicily (Locomotives)

<u>TYPE OF LOCOMOTIVE</u>	<u>IN SERVICE</u>	<u>WAITING REPAIR</u>	<u>UNDER REPAIR</u>	<u>T O T A L</u>
ROAD LOCOMOTIVE (Standard Gauge)	152	114	3	269
ROAD LOCOMOTIVE (Narrow Gauge)	31	28	7	59
SWITCH LOCOMOTIVE	25	24	1	50
Total .....	208	166	11	378

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(d) Sicily (cont)

During this period 62 units of passenger equipment were given light and medium repair.

The freight equipment was handled through the shops at the rate of 45 heavy to medium and 690 light repairs. In addition 1031 units were given running repairs.

4. General:

A new private workshop has requested material aid from the Allied Commission, Officine di Camerlata at Bologna through the MNS submitted material requirements which were handled through the Rail Division stores section.

It seems that this shop is the only one of its kind undamaged in the Bologna area. The 165 Railway Workshop Company (Dr) is billeted in the shop area and have been giving such supply help as they were able.

It is suggested that the Company vacate the area making their barrack space available for normal shop purposes and supply requisitions be handled in the future through this Office to ISL or to ISR direct. It seems reasonable to believe they should be in the same category as Colleferro and Coccochetti for supply and materials aid.

5. Inspections trips

During the month inspection trips were made to Colleferro, Wagon Lits and to the Steel Mill at Pagnoli (Ilva).

The first shops named are covered previously in this report.

The purpose of the inspection to the steel mill was to determine their state of rehabilitation and when it could be expected to produce steel rail of which there is a serious shortage. This inspection was the subject of a report at that time.

As an overall picture, however, steel rail may be expected from this plant shortly after November 15 at the rate of 100-150 tons per day. This to be made from materials already in stock. On or about December 15 the furnace should start and be able to supply billet material for the rolls at the rate of 250-300 tons per day. This later depends on the supply of a coking coal at rate of 10,000 tons per month. This is I understand under advisement at the present time. Failure to furnish coal in the proper quantity will delay operations of the furnace until a supply is furnished.

6. The above report is submitted for your information.

JOHN W. GILL,  
Major T.C.  
Mechanical section.

CML/av

M E M O

47/69

File AC/Mat/37/5/Tn 4

SUBJECT : Monthly Report.

TO : Mr. R.P. Moss

Following is report for Stores Branch for month of September 1945:

- (a) Effective 15 September 1945 at Coal Allocation Committee Meeting the allocation of coal and coke for Italy was made the responsibility of the Italian Ministry of Industry and Commerce. The supply of coal for I.S.R. in Sicily, Sardinia and Reggio Compartments is allocated by the Ministry; the rest of I.S.R. will still receive their allotment through the Military Railway Service.
- (b) The Commerce Sub-Commission are now making a bulk allocations of tires to the Italian Ministry of Industry and Commerce which will require that the Italian State Railways receive and pay for their tires directly with the Italian Government.
- (c) During the month of October the M.R.S. will not issue any materials except in case of an extreme emergency to I.S.R. from their Tn. Store Depots in order to have I.S.R. demonstrate their ability to procure supplies.
- (d) The Allied Forces have turned over many material dumps to the Italian Government, the material in these dumps will be taken care of for the Government by the Stores Service of the Italian State Railways who are in a position to handle such work.

*Cushing*  
C.M. LONG, Major C.E.

Transp. Sub-Commission (Rail Div.)  
3 October 1945

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Tel. 390

HEADQUARTERS ALTMED COMINTS

APO 394

Transportation Sub-Commission

RG/Lex

AG/170/Cm.

October 1945

SUBJ/ST : Monthly Report - September 1945

TO : Administration Division  
Movements Division  
Road Division  
Port & Warehouse Division  
Rail Division

1. Division Heads are reminded that the monthly report for September 1945 is due in the office of the Chief Clerk, Administration Division not later than 1200 hrs. on Monday, October 8, 1945.

For the Director :

*R. Giardino*  
R. GIARDINO S/Sgt.  
Chief Clerk.

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INDUSTRIAL REVIEW

OK

27/8

Date: 10/2/68

SUBJEC<sup>T</sup>: USSR Economy Report, August 1968.TO: Chief,  
ECON Division.

The USSR has undertaken over the last few months considerable advances along these contract areas for 1968:

(a) Automobiles - During the period August 1 through 26th this shop was able to turn out 5 coaches in heavy demand and 1 light car. This shows an increase ~~of 10%~~ over July, when only 6 were manufactured from the same month.

(b) Industrial-Peasant-Domestic Vehicles - These plant working under various different headships have shown an excellent job. They are forced by lack of rapidly into a production of such items as a bus, tractor etc. which is slow and expensive for a peasant specifically designed for their manufacture. All require great attention and classified assembly but, the demand has grown to the point that the general condition of this plant is ~~excellent~~ ~~good~~.

The supply problem is under discussion with the USSR. Production for the period from August 1 to August 31, 65 cars were required. This shows excellent cut put under a mission of 150 units.

(c) Construction Works at Gorbunovo - In the :

State of the USSR will not necessarily visited during the period of 1968 reported ~~any~~ ~~any~~ indications that they are suffering from the same economic and supply difficulties as other private shops. Their output has not been controlled by a shortage of electric power but the raw. In spite of these conditions a very creditable showing was made during the period of August 1 through 31.

During the period August 1 through 31 a total of 79 cars were supplied and 3 more were contracted for.

(d) Machine Shop - Rostov - This shop is engaged on an repair out fit to some extent by reconditioning of existing machine tools, increasing and not too much. The out going shipment for August was 20, 16, 70 million rubles worth value. All the above are in foreign types of equipment.

2. Industrial Construction and Civil Engineering Projects - Rostov, Calabria and others, period July 1 to August 10, 1968.

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<u>SECRET CLASSIFICATION</u>	<u>CLASSIFIED</u>	<u>UNCLASSIFIED</u>	<u>DATE</u>	<u>POLARIS</u>
(1) Heavy & Medium Repairs	16	27	153	498
(2) Light Repairs & Repairs.	16	27	153	498
(Note) of Team (1) 2 cars are recovered.				

DISMANTLING

(1) Heavy & Medium Repairs	32	25	752	786
(2) Heavy Repairs	11	5	52	56
(3) Light Rep. & Repairs.	11	5	52	56

(Note) of Team (2) 1 carriage and 1 car are recovered.

(b) Recovered:

<u>SECRET</u>	<u>In Service</u>	<u>In Repair or waiting for</u>	<u>Recycled</u>	<u>Total</u>
Rail Bridges	49	72	0	121
Steel Bridges	12	2	0	21
Electr. Lines	26	6	0	32

SUMMARY

Steel Bridges (Standard)	166	170	0	336
Steel Bridges (Struct. Damage)	32	22	0	54
Switch Bridges	26	21	0	47
Electr. Lines	—	—	—	—

REMARKS

During the month of August inspections were conducted by Base, Flak, Mine and Artillery. All mine inspections are subject of special records handled at time of inspection.

REMARKS: On August 29th Major Burns left for 30 days' leave; in his absence the department was temporarily taken over by Major Hill for 3rd year.

*John W. Del S.* 5305

John W. Del S., Major U.S.A.  
Mechanical Section, Allied Comm.  
P.A. Division.

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### Wagon Availability & Distribution.

Failure to consider Civil Readiness Programs during the non-planning of Wagons indicated the necessity to ~~reinforce~~ increase the availability and improve the methods of distribution. The ISR were requested to arrange, Daily Checks ~~done~~ each fortnightly giving all the wagon figures necessary to elicitate a better distribution situation.

While this request was being put into effect appropriate action was taken to increase availability by reducing the time taken. This was successful to the extent of enabling a further 200 off-loading wagons. wagon per day to be allotted to AC for civil movements.

The new ISR Returns commenced on Aug. 22 and on 26<sup>th</sup>

a Fair Wagon Control Committee, consisting of representatives from M.R.S. British, M.R.S. America, R.C. Rail, and ISR, met to consider the wagon position and directed ~~elicitate~~ the surveillance of countries between Commonwealth, efforts to produce this Committee intermediately, and to ~~elicitate~~ that there will be a progressive improvement in distribution, also, by supervision of turn-round figures, priority and rates of returns etc., to effect an increase in availability.

While complete statistics are not yet available to illustrate the results obtained the figures now coming in indicate that the number civil loads failing to meet the load bill is much lower than those moved during August. Shows

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was taken to increase availability and  
this was successful & the extent of enabling a fairer 2000  
in off loading wagons. Wagons per day to be allotted & AC for each movement.

26 ft.

The new LSR Returns commenced on Aug. 22 and on 26<sup>th</sup>.  
a joint Wagon Control Committee, consisting of a representative from  
the R.S. British, M.R.S America, A.C. Rail, and ISLR, met to  
consider the wagon position and discuss ~~within~~ the increase  
of tonnages between Canada and the U.S.  
This Committee met bi-monthly, and its ~~should~~ <sup>should</sup> be  
settled a progressive improvement in distribution; also, by  
supervision of turn-round figures, priority and rates of return  
etc., to effect an increase in availability.  
While complete statistics are not yet available to illustrate  
the results obtained the figures now coming in indicate that the  
number and loads sailing to most for lack of cars ~~will~~ be is much  
lower while the C.S. Jones moved during August, shows  
considerable increase

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REVIEW OF THE HISTORY OF THE  
COLONIAL PERIOD IN  
THE UNITED STATES.

Ref. #: 543239  
Date: 5/15/1945.

## Subject: Monthly Report January 1945.

Chief of Staff to the General

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due to difficulties) in obtaining cement, petrol, and  
etc.

3. The delay in securing cement was due to the fact that  
through the efforts of released or cement ~~work~~ passed to  
the Ministry of Industry and Commerce before the end of July  
no release was obtained until the middle of August. Mortarage  
of covered wagons and no availability of bags also increased  
the delay.

4. The shortage of petrol - mostly in the Florence  
area where work in some cases ~~was~~ entirely held up necessarily  
on the Florence - Arezzo line, where a crane obtained on  
loan from M.I.S. has been idle for 10 days due entirely to  
lack of fuel. This was held with the Ministry of Industry and  
Commerce who promised to issue orders direct priority to  
railway reconstruction, but when the orders reached Florence  
the whole of the allocation for August had been distributed,  
with the result that the contractors received none.

5. The failure to obtain steel for repairing to bridges,  
has prevented lines 242, 245, and also the Terni - Felt  
line from being finished.  
Line permission has now obtained for the repair of bridges  
removed from bridges which have been permanently repaired.

6. Line 244 Feltre - Belluno was completed on August 30th  
but the connection to the lignite mine at Piesparitta could  
not be completed due to the failure of a petrol tractor. The  
contractor requested transport from Capt. Vene in Veneto  
on 24th August. Capt. Vene refused to make a railway wagon  
available without authority from this B.I. this has caused  
a delay of ten days and it will be impossible to open the line  
until the 15th Sept. ]

7. The work of making safe, many temporary roads, for  
the winter is very hard notably Line 86 North, 67 and 65  
Feltre - Tolosa.

8. During the month of September the road to Florence (mission  
posted to supervise the work in the Tolo - me and Florence Mission  
*S. A. Steele, D. G. L.*

SUMMARY OF WORKS IN MIND.MORTARI & TIZZI.

*Petrolina  
order*

(Turin).

Line 50 ✓ Torino - Genova  
 Line 55 ✓ Sant'Asia - Arona  
 Line 121 ✓ Chiavasso - Aosta  
 Line 114 ✓ Letti - Chiavasso  
 Line 56 ✓ Asti - Casale - Mortara  
 Line 52 ✓ Trofarello - Cuneo  
 Line 108 ✓ Savona - Carmagnola  
 Line 123 ✓ Chiavasso - Domodossola  
 Line 113 ✓ Cuneo - Tentimilie  
 Line 52 ✓ Turin - Modane with M.A.S.  
 Line 50 ✓ Vizzole - Varallo Sesia  
 Line 55 ✓ Mortara - Alessandria  
 Line 57 ✓ Castagnole L. - Asti  
 Line 117 ✓ Novi - Cuneo  
 Line 102 ✓ Alirese - Torre Pellice  
 Line 101 ✓ Ceva - Savilliano.

(Genova).

Line 130 ✓ Greda - Alessandria  
 Line 59 ✓ Alessandria - Biacenzza  
 Genova Docks  
 Genova - Ovada - Asti  
 Genova - Ventimiglia with M.A.S.  
 Genova - Sartene.

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CANTONI.

Chile (cont.).

• 1900 - 1910 - 1920 - 1930 - 1940 - 1950 - 1960 - 1970 - 1980 - 1990 - 2000 - 2010 - 2020 - 2030 - 2040 - 2050 - 2060 - 2070 - 2080 - 2090 - 2100

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South Italy.

- Line 85 North ✓ Permanent repair to 17 bridges  
Line 67 ✓ Permanent repair to 3 bridges  
Line 65 ✓ Permanently repaired  
Line 65 ✓ Permanently repaired  
Line 219 ✓ Pisa - Empoli - Florence, permanent repairs  
Line 220 ✓ Chiavari - Sinalunga - Empoli  
Line 50 ✓ Pisa - La Spezia  
Line 213 ✓ Varese - Pistoia  
Line 65 ✓ Orta - Chiusi, permanent reconstruction.  
Line 246 ✓ Rio Tevere Viaduct  
Line 242 ✓ Villanera - Terano  
Line 245 ✓ Abetone - Civitavecchia  
Porto Recchii - Secondi Trecento  
Derut - Rieti  
Line 277 ✓ Antrodoco - Tivoli  
Private Rly. Terni Viterbo,  
Private Rly. Terni - Roma - Sangalle.  
Private Rly. Ellera - Ellera  
Private Rly. Ellera - Ellera  
Private Rly. Verrucina  
Permanent bridge over river Ostiglia  
Avellino - Benevento  
Avellino - Rocchetta  
Gorre Annunziata - Cencellio  
Orianto Product plant (Cemento Anapoli)  
Descale - Chieti  
~~Descale~~  
Naples Central - Naples Scale  
Rome - Attezzano  
Loco Depot. Leghorn Central  
Loco Depot. Rome Central  
Dispensa river Orsiere  
Ferrazzano tunnel (Cimento Anapoli)  
Work shops Cagliari  
Rome - Osimo - Lido  
Central Station, Civitavecchia  
Loco round house Rome S. Lorenzo  
Zemasse Bone Fiume

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MEMORANDUM

File N. AC/Mat/37/4

4 September 1945

TO : MR. R.P. Moss

5  
Following is report for Stores Branch for month of August 1945.

- (a) The Italian State Railways will establish a branch office of the Stores Service at Milan in order to more easily direct stores problems in the North. Two officials will be appointed one for West Italy and one for East Italy, both will be directly under the supervision of the Chief of the Stores Service Rome.
- (b) With the releasing of some of the forests which have been under military control, it is expected that all timber required for the repair of rolling stock and rehabilitation of bridges and buildings will now be available.
- (c) The allocation of coal and coke for Italy is to be made the responsibility of the Italian Ministry of Industry and Commerce about the 15th of September 1945.
- (d) The I.S.R. have placed an order for the construction of 1000 Type L freight cars to be speedily constructed by the firm Fiat at Turin. The coke required for this work has been allocated to the Fiat firm.

*C. M. LONG*  
C. M. LONG, Major C.E.

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TRANSPORTATION SUB-COMMISSION, A. C.  
(Rail Division)  
% TRANSPORTATION (BR) MAIN, G. M. F.

Tel. 843238  
Ref. AC/47/Tm4

22 August 1945

SUBJECT : Monthly Report - Headquarters Allied Commission.  
TO : Deputy Director, Transportation Sub-Commission.

1. Upon perusal of the Allied Commission Monthly Report for June I am a little disturbed to note that the only paragraph which featured the activities of the Rail Division of the Sub-Commission referred to the extension of Line 257 from Rome to Sipiccianno.

2. This was a relatively minor piece of work by the Division, and I feel it would be more helpful if this Division reverted to the old practice of submitting an abbreviated report with the usual Monthly Report for guidance in preparing details for inclusion in Allied Commission Monthly Reports.

R. P. MOSS  
Chief, Rail Division

5919

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APPENDIX "A"CIVIL ENGINEERING - SUMMARY OF WORKS IN HAND.NORTHERN ITALY.

- TURIN
- Line 50 Torino - Genova
  - Line 52 Torino - Mondane (with MSS.)
  - Line 52 Trofarello - Cuneo
  - Cuneo - Ventimiglia
  - Line 55 Santhia - Arona
  - Line 110 Savona - Carrara
  - Line 113 Chiavasso - Cesale
  - Line 114 Asti - Chiavasso
  - Line 121 Chiavasso - Aosta
  - Line 124 Asti - Cesale
  - Line 127 Novara - Domodossola

GENOA

- Line 59 Alessandria - Fiacenza
- Line 61 Genova - Ventimiglia (with MSS)
- Line 129 Genova - Ovada - Asti
- Line 130 Ovada - Alessandria
- Genova Docks.

MILAN

- Line 53 Mirano - Torino
- Line 61 Milano - Tortona
- Line 65 Bologna - Milan
- Line 147 Milano - Bergamo

SOUTHERN ITALY.

- 50
- L.S.R.
- Line 88 Pisa - La Spezia
  - Dispensea River bridge
  - Loco Depot Leghorn Centrale
  - Central Station, Civitavecchia
  - Prato - Bologna, (permanent repairs)
  - Arezzo - Florence
  - Orte - Chiussi (permanent reconstruction)
  - Rio Porto Viaduct
  - Pristo - Verchio

Line 61 Genova - Ventimiglia (Midi-L.S.)  
 Line 129 Genova + Civade - Asti  
 Line 130 Civade - Alessandria  
 Genova Docks.

MILAN

Line 53 Milano - Novara  
 Line 61 Milano - Tortona  
 Line 65 Bologna - Milan  
 Line 147 Mileno - Bergamo

SOUTHERN ITALY.I.R.R.

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Line 24XX Pisa - La Spezia  
 Dispensa river bridge  
 Foco Depot Leghorn Centrale  
 Central Station, Civitavecchia  
 Line 65 Frato - Bologna, (permanent repairs)  
 Arezzo - Florence  
 Orte - Chiavari (permanent reconstruction)  
 Rio Porto Viscum  
 Prato - Vermic  
 Line 36(W) Permanent repairs to 17 bridges  
 Line 87 Permanent repairs to 6 bridges  
 Line 88 Fesca - Olletti  
 Line 86(S) Repairs to Orfante and different bridges  
 Zone - Avezzano  
 Line 92 Bridge; Torre Annunziata - Castellamare  
 Line 218 and 224 via Reggio - pistoia  
 Line 221 Montepescali - Roccastrada  
 Line 215 Pisa - Empoli - Florence (permanent works)  
 Line 220 Chiussi - Sinalunga - Empoli  
 Line 242 Albacina - Civitanova  
 Line 244 Bastia Ellera  
 Line 245 Porto di Ascoli - Ascoli Piceno  
 Line 246 Giulianova - Feramo  
 Line 258 Cecchina - Velletri  
 Line 260 Zone - Giannino - Albano  
 Line 277 Terri - cielci  
 Antrodoco - L'Aquila  
 Pennazzano tunnel (Campobasso)

Line 281 Avellino - Benevento  
 Line 291 Donne Annunziata - Camosciato  
 Line 294 Avellino - Rocchetta

Romanian Roads in the Occupied (ucclca)

SOUTHERN ITALY (continued)PRIVATE LINES:

Lauria Viaduct  
Terni - Todi - Ferugia  
Ellera - Pietraffitta  
F. San Giorgio - Amandola  
Naples Central - Naples Scali

VARIOUS WORKS.

Workshops at Cagliari  
Loco Depot - Rome; Smistamento  
Loco Roundhouse - Rome, S. Lorenzo  
Warehouse, Rome Tiburtina  
Yard, Rome Smistamento  
Various Buildings, Naples  
I.S.R. Offices, Naples

- / -

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SUMMARY OF WORKS IN HAND.

(T u r i n ) .

- Line 50 Torino - Genova  
 Line 55 Sant'Elia - Arona  
 Line 121 Chivasso - Aosta  
 Line 124 Asti - Chiavasso  
 Line 124 Asti - Cessale  
 Line 52 Ciferello - Cuneo  
 Line 110 Savona - Vernazza  
 Line 127 Novara - Domodossola  
 Line 113 Chivasso - Cesale  
 Line 52 Cuneo - Ventrifoglio  
 Line 50 Turin - Lodigiani with L.R.S.

( G e n o v a ).

- ✓ Line 130 Ovada - Alessandria  
 ✓ Line 59 Alessandria - Piacenza  
 ✓ Genova Docks  
 ✓ Line 129 Genova-Ovada-Asti  
 ✓ Line 61 Genova-Ventimiglia with M.R.S.

( M i l e n ).

- ✓ Line 53 Milan - Torino  
 ✓ Line 127 Milan - Serzana  
 ✓ Line 35 Bologna - Milan  
 ✓ Line 51 Milano - Tortona .

S ou t h I t a l y .

- ✓ Line 86 North Permanent repair to 17 bridges ✓  
 ✓ Line 87 Permanent repair to 8 bridges  
 ✓ Line 25 Prato-Bologna, permanent repairs ✓  
 ✓ Line 55 Firenze-Florence, permanent works ✓  
 ✓ Line 213 Fissa-Lampi-Florence, permanent works ✓

(Cenova).

Line 130 Ovada - Alessandria - Piacenza  
 Line 39 Genova Locks  
 Line 129 Genova-Cavale-Lasti  
 Line 61 Genova-Ventimiglia with M. 2.5.

(Milan).

Line 53 Milan - Torino  
 Line 147 Milan - Bergamo  
 Line 65 Dolomia - Milion  
 Line 51 Milano - Tortona.

Southern Italy.

Line 96 North Permanent repair to 17 bridges ✓  
 Line 87 Permanent repair to 8 bridges ✓  
 Line 65 Fratto-Sologna, permanent repairs ✓  
 Line 55 Arezzo-Florence ✓  
 Line 213 Pisca-Molfetta-Florence. Permanent works. ✓  
 Line 220 Chiavi-Sinalunga-Improli ✓  
 Line 50 Fisse-Le Spezia ✓  
 Line 218 + 224 Visreggio - Pistoia ✓  
 Line 65 Orte - Chiusi. Permanent reconstruction. ✓

Line 65 Rio Torto Viaduct ✓  
 Line 243 Giulianova-Teramo ✓  
 Line 242 Albaone-Civitanova ✓  
 Line 245 Porto d'Ascoli-Asscoli Piceno ✓  
 Line 277 Terni - Pietri  
 Line 277 Introdoco - L'Aquila ✓  
 Line 277 Private Rly. Lauria Viaduct ✓  
 Line 246 Private Rly. Fermi-Nodi-Pergola ✓  
 Line 246 Bastia-Billerio ✓  
 Line 246 Private Rly. Allera-Mettrezzitta ✓

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Line 35 Prato - Vernio Permanent bridge over River Ostiglia  
Line 281 Avellino - Benevento  
Line 294 Avellino - Rocchetta  
Line 281 Torre Annunziata - Cavello  
Line 88 Canto Viscont  
Line 88 Pescara - Chieti  
Line 88 Bierno Bridge  
Line 88 Naples Central - Naples Scali  
Line 88 Zone - Avezzano  
Line 50 Distensa river bridge  
Line 379 Ferazzano tunnel (Campania)  
Line 380 Work Shops Caslieri  
Line 380 Zona Giannino-Albano  
Line 380 Loco Depot Leghorn Centrale  
Line 380 Loco Depot Zona Sistamento  
Line 380 Central station, Civitavecchia  
Line 380 Loco round house Zona S. Lorenzo  
Line 380 Warehouse Zone Tiburtina  
Line 380 Yard Zone Sistamento  
Line 380 Priv. Rly. P. San Giorgio-Ammiraglia  
Line 380 Various buildings, Naples  
Line 32 Bridge Torre Annunziata-Castellammare  
Line 258 Ceccina - Velletri  
Line 221 Montepescali - Roccastrada  
I.S.P. offices Naples.

Line 68 Rome - Arvezzano  
Line 50 Disense river bridge  
Ferazzano tunnel (Campobasso)  
✓ York Shops Caselli  
Rome-Giammiano  
Loco Depot Tezio Central  
Loco Depot Zone Smithamento  
Central station, Civitavecchia  
Loco round house Zone S.Lorenzo  
Warehouse Rome Tiburtina  
Yard Rome Smithamento  
Priv. Rly. F.San Giorgio-Amandola  
Various buildings, Naples  
Bridge Torre Annunziata-Castellammare  
Vecchiano - Villetti  
Montepescali - Roccastrada  
I.S.R. offices Naples.

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

MEMORANDUM:

7 July 1945

TO : Rail Division ✓  
Road Division

1. Extract from Monthly Report, May 1945 by AC Liaison  
Officer, Catania:

"The poor condition of roads and lack of tires and spare parts for maintenance continue to restrict road transportation. INT is functioning regularly under the Italian Government although more than 65% of their vehicles are out of commission due to lack of tires and spare parts, more than 50% of them are used by the alimentation services.

The acute shortage of box cars and coal is seriously affecting the operations of the railways. At the present time, 9,000 tons of imported wheat is stock piled on the Catania Quays awaiting the arrival of box cars to transport it. The movement of essential foodstuffs and trade in general has been handicapped by this shortage of transportation.

The allocation of 5,000 tires to Catania by Pirelli has not yet been received."

*Merritt H. Taylor*  
MERRITT H. TAYLOR,  
Director.

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

CMW/ew

INTER-OFFICE COMMUNICATION

4 April 1945

MEMORANDUM

TO : Lt. Col. O.H. Lindberg

1. Following is monthly report of Stores Branch-March.

2. Part 3 Rail - Item 5

3. ~~stores~~.

(a) Several changes have been made, during the month, in the procedure of procuring materials, notably that of cement, which is now all allocated by A.F.L.R.S. There is still a shortage of cement for A.C. Works not sponsored by the Military, but it is believed that this will be overcome shortly by increased production and production at plants which at present are idle.

(b) An Economic Section directive, dated 28 March 45 places all non-subsistence controlled materials, for civilian needs, under the Ministry of Industry, Commerce and Labor. It has been recommended to the Ministry that the Italian State Railways be given a high priority for the obtaining of needed materials so that the rehabilitation of the transportation system will proceed on schedule.

(c) A directive of technical instruction for the supply of equipment and stores to the Italian State Railways has been drafted by M.R.S. and is ready for publication. The directive defines the responsibilities for supplying the requirements of the I.S.R. as between M.R.S. and Tn. Sub-Commission AC.

(d) The Italian State Railways have had difficulty in obtaining hemp products for their needs as practically all of the output is taken by the military. It has been noted however, that hemp is being exported from Italy.

*C. M. LONG*  
C.M. LONG, Major C.E.

*Major R. W. [unclear]*

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2488  
NOTES FOR MONDAY REPORT, MARCH 1945  
Mechanistic Section

SLB/av

4. Mechanical Engineering.

RAIL CAR RECOVERY

2 April 1945

1. Cecchetti works at Civitavecchia have started work on rail cars in their sidings; 16 have already been repaired and an additional 50 are under repair. This plant may be expected to reach a very useful output after the opening of line 85 enables rolling stock to be worked in. Capt. Philby ~~is~~ stationed temporarily at Civitavecchia to supervise this work.
2. The Rome Ministrante car repair shop of I.S.R. has been partially re-organized and has started work, 10 cars having been repaired during March.
3. Bonifacio Ferrovi-Delizioso at Colleretto continue to make progress and turned out 62 heavy repair cars during the month.
4. Wagons Lits, Rome, had an out put of 7 passenger coaches and 4 cars.
5. Recovery of rail-cars for I.S.R. from the Rome-Foggia railway has been completed and an additional 119 cars from lines 256 and 257 are in process of recovery by means of the Rome-Foggia road line.
6. In conjunction with U.M.S. arrangements have been made for 16 tank cars held up for heavy repairs in Sicily to be moved to the Liri Valley to be dealt with.

INSPECTION TOURS.

1. In addition to frequent visits to works in the Roma area, the Breda plant at Naples was visited and as a result it is hoped to obtain for I.S.R. two rail-car wheel lathes now in the possession of Breda.

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been partially re-equipped and has started work, 10 cars  
having been repaired during March.

3. Bombardiered building at Colleferro continuing to make progress and turned out of heavy repair cars during the month.  
End 4 cars.
4. Wagons Lits, Rome, had an out part of 7 passenger coaches

5. Recovery of rail-cars for T.S.M. from the zone more railways has been completed and recovery by means of the Lines 256 and 257 are in process of recovery by means of the Rome-Lond Line.

6. In conjunction with M.R.S. arrangements have been made for 18 tank cars built in Italy ready to be dealt with.

#### INSPECTION TOURS.

1. In addition to frequent visits to works in the Rome area, the Breda plant at Naples was visited and as a result it is hoped to obtain for T.S.M. two trailer-wheel trailers now in the possession of Duce.
2. Cecchetti wagon works at Civitavecchia and Pesaro engine depot were visited May 4, 1944 (M.R.S. Very secret) both pieces.

S.L. BAISTER,  
Major

2500

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

MEMORANDUM

22 February 1945

TO: DDCR  
 DDMRI  
 ADDMRI  
 DD-Operations  
 AC Tr Sub/Comm, Rail Divn

Following table showing miles of railway presently operated in Italy, Sicily and Sardinia is submitted as information:

AREA	OPERATED BY	SUPERVISED BY	KILOMETERS		MILES
			276	329	
Central Italy " "	Br. Personnel ISR "	British "	276	605	380
East Italy (Bari Division)	ISR "	"		1131	710
West Italy " "	USA ISR "	USA USA	290 <u>1057</u>	1347	846
Reggio Compartimento	ISR "	AC		978	614
Rome Compartimento	ISR "	AC		98	62
Florence Compartimento	ISR "	AC		8	5
Ancona Compartimento	ISR "	AC		40	25
		TOTAL MAINLAND	4207		2642
Sicily Compartimento	ISR "	AC		1837	1154
Sardinia Compartimento	ISR "	AC		410	257
		GRAND TOTAL	<u>5454</u>		<u>4053</u>

*S. E. London*  
 S. E. LONDON  
 Captain, TC  
 Superintendent Transportation

RE 706  
 441  
 2/1/45

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

AOP/1c

TRANSPORTATION SUB-COMMISSION, AC  
(RAIL DIVISION)  
S/CO Transportation Increment  
C.E.P.

Ref. 643236  
Ref. AC/47/Tn 4

6 March 1945

ABBRIVIATED MONTHLY REPORT

1. The magnitude of civil engineering work on hand is indicated by the fact that the Sub-Commission is supervising rail repair work costing 1,285,735,000 lire. Some difficulties have arisen in respect of supplies of materials, and adverse weather conditions have slowed some of the work in hand, but on lines of first priority work has continued to plan. Line 229, Piombino-Campiglia, linking the port with line 50 has been completed.
2. The recovery of damaged freight cars and passenger coaches stock has continued, and in conjunction with MRS surveys have been made of various lines. The various firms entrusted with contracts for wagon repairs are proceeding to set their works in operation, and one firm with inadequate machines, completed 40 wagons in the month.
3. A six month supply request for ISK has been completed and forwarded to APHC for approval.
4. Increased passenger services were introduced at the beginning of the month, and the Rome-Naples duration of journey reduced from 12 to 10 hours. Naples and Bari were linked with a new tri-weekly passenger train.
5. Shortage of coal supplies in Sicily caused cancellation of some passenger train service. The shortage was mainly due to refusal of dockers to handle coal.

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for wagon repairs are proceeding to set their works in operation,  
and one firm with inadequate machines, completed 40 wagons in the  
month.
3. A six month supply request for ISH has been completed and  
forwarded to AFHQ for approval.
4. Increased passenger services were introduced at the beginning  
of the month, and the Rome-Naples duration of journey reduced from  
12 to 10 hours. Naples and Bari were linked with a new tri-weekly  
passenger train.
5. Shortage of coal supplies in Sicily caused cancellation of  
some passenger train service. The shortage was mainly due to refusal  
of dockers to unload a coal vessel at the beginning of the month.

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ACCP/4C

TRANSPORTATION SUB-COMMISSION, AC  
(RAIL SECTION)  
S/C Transportation Increment

Mail: 843228

Our Reference: AC/47/m

10 January 1945

ABBRIDGED MONTHLY REPORT.

1. Little alteration has taken place so far as forward railheads are concerned. AC is taking a prominent part in reconstruction of rehabilitation, work on no less than 12 major projects being in hand, including the supervision of repair of the rail line from Ortona to Ancona.
2. The difficulty in obtaining freight cars has lightened a little during the month, and co-operation between MRS and AG has resulted in many cars being put into Reggio Calabria for distribution between Reggio and Calabria Divisions. Repairs to rolling stock has continued, and satisfactory progress made in establishing private firms in repairing freight cars and passenger vehicles. There is an acute shortage of the latter type.
3. The Stores Officer has been compiling details of requirements of TSR supplies for 6 months, and has been engaged in procuring additional materials to meet increased engineering demands.
4. On the traffic side, additional facilities have been provided for civilian travel between Civitavecchia and Rome, and in the near future a service between Rome and Naples will be instituted tri-weekly. Other requests for additional passenger facilities are temporarily delayed pending the formation of a new Allied Railway Board, which will comprise all interested parties, and which will depute sub-committees to investigate different needs.

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P.S.L

O.H.LINDBERG  
Lt. Col. R.E.,  
Chief, Rail Section.

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

AC/47/TN.

5 January, 1945

MONTHLY REPORT OF ACTIVITIES, DECEMBER, 1944  
TRANSPORTATION SUB-COMMISSION, RAILS, A.C.

1. BALIERSADS.

Once again, there has been very little alteration in the forward railheads, due to the semi-static conditions on the fronts. The forward railhead on Line 66 remains at Cesena, and Vise is nominally the railhead on Line 50, the east coast route. MRS has continued work on line 515 inland from Vise towards Prato and Florence, and it is hoped the rail terminal will be possible in Florence by the middle of January.

2. RECONSTRUCTION AND REHABILITATION.

The New Works and Contracts Committee, formed jointly of MRS, AC and ISR has met regularly during the month, and a number of difficulties arising from constructional problems and matters of supplies have been dealt with. Financial procedure has been definitely settled by action of Priorities representative on the Committee. The Rail Section is now actively engaged in engineering work on the following lines:-

- Line 50 between Vado and Rosignano  
50bis linking Piombino port with line 50  
63 doubling tracks between Rome and Orte  
65 Arezzo - Florence, reconstruction of track  
86 Ortona - Ancona, reconstruction of line  
88 Rome - Averzano, reconstruction of line  
92 Naples - Reggio, rebuilding Petrace bridge  
257 Rome - Viterbo, reconstruction of line  
277 Perugia - Rieti, reconstruction of line  
279 Termoli - Campobasso, reconstruction of line  
283 Avellino - Benevento, reconstruction of line.

On line 95, between Metaponto and Crotone, a washout of the track caused considerable difficulty in supplying freight cars to Reggio and MRS undertook the repair work for which two bulldozers

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As a result of careful examination of the Rome - Viterbo private railway, it has been found possible to make arrangements to remove to the State lines 150 freight cars of various types. The shipment of freight cars from Sardinia is in hand. Rolling stock repair work has continued throughout the month, in Sicily and Italy.

3. SHORTRAGE OF FREIGHT CARS (continued)

Regular consultation with I.S.R.I. has led to a satisfactory placing of freight cars to meet demands, and the absence of any major track damage north of Reggio has permitted the restoration of a flow of cars to meet practically all requirements.

4. MECHANICAL REPORT.

The Wagon Lits Company, now under contract to I.S.R.I., turned out 34 Freight cars during the month, but laterly turned over to the reconditioning of passenger rolling stock, of which there is a great shortage. The firm of Bombini - Parodi - Delfino at Colleferro, also under contract, is speedily arranging its works, and 200 damaged freight cars have already been placed in the sidings for repair. Timber difficulties have been partially met by the release of stocks at Cirella and Crotono, and it is hoped that material will be made available in order to ensure the utmost is done to assist in repair work.

5. STORES REPORT.

Stores Officer has been compiling the requirements of supplies and materials urgently needed for next six months by I.S.R.I., whilst the additional engineering work now undertaken has led to large increases in material needs for the immediate future, notably cement. Considerable difficulty has been experienced in ensuring that contractors trucks for rail works are satisfactorily tyred, and unless priority can be given to their needs, contract dates may be exceeded.

6. TRAFFIC REPORT.

Difficulties in Sicily, both civilian and freight have continued, due to the controversial cut in coal supplies last October, and constant pressure has been brought to bear in an endeavour to ensure that the monthly tonnage be reinstated at 9,000 tons. The shortage of passenger stock on the mainland has led to a train track from Naples to Earl via Poggio being established without stock to

“**W**hat is the best way to learn English? I have asked many people this question, and they all give me different answers. Some say that the best way is to go to England and live there for a year or two. Others say that the best way is to buy a tape recorder and listen to English radio programs every day. Still others say that the best way is to take English classes at a local college or university. But I think that the best way to learn English is to practice speaking it as much as possible. This means that you should try to find someone who speaks English fluently and ask them questions about anything you don't understand. You can also try to find a pen pal who speaks English and exchange letters with them. Another good idea is to read English books and newspapers, and to watch English movies and TV shows. By doing these things, you will gradually improve your English skills and become more confident in your ability to communicate in English.”

THE SONG

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many applications were received for a daily service. Unfortunately there was considerable confusion as to the reasons, some claims being to feed Rome, and others to feed Sicily. Some claims being made no recommendation, but the Commission authorised a service twice a week, and is reviewing the traffic figures regularly.

Of extra-urbane tramways in the Rome District, the lines have extended slowly into the Albano hills, and only the power question prevents a resumption of services in many cases. These lines are mainly passenger, but the serious shortage of other passenger vehicles gives some priority to the carrying demands of the trains.

A sudden power cut on the private railway Naples - Cumana, led to some difficulties in the conveyance of workers to and from their place of employment, but the matter is being closely watched. The Labour Sub-Commission, and close liaison has been maintained. For the Labour Sub-Commission, labour difficulties arose, which were not very satisfactorily settled. The private railways work under a 23 year old agreement, where extra work is done daily to avoid Sunday working, and at the moment, the workers have been successful in asserting their right not to work overtime in the week, and also to be paid for a Sunday when they do not work. The matter is primarily one for the Labour Sub-Commission, and close liaison has been maintained.

(H) The following figures are for the month of December, 1944:-

BIDS	RECD	Rejected	Accepted	Food-stuffs	Fuel	Seeds & Viscos.	TOTAL
2028	115	1013	87268	29050	14303	25301	155922
(14)							
	64	-	84	6810	600	410	3428
							Total (1) and (14) 167170 tons.
							11246

7. TRANSPORTATION COMMITTEE MEETING.

At the transportation committee meeting held on 22 December, 1944, the Chairman, President A.M. Hulse, announced that this would be the last meeting of its kind, as in the new year an Allied Railway Board would be formed, which would deal with aspects of civilian railway needs, through sub-committees such as the committee

asserting their right not to work overtime in the week, and also to be paid for a Sunday when they do not work. The latter is primarily one for the Labour Sub-Commission, and close liaison has been maintained.

The following figures are for the month of December, 1944:-

(L)	BILLS	Ref'd	Rejected	Accepted	Good - Supply	Bad - Recall	Seeds - Recall	Total
2028	115	1913	87266	29050	11303	25301	165922	

7. REMANUFACTURE COMMITTEE REPORTING.

At the Transporter's Committee meeting held on 22 December, 1944, the Chairman, Brigadier A.T. Whitehouse, announced that this would be the last meeting of the kind, as in the next year an Allied railway Board would be formed, which would deal with all expenses of civilian railway needs, through sub-committees such as the existing new works and contracts committee. The meeting, nevertheless, successfully concluded the date for the first tri-weekly meeting for civilians and volunteers between Rome and Leghorn, and dealt with other matters requiring attention.

6. SPACE CHANGES.

A change of policy has led to staff changes, with the result that at Headquarters, it is intended to centralise to a greater extent personnel and stores and to meet the changed conditions. Civil Engineering, Technical Engineers, Stores and Traffic masters, and staff adjustments have been made to do this. The Empowerment Board for the duration of three years has been given by the Empowerment Board for the duration of three years to cover future commitments, being based on the needs for additional civil engineers and engineering officers for field work.

9. MONTHLY REPORTS.

The monthly report, will, in future, be based on the statistical information as requested from officers in the field, to whom copies of these reports are sent for information. The closing date for submission of this report in complete form is 8th of each month, and unless returns are received by that date, for the previous month, considerable difficulty will be experienced. All concerned are requested to give special attention to the submission of the final week's report at month end.

O. H. TINDBERG,  
Lieut-Colonel, R.E.,  
Chief, Rail Section,

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

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ABRIDGED RAIL REPORT NOVEMBER, 1944.

Military railheads have been almost static during the month. Weather conditions have caused damage to various tracks, thus causing difficulties in movement. A plan has been agreed with Director of Military Railway Services for the satisfactory rehabilitation of Italian Railways, which will place additional responsibilities on A.O.

Fourteen engineering projects are in hand, ranging from long stretches of track to bridge work, and all projects when completed, will be of material assistance in distribution of essential needs of the community.

The question of a Rome - Naples passenger service continues to be to the fore, but limited track capacity and priority military and food supply demands have so far prevented the introduction of such a facility.

A violent cyclone in Sardinia caused a train derailment on 6 Nov. 44, when one person was killed. Locomotives in that island are being converted to burn Sulcis coal, thus restricting import of coal.

The work of wagon repairs has been stepped up as a source of supply to meet acute shortage.

O.H. LINDBERG,  
Lieut-Colonel, R.E.,  
Chief, Rail Section,  
Pln. Sub-Commission, A.O.

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of coal.

The work of wagon repairs has been stepped up as a source  
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O.H. LINDBORG,  
Lieut-Colonel, S.S.  
Chief, Rail Section,  
In. Sub-Commission, A.C.

R.D. [unclear]

TRANSPORTATION SUB-COM. (AC)  
(Rail Section)  
6/6 Transportation Increment  
(C. R. F.)

MONTHLY REPORT OF ACTIVITIES, NOVEMBER, 1944.  
TRANSPORTATION SUB-COMMISSION, A.C.

12 December, 1944

RAILWAYS.  
(a)

Military railheads have continued almost the same as in October. Line 50 reached Pisa on 8 November, line 66 reached Savigno on 21 November, and Cesena on 1 December. Line 65 has not proceeded further than Arezzo, and line 214 still continues short of Perugia, the railhead being at Pastie.

The month of November has seen much rain, with adverse effects on temporary rail structures, and consequent movement of AC supplies.

Line 50 was out of section north of Civitavecchia for most of the month, and this seriously handicapped the movement of lignite from the Ribolla mine to Rome. Line 65/87 suffered breaks which caused difficulty in the movement of grain to Rome. Other temporary breaks in the lines between Naples and Rome brought difficulties in Rome fescine, but it can be recorded with satisfaction that a small stock pile of wheat was available when the month closed. Florence has remained isolated so far as rail service is concerned, but the line 215, which will turn south at Prato will be made available it is hoped in the near future, and a separate station will be set aside in Florence for medical and AC supplies.

At the close of the month difficulties arose through adverse weather conditions, in the Calabria Division, and these are reported upon in the Engineering section.

There have been difficulties in regard to ensuring that authorised movement has taken place, due to failure in spotting rail cars, and for this purpose ten temporary officers have been attached to the Sub Commission to be placed at points where loading has been most difficult, and towards the end of the month a noted improvement was made.

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Florence has remained isolated so far as rail service is concerned, but  
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the end of the month. The Calabria Division, and those are  
is helped in the near future, and a separate station will be set aside  
in Florence for medical and supplies.  
At the close of the winter difficulties arose through  
adverse weather conditions, in the Calabria Division, and those are  
reported upon in the winter section.  
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that authority movement has taken place, due to failure in appointing  
rail cars, and for this purpose temporary officers have been  
attached to the Sub Commission to be placed at points where loading  
has been most difficult, and towards the end of the month a noted  
improvement was made.

(b) Reconstruction and Rehabilitation.

The Director of Military Railway Services, Major General  
R.D. Washorn, called a meeting on 22 November 44 to discuss and agree  
upon a procedure to be adopted in regard to the rehabilitation of the  
Italian railways, and to decide upon priorities and responsibilities.  
The work of reconstruction was broadly divided into  
three standards of priority, as under:-  
Priority I. to cover work required to opening  
facilities and based on essential military needs.  
Priority II. to cover immediate military needs at the earliest  
of the line to traffic to cover  
Priority III. to cover work required to improve existing  
facilities and based on economic life of the country, but not of military  
and to improve the economy ~~and~~ <sup>and</sup> ~~rehabilitation~~  
importance. The responsibilities ~~were~~ <sup>are</sup> divided

\*/.

as under:-

Priority I. A military responsibility, under immediate control of MRS as at present.

Priority II. MRS to furnish details of requirements to AC, who would make arrangements with ISR to carry out the projects, and supervise the carrying out of them.

Priority III. The submission of projects under this head would be entirely a matter for AC and ISR, but before work commenced, approval of U.M.R. would be obtained, with list of materials and equipment for which MRS assistance would be required. The submission to MRS is essential in order to ensure control over stores in short supply.

#### Maintenance.

Maintenance of track etc., would remain the responsibility of MRS except in such areas as the Director, Military Railway Services had decided to hand over complete control to AC, as in Messina Calabria.

Maintenance of Equipment. (Locomotives and Rolling Stock) Owing to the shortage of equipment available, the maintenance of all locomotives and rolling stock will be vested in the MRS, except in such territory as the Director decides that it is possible to hand over control to AC.

Provision was made for a regular monthly meeting, and for a subsidiary sub-committee to be appointed representing MRS, AC and ISR to review progress in repairs, and to deal in greater detail with decisions reached by the monthly meeting.

#### Stores.

A procedure was decided upon in regard to obtaining stores, summarised as under:-

A project would be put to AC and ISR who would both attempt to obtain all possible materials AC would screen the joint results and submit to MRS demands for such stores as were otherwise unobtainable. The screened list submitted by AC would fall under two heads:-

- 1. Stores for works of military priority
- 2. Stores for works of civil priority.

As this meeting is of considerable import to AC in its work of restoring the economic life of the country, the decisions reached have been summarised at length. They form the basis of all future railroad rehabilitation.

N S I B

NRS, except in such territory as the Director decides that it is possible to hand over control to AG.

Provision was made for a regular monthly meeting, and for a subsidiary sub-committee to be appointed representing IAMS, AG and LSII to review progress in repairs, and to deal in greater detail with decisions reached by the monthly meeting.

Stores. A procedure was decided upon in regard to obtaining stores, summarised as under:-

A project would be put to AG and LSII who would both attempt to obtain all possible materials AG would screen the joint results and submit to AG demands for such stores as were otherwise unobtainable. The screened list submitted by AG would fall under two heads:-

Stores for works of military priority.

Stores for works of civil priority.

As this meeting is of considerable import to AG in its work of restoring the economic life of the country, the decisions reached have been summarised at length. They form the basis of all future railroad rehabilitation.

(c) Shortage of Rolling Stock.

The shortage of rolling stock, recorded in the October report, ~~was~~ a little artificial in character owing to the sealing up of certain lines due to incidents on the tracks, righted itself in some measure during the month. Unfortunately, the trend of traffic continues to be from the South, and serious difficulties arose at one time in Sicily owing to the loss of rolling stock to the mainland. Arrangements have been made with AGIS for a satisfactory supply in the future to be passed into the Calabria Division, distribution as between Calabria and Sicily to be arranged jointly between AG officers concerned.

(d) Engineering.

The following is list of work in hand and prospected as at 30 November, 44.

(1) Guinearico (Line 50).

Rebuilding of railway bridge on private line leading from Rholla lignite mines in hand. All materials on site. This work is being carried out by the owners of the line "Montecatini." Repair or above section of railway is in hand to -

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access to the Solvay plant. Estimated cost 2,000,000 lire. Work should be completed by 30 December 44.

(ii) Arezzo-Florence (Line 65).

Preparation of estimate of repair of this line well in hand. Estimated cost is over 400,000,000 lire, and estimated time is 6 months.

(iii) Ortona-Ancona (Line 86).

Contract let for last section Ortona-Pescara. Work to commence 1st December 44 and be completed 31st March 45. Second section Pescara-Giulianova out to tender. Tenders to be submitted 6 December 44. Third and fourth sections, Giulianova - Ancona, drawings complete. Tenders will be called for in few days.

(iv) Rome-Avezzano (Line 88). Reconstruction approved and work commenced. Line has been opened for traffic Rome-Spedale. Work on remainder in hand. Mines are holding up work on two viaducts, water in hand with Regional Commissioner, Lazio-Umbria Region.

Sagittario Electric Power station. (Line 88).

An estimate for the repair of this power station has been prepared and submitted to the Electrical Construction Committee for approval. Estimated cost 30,000,000 lire, time 6 months.

(v) Retrace Bridge (Line 92).

Rock in hand. Reconstruction of brickwork of the two demolished arches well advanced. Timber piling for temporary steel towers 10% completed.

(vi) Chiusei-Florence (Line 220).

An estimate for the section Chiusei-Sinalunga of this line has been prepared, but the putting off the work in hand has been deferred, pending report on the section Sinalunga-Tempoli. Cost of former section 32,000,000 lire, time three months.

(vii) Fiesole - Tempoli-Florence (Line 10).

(viii) Piombino-Campiglia (Line 229).

Work on the repair of this line has commenced, no steelwork is required. Cost 9,400,000 lire, the project being likely to be finished before end of January, 45.

(ix) Rome-Viterbo (State railway) (Line 257).

Reconstruction approved. Contract let, work to commence first week in December 44.

(x) Terni - Rieti (Line 277).

Section of line reported upon with recommendation for

has been prepared and submitted to the Electrical Construction Committee for approval. Estimated cost 30,000,000 Lire, time 6 months.

(v) Petrace Bridge (Line 32).

Work in hand. Reconstruction of brickwork of the two denuded arches well advanced. Number piling for temporary steel towers 10% completed.

(vi) Chiussi-Florence (Line 320).

An estimate for the section Chiussi-Sinalunga of this line has been prepared, but the putting of the work in hand has been deferred, pending report on the section Sinalunga-Empoli. Estimated cost of former section 30,000,000 lire, time three months.

(vii) Lisa - Empoli-Florence (Line 319).

Preparation of estimate is in hand.

(viii) Fiorbino-Vaspiglio (Line 229).

Work on the repair of this line has commenced, no steelwork is required. Cost 1,400,000 lire, the project being likely to be finished before end of January, '45.

(ix) Rome-Viterbo (State Railway) (Line 257).

Reconstruction approved. Contract let, work to commence first week in December '44.

(x) Reuni - Rieti (Line 277).

Section of line reported upon with recommendation for repair. No authority as yet to proceed with the work.

(xi) Permoli-Campobasso (Line 273).

Work well in hand, 65% completed. Work on Siperno bridge is to be finished first week in January when line can be opened.

(xii) Vellino-Pennevento (Line 281).

Section of line reported with recommendations for repairs. No authority to proceed with work.

(xiii) Avellino-Rochetta (Line 294).

Section of line reported upon, with recommendation as to reconstruction. No authority to carry out work.

(xiv) New Sidings at Chiavari Station (Line 65).

Points and crossings were put in at Chiavari station to meet needs of Commerce sub-commission.

CAGLIARI (Sardinia).

Repair of railway shops at Cagliari authorised at cost of 2,500,000 lire.

In connection with the lines referred to above, where authority has not been given for work to proceed, it has been necessary

To await a decision in regard to the financial aspect of rehabilitation. This matter fully in hand with Economic section.

During the month, very bad weather has been experienced, and the following damage occurred on the lines of the TSR under C. supervision in Calabria Division:-

Tyrrhenian Line (Line 04) -

Between Copone and Rocca, a bridge collapsed due to flood. Between S. Buffemà and S. Pietro bridge, piling was washed away. Repair already effected.

Between Valerni and S. Infemìa, bridge entirely destroyed. Repairs expected to take four days.

Serizio-Prindisi (Line 05) -

Between Torre Cerchiara and Trebisacce, track washed away. Repairs expected to take six days.

Between Siri and Turri, various interruptions. Bridge over river Sinni possibly damaged. Length of time for repairs not yet available. Repair work being hastened.

Traffic for the north route using route Reggio-Sibari-Cosenza-Patrascìa.

Sinfemìa-Catanzaro (Line 304) -

Locomotive derailed and overturned. Traffic resumed 1 Dec 41.

(e) Traffic.

No important amendment has taken place in passenger facilities during the month. Stock has not been available for the introduction of the proposed service Naples-Bari via Poggiò.

The absence of any mail service linking Rome with the territory it covers is fully appreciated by Transportation Sub-Commission, and every effort is being made to encourage to obtain some service to enable at least Government officials to proceed to and from the capital. The essential difficulties are two, firstly the acute shortage of passenger stock, even for military needs, and secondly the capacity [redacted] of the two lines between Naples and Rome. At the moment it is a question of feeding Rome or allowing civilians to travel by train to and from the City, and at all times the lines must be maintained, and as soon as facilities are available, a passenger service between Rome and Naples will take precedence over any other demand.

The weekly wine train failed to operate between Tecco and Naples on the first Wednesday in November, due to a misunderstanding, whereby the TSR had returned all wine tankers to private owners, and

Naples on the 2nd December

available. Repair work being hastened.

Jesenza-Incola-Bavillingia,  
Eurenia-Catenauro (Line 304).

(e) Traffic. Traffic for the north route main route Reggio-Sibari-

Locomotive derailed and overturned. Traffic resumed 1 Dec 44.  
No important amendment has taken place in passenger facilities during the month. Stock has not been available for the introduction of the proposed service Naples-Bari via Reggio.

The absence of any rail service linking Rose with the territory it governs is fully appreciated by Transportation Sub-Commission, and every effort is being made to endeavour to obtain some service to enable at least Government officials to proceed to and from the capital. The essential difficulties are two, firstly the acute shortage of passenger stock, even for military needs, and secondly the capacity of the two lines between Naples and Rome. At the momentic is a question of feeding Rome or allowing civilians to travel by train to and from the City, and at all times the answer must be the maintenance of sufficient food supplies. The writer is carefully watched, and as soon as facilities are available, a passenger service between Rome and Naples will take precedence over any other demand.

The weekly wine train failed to operate between Lecce and Naples on the first Wednesday in November, due to a misunderstanding whereby the ISR had returned all wine tankers to private owners, and the latter were demanding high prices for the hire of such vehicles. The writer has been put right, and the train of 20 wine tankers has been operated for the last three weeks of November.

(i)

PARADE

Rec'd	Rejected	Accepted	Food Stuffs	Fuel	Seeds Fertiliser	Misc.	TOTAL
3405	314	3091	116264	27457	20981	27822	291,556
						55	

(ii) Emergency Ships:

Rec'd	Rejected	Accepted	Food Stuffs	Fuel	Seeds Fertiliser	Misc.	TOTAL
41	—	41	5472	4265	240	1501	11476

Total (i) + (ii) 303,034 tons.

(P)

Transportation sub-commission forwarded by rail, AC and civilian, should be view that all communication forwarded by rail, AC and civilian, should be public for all existing rail routes, excepts for traffic to the forward armies for distribution to newly occupied territory. This follows the policy in respect to road transport and an effort is being made to endorse to introduce a scheme in the new year whereby no traffic other than that defined above will travel on the free voucher system. The decree to increase rail rates and fares took over the June 1943 Finance Decree law.

In Saroldia, the representative of the Rail Section has put everything in order for AC supervision of Italian operation. The question of free conveyance of civilians working for the allies or contractors fully employed by the Allies has been further discussed as a policy matter with Finance and Labour Sub-Commission. Public Safety Sub Commission has reported the institution of a railway laissez-passer, and in the meantime railway employees will be temporarily trained to assist where necessary.

(A)

Transportation Committee meeting.

This meeting was held on 27 November 44 when the following items put forward were discussed.

Home-Bureau-Bari restricted service for tourists,

Unauthorized travel of civilians by rail in

Conveyance of smalls (ITSMO traffic).

Use of port of Civitavecchia.

Shortage of freight wagons to fulfill approved movements.

Extensiveness of services, lines 80, 65 and 65/87.

Conveyance of passengers by rail in

Unauthorized travel of civilians by rail in

Army areas.

Passenger traffic.

Port of Genoa.

Stockpiling at Ancona.

(B)

Defection.

The necessary correspondence and messages have been maintained.

(S)

ITEMS OF INTELLIGENCE FROM ITALIAN DIVISIONAL REPORTS.

hours 26 Nov., was as follows:-  
The wagon situation is still acute. Position = 450  
2523  
Declassified E.O. 12356 Section 3.3/NND No. 785021

the time necessary for the preparation of locomotives, locomotives, in the little state districts, produced a car in locomotives, a recent meeting which the older railroad engineers, engineers, have been co-operative.

found that the travel of locomotives, a recent meeting which the older railroad engineers, engineers, have been co-operative.

in allusion of coal for those large scale industries, completed. Coal consumption has been such that the large scale industries, and it has been

carried taking advantage of timber. Rail movement has been carried out in the timber, tables movement between the two countries, have taken place during the month. Rail movement has been carried out in the timber, tables movement between the two countries, have been carried out in

Type of car	In use in vicinity required for	Destiny	No. of spares	Per cent utilization	Per cent utilization	No. of spares	Per cent utilization	No. of spares	Per cent utilization
PLATE	787	75	8	+	75	8	+	75	8
PLAT	500	75	8	+	75	8	+	75	8
CONDOLAS	1986	75	8	+	75	8	+	75	8
BOX	1337	75	8	+	75	8	+	75	8
	2000	75	8	+	75	8	+	75	8
	- 663	- 663	- 663	- 663	- 663	- 663	- 663	- 663	- 663

hours 26 Nov. 1953 following:-  
The wagon situation is still acute. Position as at 355

(a) SIGHTLY DEFICIENT  
ITEMS OF THE WAGON STOCK AND INVITATION PREFERENCES.

(b) INADEQUATE  
The necessary correspondence and measures have been established.

- CONVENTIONAL AIRPLANE, ETC., USE OF COUNTRY'S AIRPORTS, ETC.
- CONVENTIONAL AIRPLANE, ETC., USE OF COUNTRY'S AIRPORTS, ETC.
- CONVENTIONAL AIRPLANE, ETC., USE OF COUNTRY'S AIRPORTS, ETC.
- CONVENTIONAL AIRPLANE, ETC., USE OF COUNTRY'S AIRPORTS, ETC.

will be promptly passed to existing airline collections.

(c) PROVISIONS COMMITTEE MEETING.

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795021

London: George Allen & Sons, 1890.

SUNDAY, AUG.

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HARVEY HUGHES INVENTIVE (AII) PROJECT

## Additional Information

(d) *Autotin*  $\text{Li}^{+}$  nanoparticles

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GRAND COUNCIL OF THE IROQUOIS  
THE FIFTH EDITION

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Building a Saving Culture

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WILLIAM STONE PRINTED  
BY J. C. HARRIS.

Rapport Compteur

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THE CHURCH OF CHRIST ACROSS AMERICA

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MOVEMENT OF VAGONS ACROSS RAILWAY BRIDGES AND SPAN RIVER TELAIT						
NUMBER OF VAGONS UNPILDED FOR TRANSPORTATION TO COUNTRY		NUMBER OF VAGONS PILED FOR TRANSPORTATION FROM COUNTRY		TOTAL		
Type	Reported	Received	Released	Reported	Received	Total
Heavy wagons	330	318	228	194	194	21
Light wagons	72	74	13	50	1	51
Rebutloins	392	625	432	671	671	2754
Heavy wagons	330	318	228	194	194	21
Light wagons	72	74	13	50	1	51
Rebutloins	392	625	432	671	671	2753
						2753

MOVEMENT OF VAGONS ACROSS RAILWAY BRIDGES AND SPAN RIVER TELAITReportedReceivedReleased

Balance: - 111  
STANDARTA

(b) Complete details in respect of tonnages conveyed on the railways of Sardegna are not yet to hand.

A representative of the Coal Division, HQ. AC., arrived in Sardinia on 28 November 44, to check coal stocks, and to instruct the State Railways on the procedure for the handling of coal. Several conferences were held.

The Province dello Stato has received authority to complete repairs to the Sardinian workshops at a cost of two and a half million lire.

During the month inspection trips were made as follows:

5 Nov. 44	TRIVENETO	Shops inspection
6 Nov. 44	CERDINA	Ferry bridge inspection
10 Nov. 44	CERDINA	Inspection of ferrovia Strada Ferrarese
15/16 Nov. 44	CASARAI	Sardegna, boat-train and installations en route.

25 Nov. 44 MURO Inspection of ferrovia Complementari

On 8 Nov., a derailment occurred in the Lirso-Chivasso line of the terrorvoie complementari. An entire train of five cars and engine were derailed, one person killed and fifteen injured and equipment badly damaged. Accident was caused by a violent cyclone. Investigation was made by the regional Commissioner and representatives of transportatioin sub-commission.

During the month, considerable activity continued in the port of Cagliari, putting unexpected burden on the services and caused them to exceed their coal allotment. Accident was caused by a violent cyclone. Some of the movements concerned:

1,000 tons U.L.D. • Supplies for export

1,000 tons Cheese for export

800 tons Flax for export

Considerable switching is also necessary for the furnishing by the railways of 300 to 500 tons of water in tank cars to the ships in the port.

At the beginning of the month, only nine of the twenty-one suitable coal-burning locomotives were in service. It is hoped, subject to a supply of carbide to get all the twenty-one Suots coal-burning locomotives on the road by the middle of January, 45.

At the beginning of the month, only nine of the twenty-one suitable coal-burning locomotives were in service. It is hoped, subject to a supply of carbide to get all the twenty-one Suots coal-burning locomotives on the road by the middle of January, 45.

(c)

#### RAIL DIVISION.

All lines in Italy Compartimento, both Standard and Narrow gauge are open for traffic. Best route to Ancona Compartimento is open for A.C. and civilian movement to Ortona. Shunting of wagons has been a constant feature of the month and a large number of bids accepted within the tonnage allotted have not moved on this account.

#### Traffic Movement.

Due to shortage of wagons, train loading results have been very poor, only 5% of the wagons requested being supplied, and a further 6% of those not being loaded.

Movement of salt traffic also suffered in the wagon shortage. Of 543 wagons requested, 279 were supplied and only 220 loaded. No statistics are available on the wine traffic actually loaded, but bids were accepted for 5,980 tons, including 1,690 to Naples and 1,670 tons to Ortona.

An increasing tonnage of "sanson" (500 tons) has been accepted for movement, and an increased amount of Olive oil (403 tons) have been moved by rail to destinations outside Rail Compartimento. This is a small figure considering the large quantities waiting to be transported but will fluctuate considerably.

(c) MILITARY DIVISION.

All lines in Italy Compartimento, both Standard and Narrow gauge are open for traffic. East Coast traffic to Ancona Compartimento is open for A&D and civilian movement to Ortona.

Shortage of wagons has been a constant feature of the month and a large number of bids accepted within the tonnage allotment have not moved on this account.

Traffic Movement.

Due to shortage of wagons, grain loading results have been very poor, only 5% of the wagons requested being supplied, and a further 6% of those not being loaded.

Movement of salt traffic also suffered in the wagon shortage, of 543 wagons requested, 279 were supplied and only 220 loaded.

No statistics are available of the wine traffic actually loaded, but bids were accepted for 5880 tons, including 120 to Naples and 1570 tons to Ortona.

An increasing tonnage of "banche" (large tons) has been accepted for movement, and an increased amount of Olive Oil (403 tons) have been moved by rail to destinations outside Italy Compartimento. This is a small figure considering the large quantities willing to be transported, but all bids were accepted.

It is interesting to note that when the 3rd - Naples passenger train was searched for contraband during the month, on one occasion 10 tons of Olive Oil was discovered secreted on the persons of the travellers and in their baggage.

(d) NAPLES DIVISION.Traffic.

The outstanding feature of the month's traffic activities has been the continued scarcity of equipment, particularly box cars, as there are very few commodities that can be shipped in open cars, of which every advantage has, however, been taken, and breaks in the two lines between Naples and Rome, have interfered with the return of cars from the North, requirements were necessarily cut to the bone for the first two weeks of the month. Later results in the carrying out of A&D and civil loading programmes were good.

THE EIGHTH DAY OF OCTOBER, 1775.

not on account of the want of money, but from the want of a sufficient number of men to do the work. The first difficulty was to get the men to come to the country. This was overcome by offering them a large sum of money, and by promising to pay them well for their services. The second difficulty was to find a place where they could live comfortably, and where they could have a good occupation. This was solved by finding a suitable place in the country, and by offering them a good wage. The third difficulty was to find a place where they could live comfortably, and where they could have a good occupation. This was solved by finding a suitable place in the country, and by offering them a good wage.

COMMISSION ON COMMERCE -  
THE COMMERCIAL TRADING SUB-  
COMMITTEE IS PREPARED TO  
HANDLE TRANSACTIONS WHICH  
ARE OF A CIVIL NATURE.  
THE COMMITTEE IS PREPARED  
TO DEAL WITH THE  
COMMERCIAL PROBLEMS.

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Saltino, *Intelligence*, where the Gono Stazioni was stated that he adds, "particulars, where the Gono Stazioni has stated that he adds, In Italy, at least four organized bands have been working in cooperation with railway employees, complete with black market merchants who buy the stolen goods on the spot. In another case, outside Italy, the RIO staff have been "helped out" on more than one occasion. In Italy, railmen present the greater difficulty in controlling, which is often made to provide adequate protection for railway points and the railroad and returned fire on a ring of thieves. Citizens are fired upon and returned fire on a ring of thieves. Citizens

Free travel for 12 hours or allotted forces.

Information from the two private railways in this area, involved in this scheme of providing free transportation for workers employed by the Allied forces to and from their houses to the place of employment has gone the way of most other concessions made to the Italian civilians by the Allied forces, in that it is being daily abused. Permits which are not transferable are being passed to relatives and relatives, they are being used between stations at any time, many of the workers insist on the right to travel between areas and the railways find that there are so many of these free travel passes and passes are so often unable to collect fares or tickets from other passengers, some of whom never pay their fares.

The local representative of the Ministry of Communications informs me that the total figures presented by all allied organisations during the month, show that they transport 600,000 people a day in this area, shows that they transport 600,000 passengers in the period of one week, in addition to the revenue passengers. It is understood that the railways themselves are normally not in favour of this review, and the railways themselves are normally not in favour of this review, and the railways find that there are so many of these free travel passes and passes are so often unable to collect fares or tickets from other passengers, some of whom never pay their fares.

#### Unusual Movements.

During the month, the following movements were effected in addition to the normal ones :-

5,000,000 lire currency, Naples to Paris. The trial party with gear and instruments - Naples to Paris  
Two box cars loaded with women and children from Italy to Sicily  
Embassy, Ankara, Naples to Rome. 6,000,000 lire currency, Naples to Paris. 41st Division to Sicily  
Phatrali party - Naples to Sicily  
V.I. Division.

Unauthorized Loading Returns.

It is hoped that TSO will submit accurate returns from all loading stations, effective 1 December 44, or all AC and civil authorized traffic actually moved. Measures have been made to secure them for some time, but the Italian machinery is slow to start.

Delay in unloading at Roccasecca, unloading of grain at Roccasecca has been effected lately at the rate of about two cars daily, while 18 cars were awaiting unloading. Food Sub-Commission have been asked to speed up facilities for unloading, and meantime, more cars than can be dealt with are not being fed forward.

DAILY CIVILIAN PASSENGER TRAIN, NAPLES REGGIO.

By agreement, the stop at Montecagnano at 0319 hours, of the regular daily civilian passenger train Naples - Reggio is cancelled with effect from 4 December 44. This was requested by the RTO at that point as a means of eliminating some of the pilferage taking place there.

(e) BESSIO (CALABRIA) DIVISION.

REGGIO SITUATION.  
The shortage of wagons in this division continues to be acute. The following figures summarize the position:-

MOVEMENTS.	DEMANDS.	
	Total	DAILY AVERAGE
	2771	80
Military	1018	55
AC.	4584	131
Civilian	9273	266
	<u>1756</u>	<u>137</u>

These figures do not include dock clearance.

Screening of civilian aids.

In view of the situation, bids have been screened and cut down to the lowest possible, eliminating carriers entirely. It will be observed from the above figures that an average of only 6 wagons daily have been available for civilian traffic.

AC TRAFFIC.

Total number of wagons loaded for the month were 1363, giving an average per week of 341.

The shortage of wagons in this district  
is acute. The following figures illustrate the position:-

WAGONS.	
DISPATCHES.	Total Average
Military	2771
AC.	1918
Civilian	4284
Total	8973
	2860
	1717
	180
	<u>131</u>
	<u>266</u>
	<u>4756</u>

These figures do not include dock clearance.

Percentage of civilian bids.

In view of the situation, bids have been suspended and put down to the lowest possible, eliminating carriages entirely. It will be observed from the above figures that an average of only 6 wagons daily have been available for civilian traffic.

AC traffic. Wagons loaded for the month were 1363, giving total number of wagons loaned per week of 341, an average per week of 341.

Docks clearance.

Owing to shortage of wagons to meet the demands of a train ship of 1500 tons and a coal shift of 5000 tons due at Reggio on 1 Dec 44, it was considered necessary to ask Sicilia Region for the loan of 50 wagons. They have not yet been forthcoming.

Interruptions due to bad weather.

A severe storm on night 28/29 NOV 44 caused considerable damage to tracks at several points. Interruptions in services were

as follows:

Tirrena section.

Capo - Nocera - collapse of bridge  
Palermo - S. Buffemia - interruption of bridge miles westward.  
S. Buffemia - S. Pietro - portion of bridge miles eastward.  
Rear S. Pietro station - points out of order and electric traction effected.

S. Buffemia - Catanzaro section.

S. Buffemia - S. Biase - one loco derailed and overturned, and S. -Buffemia - S. Biase - one loco derailed and overturned, and suspension of traffic. Estimated 1 days flooding.

Torice Section.

Mocca Genova - Trebisacce - Lendilice of embankment.  
Cosenza - Stabia Section.

Rusti - Nova Siri.

Interruptions at 5 points, 750 metres of track washed away.  
It is estimated that most of the above repairs can be effect-

ed in a few days (ranging from 3 to 6 days), but the least named is the most serious, and may take a minimum of 40 days to complete. Arrangements to visit this section have been made for 5 Dec 44. Traffic cannot move on West coast, and all trains north by west coast route must make a detour Rezzio-Catanzaro-Sibari-Pacella (over the truck)-Battipaglia, which state is ruling considerably to present difficulties.

STORES INSPECTOR'S REPORT.

The Stores Officer has been engaged in the duties of supervising and procurement of railway stores and supplies, also engineer materials for re-construction work of the railways. Development of sources of supply has been exhibited, and the securing of releases of material from various branches of the Military Services, AC., and other control agencies. Excellent co-operation has been received from the Commerce, Industry, Food and Wine Sub-Commission, AC., also from PBS., AIDC (Italian) Board, RN (En), ADGZ and Stores Section of ACIS.

Rehabilitation of several factories for the manufacturing of railway supplies is in progress, also the repair of a tie and timber treatment plant.

Requirements of supplies and materials needed for the next six months is being compiled. These supplies are only those which cannot be independently procured from local resources in Free Italy and in the past have always been secured from outside sources.

SHIPPING & WAGON REPAIR OFFICER'S REPORT.

During the month of November, a contract was signed by ISR and Bombini Periodi Pelfino, whereby railway wagons are to be repaired at the works at Celleforre. The firm of Bombini are installing a transfer table, and are carrying out alterations to their plant in order to be able to deal with up to 250 heavy repairs per month. In the meantime, the firm is repairing cars on two open tracks situated near their wood-working shop.

Another contract was also signed by ISR and Jason Lits Co., to have freight and passenger cars repaired at their works at Rome.

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785021

• *Seine Arbeit ist eine Mischung aus technischer Dokumentation und künstlerischer Gestaltung. Sie zeigt die Prozesse der Produktion von Film und Video, wie z.B. die Montage von Bildern oder die Bearbeitung von Tonspuren. Die Form ist minimalistisch und konzentriert sich auf die Darstellung des Prozesses selbst.*

Mr. Stoddard (Colombia) reported that the International Roundhouse inspection was held on Nov. 17. The plant has been converted to single rail by May 1, 1900. Mr. H. C. Gaskins (U.S.) reported that the single rail has been installed at the plant. Mr. W. A. T. Jackson (Colombia) reported that the management of timber  
is hoped to be preserved in the future.

Chancery Court of Punjab - Qasim, the Minister of Revenue.  
The Minister of Revenue has been asked to pay Rs. 100,000/- to the Government of Punjab in accordance with the order of the High Court of Punjab.

Productivity in Manufacturing, 1950-1970, by Country, 1970

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Ext. 376

HEADQUARTERS ALLIED COMMISSION  
AFG 394  
TRANSPORTATION SUB-COMMISSION

ABT/ch

170/2/Tn 1

29 January 1945

INTER-OFFICE MEMORANDUM

SUBJECT: Monthly Reports

1. The Transportation Sub-Commission now has to submit two monthly reports, one a full report of about 10 pages and the other an abridged report of 10 to 20 paragraphs, approximately two pages; it is important that the latter report should be a concise self contained report, intelligible without reference to the longer report. Both these reports must be in by the 15th of the month.

2. Administration Division will be responsible for compiling the report. To provide them with information movements, Rail, Road and Port, Warehouse Divisions will send in by the 8th of each month two reports to form the basis of the two referred to in paragraph (1) above. Divisions' reports will not exceed the pages, or exceptionally, two and one-half pages for the full report; or 3 to 4 paragraphs, say half a page, for the abridged report.

3. To prevent the same item being reported on by two divisions the officer in each division responsible for preparing the report will have a preliminary conversation with his opposite number in other divisions to decide which shall deal with any given subject; it is generally undesirable that the same subject should be mentioned by more than one division, and information must be exchanged to enable the complete picture to be given in one division's report.

4. From the nature of their work, it is unlikely that the Planning Staff will have items for inclusion in the monthly reports. If, however, they do have suitable items, they should pass a note to the Administration Division or make sure that the point is being covered in one of the other divisions' reports.

5. The Administration Division will put together the report for the whole Sub-Commission, adding any paragraphs of

540

- 2 -

their own that are suitable for inclusion. The report will be  
O.K'd. by Director or Deputy before actually being duplicated.

6. The stencil of the final report will be placed on the  
Director's desk by the 13th of each month for signature.

*M. B. Thomas*

M. B. THOMAS, Colonel  
Deputy Director

DISTRIBUTION:

Admin. Div. (Tn 1)  
Planning Staff (Tn 2)  
Movements Div. (Tn 3)  
Rail Division (Tn 4)  
Road Division (Tn 5)  
Port & Warehouse Div. (Tn 6)

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ABRUDED MAIL REPORT NOVEMBER, 1944.

Military railheads have been almost static during the month. Weather conditions have caused damage to various tracks, thus causing difficulties in movement. A plan has been agreed with Director of Military Railway Services for the setting up of temporary rehabilitation of Italian Railways, which will place additional responsibilities on AG. Fourteen engineering projects are in hand, ranging from long stretches of track to bridge work, and all projects when completed, will be of material assistance in distribution of essential needs of the community.

The question of a Rome - Naples passenger service continues to be to the fore, but limiting track capacity and priority military and food supply demands have so far prevented the introduction of such a facility.

A violent cyclone in Sardinia caused a train derailment on Nov. 44, when one person was killed. Locomotives in that Island are being converted to be able to burn coke or coal, thus restricting import of coal.

The work of wagon repairs has been stepped up as a source of supply to meet acute shortage.

O.H. LINDBERG,  
Lieut-Colonel, P.M.,  
Chief, Rail Section,  
Am. Sub-Commission, A.C.

6  
M

O.M. THOMPSON,  
Tient-Correspondent,  
O.M. sub-Commissioner,  
O.M. sub-Commissioner, O.M.

785021

**RECOMMENDATION** (a) **Recognizing the** **importance of** **the** **day** **of** **the** **Earth** **as** **a** **day** **of** **recognition**, **education**, **and** **celebration**, **the** **United** **Nations** **invites** **Member** **States** **to** **designate** **the** **Earth** **Day** **as** **a** **day** **of** **international** **recognition** **of** **the** **Earth**.

the first time I had seen him, he was a tall, thin, dark man, with a very pale face, and a thin, nervous, tremulous hand. He had a very decided, though rather faint, German accent. He spoke English with a slight American drawl.

(Continued)

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47

The responsibilities for these publications "S-9" include:

and to improve the economy life of the country, but not of military

industry II, to cover more effective use of manpower for rehabilitation

activities in areas where there is no effective military measure.

to the time to retire to covered territory before at the earliest

possible date.

above standards of production, "S-9"

industry railways, and to develop modern transportation methods.

upon a procedure to be adopted in regard to the rehabilitation of the

SL. Services, suitable measures to be taken are agree

(a) Concentration and mobilization,

improve their war work.

and to meet additional, and to some extent a reduced

allowance to the public documents to be issued under

rule one, and for this purpose to be used in accordance

with instructions given by the government in accordance

with the order of the Minister of Defense, and the same are

designed to meet the needs of the mobilization, and the

in mobilization of the armed forces, and to be used in

the line of service to be established, and to be used in

the mobilization of the armed forces, and to be used in

the mobilization of the armed forces, and to be used in

the mobilization of the armed forces, and to be used in

as under:-

Military I. A military responsibility, under inspection and direct control of AG as at present.  
Military II. MHS to furnish details of requirements to AG, who would use arrangements with LMS to carry out the projects, and supervise the carrying out of them.  
Military III. The submission of projects under this head would be entirely a matter for AG and D.M.H., but before materials and equipment approval of D.M.H. would be obtained, with list of materials and equipment for which LMS assistance would be required. The submission to MHS is essential in order to ensure control over stores in short supply.

#### Maintenance.

Maintenance of track etc., would remain the responsibility of MHS except in such areas as the Director, Military Railway Services had decided to hand over complete control to AG, as in case of Colabaria.

Maintenance of equipment available, the MHS, except in such territory as the Director decides that it is possible to hand over control to AG.

Owing to the shortage of equipment available, the MHS and LSR to prevent progrss in repairing, and MHS decisions reached by the monthly meetings.

A procedure was adopted for a regular monthly meeting, and stores, summarised as under:-

A project would be put to AG and LSR who would both attempt to obtain all possible materials AG would screen the joint results and submit to MHS demands for such stores as were otherwise obtainable. The screened list submitted by AG would fall under two heads:-  
 Stores for works of military priority,  
 Stores for works of civil priority.

As this meeting is of considerable import to AG in its work of restoring the economic life of the country, the decisions reached have been summarised at length. They form the basis of all future revised rehabilitation.

785021

being carried out by the owners of the line in one or the other of the two categories (line 50).

(1) Generalization (line 50),  
built-in functions in Python.  
All materials on site.  
This work is  
private line leading from

30 November 1944 • The Total War Collection of the University of Michigan

between our two countries.  
I am concerned.

futuré travail de l'artiste. Ainsi, lorsque l'artiste a été invité à venir dans le pays, il a été accueilli avec une grande réception et il a été honoré par la présence du roi et de la reine. Il a également été invité à donner des conférences et à enseigner à des étudiants de l'université. Il a également été invité à donner des conférences et à enseigner à des étudiants de l'université.

\* MOLDED PLATE GLASS  
AND MIRRORS  
SPECIAL  
MANUFACTURERS

access to the Solvay plant. Estimated cost = 1,000,000 lire. Work should be completed by 20 December 44.

(iii) Arezzo-Florence (Line 65).

Preparation of estimate of repair of this line well in hand. Estimated cost is over 400,000,000 lire, and estimated time is 6 months.

(iv) Ortona-Lunigiana (Line 86).

Contract let for 1st section Ortona-Pesagna.

Work to commence 1st December 44 and be completed 31st March 45. Second section Pesenna-Gualiano out to tender. Peccars to be submitted 6 December 44. Third and fourth sections, Giulianova - Arcona, drawings complete. Penalties will be called for in 15 days.

(v) Rome-Venezia (Line 88).

Reconstruction approved and work commenced. Line has been opened for traffic Roma-Vendola. Work on remainder in hand. Mines are holding up work on two viaducts, nearer in hand with Regional Commissioner, Lazio-Umbria Region.

Sanitario Electric Power station, (Line 93).

An estimate for the repair of this power station has been prepared and submitted to the Electrical Construction Committee for approval. Estimated cost 30,000,000 lire, time 6 months.

(vi) Battaglia Bridge (Line 92).

Work in hand. Reconstruction of brickwork of the two demolished arches well advanced. Under way for temporary steel towers 10% completed.

(vii) Chiussi-Florence (Line 20).

An estimate for the section Chiussi-Sinalunga of this line has been prepared, but the putting of the work in hand has been deferred, pending report on the section Sinalunga-Spoli. Estimated cost of former section 32,000,000 lire, time three months.

(viii) Pisa - Empoli-Florence (Line 20).

Preparation of estimate in hand.

(ix) Piombino-Campiglia (Line 29).

Work on the repair of this line has commenced, no steelwork is required. Cost 3,400,000 lire, the project being likely to be finished before end of January, 45.

(x) Rome-Viterbo (State Railway) (Line 257).

Reconstruction approved. Contract let, work to commence first week in December 44.

(xi) Roma-Taranto-Pietrelcina (Line 277).

Safely this has been delivered to the line. It has been necessary  
in connection with the line to provide for work to be done, where  
two separate and independent contractors have been engaged.

2,900,000 lire.

In connection with the line, it has been necessary  
to prepare of rolling shops at cost of

SAILING (sewing).

met ready of commerce who-owners  
and owners and contractors to

order to be delivered to the line, it has been necessary  
to pay 2,900,000 lire. for the work (line 25).

(xx) New Sailing sailing ship (line 25).

order to be delivered to the line, it has been necessary  
to pay 2,900,000 lire. for the work (line 25).

(xxi) New Sailing sailing ship (line 25).

order to be delivered to the line, it has been necessary  
to pay 2,900,000 lire. for the work (line 25).

(xxii) New Sailing sailing ship (line 25).

order to be delivered to the line, it has been necessary  
to pay 2,900,000 lire. for the work (line 25).

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(xxv) New Sailing sailing ship (line 25).

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to pay 2,900,000 lire. for the work (line 25).

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to pay 2,900,000 lire. for the work (line 25).

(xxvi) New Sailing sailing ship (line 25).

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to pay 2,900,000 lire. for the work (line 25).

(xxvii) New Sailing sailing ship (line 25).

order to be delivered to the line, it has been necessary  
to pay 2,900,000 lire. for the work (line 25).

(xxviii) New Sailing sailing ship (line 25).

order to be delivered to the line, it has been necessary  
to pay 2,900,000 lire. for the work (line 25).

(xxix) New Sailing sailing ship (line 25).

order to be delivered to the line, it has been necessary  
to pay 2,900,000 lire. for the work (line 25).

785021

20000 Tons live & 100000 dead Oysters daily.

(三) 三工五步  
(四) 五工八步

Totally (1) = (id) 1034 Wong.

2541

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785021

795021

THE PRACTICAL USE OF THE  
TELEGRAM IN BUSINESS

• 24 •

THE TOWER OF BABEL. — THE TOWER OF BABEL. — THE TOWER OF BABEL.

On the extensive schemes of the  
Government, it is difficult to say  
what may be the result. The  
Government has, however,  
done much to improve  
the condition of the  
country.

—  
No. 25, 87th Street, Bronx, New York.

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The Register  
of the  
U.S. Patent Office.

5600 feet; lake 5700 ft.  
Point of view  
Tillerges C. & T. 1914  
Army base,  
Sparta, N.Y.  
Sparta, N.Y.

Notes of the observations of the sun made at the observatory of the University of Michigan, Ann Arbor, Michigan, during the month of October, 1897.

Percentage move during the month of November to given location:

<u>Allied Forces</u>	<u>AG.</u>	<u>Titanian Forces</u>	<u>Civilian</u>
2172	758	276	51635

MOVING EQUIPMENT AND BUILDING MATERIALS

<u>MOVING EQUIPMENT</u>	<u>WEIGHT</u>	<u>FEES</u>	<u>STRETCH</u>	<u>TRAILER</u>	<u>DRY VAN</u>
(a) In service	84	46	22	201	
(b) Spare	18	11	9	33	
(c) Auxiliary light repairs	62	22	10	34	
(d) Auxiliary heavy repairs	43	18	10	63	
	<u>267</u>	<u>89</u>	<u>50</u>	<u>143</u>	<u>21</u>

MARSHAL'S OFFICE IN CONCENTRATION (All present)

<u>MOVING EQUIPMENT</u>	<u>WEIGHT</u>	<u>FEES</u>	<u>STRETCH</u>	<u>TRAILER</u>	<u>DRY VAN</u>
(a) In service	13	-	-	-	
(b) Spare	12	-	-	-	
(c) Auxiliary light repairs	7	2	-	-	
(d) Auxiliary heavy repairs	8	-	-	-	
	<u>30</u>	<u>5</u>	<u>2</u>	<u>2</u>	<u>0</u>

NUMBER OF CASES UNPAID FOR SERVICE BUT ELIGIBLE LOCALITY

<u>MOVING EQUIPMENT</u>	<u>BOX</u>	<u>DRY</u>	<u>TRAILER</u>	<u>OTHER</u>	<u>TOTAL</u>
Heavy repairs	330	228	94	5	695
Light repairs	72	14	60	12	206
Rebuilding	192	622	101	4	823
	<u>694</u>	<u>851</u>	<u>155</u>	<u>21</u>	<u>2754</u>

LOCOMOTIVES AND RAILING STORE REPAIRS AND SOME NON REPAIRABLE

<u>MOVING EQUIPMENT</u>	<u>TYPE</u>	<u>REPAIRS COMPLETED</u>	<u>SHIPPED SHIPS</u>
740	Wagons	-	208
198	Locomotives	-	209

MOVING EQUIPMENT ADDRESS DIRECT ON REQUEST - III

(b)

2350

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785021

THE PREDICTION OF PREVIOUS CONVERSATIONS

\* 37 POINTS

Inspection of Service Contracts  
Inspection of Service Contracts  
Inspection of Service Contracts

During the second Intergovernmental Conference held in Geneva on 5 November 1984, Ministers responsible for the protection of the environment made an appeal to governments to take steps to implement the Convention.

Some measure was taken to prevent the spread of the disease among the Indians. The Indians were prohibited from entering the city, and all persons who had been in contact with them were required to remain at home for a week.

(b) SANITATION Complete detail of measures against disease.

(9)

SANTTA

MOVING OBJECTS ACROSS SCREEN ON MONITOR = 111

卷之三

negative Completed      unstated      things

On 8 Nov 41, a departmental document concerning the Russo-German war  
arrived at the War Office. During transit, five crew members were injured and  
one died, and two drivers were killed by a violent cyclone.

Investigation was made by the Regional Commissar and representatives  
of Transportation Sub-Commission.

In the month, considerable activity continued in the  
port of Riga; putting unexpected burden on the portcomr.ello State  
and caused them to exceed their local allotment. The following are  
some of the movements conducted:

1,000 tons grain for export;

800 tons disease horses for the ships

1,000 tons freight in total owing to the ship

by the railway of 300 to 400 tons of wheat in view owing to the monthly  
caloric coal-burner more than service. By the end of the month  
thirteen ships in operation. It is hoped, subject to a supply of fuel  
to set all the twenty-one ships containing horses for the road by the  
middle of January, 45.

### (c) Rail Division

All lines in rail transports, both standing and railed  
wagon are open for traffic. Rail transport traffic to Aragono compartments  
is open for AC and Tbilisi wagon to Tbilisi. Rail transport traffic to Batumi  
and a large number of birds exceeding the carriage allotment have not  
and a large number of birds exceeding the carriage allotment have not  
moved on this account.

Traffic movement. Rail loading results have been  
due to shortage of wagons, train loading results have been  
very poor, only 5% of the wagons requested before supplied, and a carrier  
6% of those not being loaded.

Movement of salt traffic also suffered in the wagon shortage.  
Of 543 wagons requested, 370 were supplied and only 200 loaded.  
No statistics are available of the wine traffic actually loaded,  
but bids were accepted for 380 tons, including 160 to Tbilisi and 150  
tons to Batumi.

An increase in tonnage of "massa" (500 tons) has been accepted  
for movement, and an increased amount of olive oil (45 tons) have been  
moved by rail to destinations outside East Compartments. This is a  
small figure considering the large quantities required to be transported,  
but all bids were accepted.

(c) BARI DIVISION.

All lines in Bari Compartimento, both standard and narrow gauge are open for traffic, except wagon traffic to incona Compartimento is open for AC and civilian movement to Ortona.

Shortage of wagons has been a constant feature of the month and a large number of bids received within the carriage Allotment have not moved on this account.

Traffic movement.

Due to shortage of wagons, grain loading results have been very poor, only 52% of the wagons requested being supplied, and a further 6% of those not being loaded.

Movement of salt traffic also suffered in the wagon shortage. Of 543 wagons requested, 279 were supplied and only 220 loaded.

No statistics are available of the wine traffic actually loaded, but bids were accepted for 500 tons, including 160 to Naples and 1570 tons to Ortona.

An increasing tonnage of "Jinnee" (500 tons) has been accepted for movement, and an increased amount of olive oil (40 tons) have been moved by rail to destinations outside Bari Compartimento. This is a small figure considering the large quantities waiting to be transported, but all bids were accepted.

It is interesting to note that when theuri - Naples passenger train was searched for contraband during the month, on one occasion 10 tons of olive oil was discovered secreted on the persons of the travellers and in their baggage.

(d) NAPLES DIVISION.Traffic.

The outstanding feature of the month's traffic activities has been the continued scarcity of equipment, particularly box cars. As there are very few commodities that can be shipped in open cars, of which every advantage has, however, been taken, and breaks in the two lines between Naples and Rose, have interfered with the return of cars from the north, requirements were necessarily cut to the bone for the first two weeks of the month. Later results in the carrying out of all and civil loading programs were good.

Transportation Conference.

The Deputy Director - Chief of Railways Section, held a Transportation Sub-Commission conference in Naples on 30 November, when divisional representatives of Bari, Reggio and Naples divisions were able to present their views, and a programme, common to all railway divisions in Southern Italy was agreed upon. It is proposed to hold a similar conference every month, and it is considered that the work will be standardised in the entire Region.

AC and Civil Freight.

With effect from 16 December, AC, all AC and civil freight movements within the division will be arranged and handled locally with a railway civilian staff, working under Transportation Sub-Commission control and supervision.

Pilferage.

The presence of large and well-organized gangs of trivenes pilfering Allied property from railway cars on a large scale at many points has come to light. The scale of activity is so large that military representatives consider it a menace to the war effort.

Pilferage takes place in a large scale on the Line N. Giovannini to Salerno, and it is understood that an armed band is operating at Frettaglia, where the Capo Stazione has stated that he and his staff have been held up on more than one occasion. In Naples, at least four organised gangs have been working in co-operation with railway employees, complete with black market merchants who buy the stolen goods on the spot. In another case, outside Naples, the ADO was fired upon and returned fire on a gang of 10 trivenes. Stories are being made to provide adequate police protection for various points which present the greatest difficulty in controlling.

Free travel for all workers on Allied forces.

Information from the two private railways in this area, involved in this scheme of providing free transportation for workers employed by the Allied forces to and from their homes to the place of employment has gone the way of most other concessions made to the Italian civilians by the Allied forces, in that it is being widely abused. Permits which are not transferable are being passed to friends and relatives, they are being used between stations at any times, many of the workers insist on their right to travel first-class, and coaches are congested, that they are often unable to collect and coaches are

795021

Theatrical party—Naples to Sicily  
Theatrical party—Naples to Taranto.

THE INFLUENTIAL JEWELERS OF NAPLES TO BARI

Madame, *Elizire*, Naples to Rome.

Two box cars loaded with women and children from Tschirnau, 6,000 lire in currency, Naples and Genoa.

the normal ones are

Unstable Transitions

THE JOURNAL OF CLIMATE

The local representative of the Ministry of Communications thus acts, now that they have been presented by the Little People to the local authorities in the police force, in order to see that the telephone communications are not interrupted.

Free travel for civilian workers of allied forces.  
Information from the two private railways in this area, involved in the scheme of providing free transportation for workers employed by the allied forces to and from their houses to the place of employment has gone the way of most other concessions made to the civilian civilians by the allied forces, in that it is being rapidly withdrawn and realigned, they are being used between stations at any times, many of the workers insist on their right to travel first-class, and the railways find that there are so many of these free travel workers that they are often unable to collect fares or tickets from other passengers, some of whom even refuse to pay them fares.

relationships take place in a large scale in the U.S., it is understandable that an ample field is open to the practitioner, who can profitably use the same methods as do more than half of those engaged in the business. In addition, the market for personal services is so great that there is no lack of opportunities for the professional person to provide services to individuals, families, or groups.

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Authorised Loading Returns.

It is hoped that ISR will submit accurate returns from all loading stations, effective 1 December 44, of all A&C and civil authorised traffic actually moved. Endeavours have been made to secure them for some time, but the Italian machinery is slow to start.

Delay in unloading at Roccazzo.

Unloading of grain at Roccazzo has been effected lately at the rate of about two cars daily, while 16 cars were awaiting unloading. POGO Sub-Commission have been asked to speed up facilities for unloading, and meantime, more cars than can be dealt with are not being fed forward.

Daily civilian passenger train, Naples - Reggio, by agreement, the stop at Roncagno at 0112 hours, of the regular daily civilian passenger train Naples - Reggio is cancelled with effect from 4 December 44. This was requested by the RPO at that point as a means of eliminating some of the pilgrimage traffic placed there.

(e) RAGGIO (CALABRIA) DIVISION.Reason situation.

The shortage of wagons in this division continues to be acute. The following figures summarise the position:-

DIVISION	OVERNIGHT	
	Total	DAILY WAGONS
Military	2771	40
A.C.	1018	55
Civilian	4584	131
	<u>3273</u>	<u>266</u>

These figures do not include locks clearance.

Screening of civilian bids. In view of the situation, bids have been screened and cut down to the lowest possible, eliminating extremes entirely. It will be observed from the above figures that an average of only 6 wagons daily have been available for civilian traffic.

A.C. traffic.

Total number of wagons loaded for the month were 1363, giving

total number of wagons per week of 341.

## (e) RAILROAD (RAILROAD) DIVISION.

**RAILROAD SITUATION.**  
The shortage of wagons in this division continues to be acute. The following figures illustrate the position:-

	MILITARY	CIVILIAN	Total	AVERAGE	DAILY AVERAGE	Total	AVERAGE	DAILY AVERAGE
MILITARY	271	156	427	106	266	390	98	80
AG.	102	55	157	39	40	2050	512	48
Total	371	156	527	106	266	390	98	80

These figures do not include docks clearance.

GENERAL OF CIVILIAN SITES.

In view of the situations, roads have been screened and out come to the lowest possible, illuminating structures entirely. It will be observed from the above figures that an average of only 6 wagons daily have been available for civilian traffic.

AC TRAFFIC.

TOTAL NUMBER OF WAGONS LOADED FOR THE MONTH were 1,163, giving an average per week of 341.

TOOKS CLEARANCE.

Owing to shortage of wagons to meet the demands of a train ship of 1,900 tons and a coal ship of 5,000 tons due at Rosario on 1 Dec 44, it was considered necessary to ask Rio Grande region for the loan of 50 wagons. They have not yet been forthcoming.

TRANSPORTATIONS DUE TO BAD WEATHER.

A severe storm on night 27/28 Nov caused considerable damage to tracks at several points. Interruptions in services were as follows:

1. Trenque section.  
Capone - No cars - collapse of bridge.  
Valencia - 3. Tafemina - interruption of service.  
Bufetim - 3. Pietro - portion of briar pile washed away.  
Near 5. Pietro station - points out of order and electric traction affected.

3. RUFEMINA - CATENAZZO SECTION.

• - Rufemina - 3. Biase - one loco derailed and overturned, and section flooded. Estimated 6 days suspension of traffic.

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Torri Cervinara - Trebisacce - 16 slide of embankment.  
Cosenza - Vibari Section.

Hills east washed away

Burgi - Nova Siri.

Interruptions at 5 points. 750 metres of track washed away.

It is estimated that most of the above repairs can be effected in a few days (ranging from 3 to 5 days), but the last named is the most serious, and may take a minimum of 40 days to complete. Arrangements to visit this section have been made for 5 Dec 44. Traffic cannot move on West coast, and all trains north by west coast route must make a detour Beccio-Catanzaro-Libauri-Paola (over the pass) - Battipaglia, which state is adding considerably to present difficulties.

#### GENOVA OPERATING REGION.

The Stores Officer has been engaged in the duties of supervising and procurement of railway stores and supplies, also engineer materials for re-construction work of the railways. Development of outlets or outlets of supply has been exploited, and

the securing of releases of material from various branches of the Military Services, AC., and other control agencies. Excellent co-operation has been received from the Commerce, Industry, Food and Mining Sub-Commission, AC., also from PASI, API, (Italian) Board, Tb (Ir), ANAS, and Stores Section of PASI.

Rehabilitation of several factories for the manufacturing of railway supplies is in progress, also the repair of a tie and timber treating plant.

Requirements of supplies and materials needed for the next six months is being compiled. These supplies are only those which cannot be independently procured from local resources in these Italy and in the past have always been secured from outside sources.

#### SANT'ANGELO CALABRO SUPPLY CONTRACTS & HISTORY.

During the month of November, a contract was signed by I.R. and Combrini Sardo S.p.A., whereby railway wagons are to be repaired at the works at Colleferro. The firm of Combrini are installing a transfer table, and are carrying out alterations to their plant in order to be able to deal with up to 250 heavy repairs per month. In the meantime, the firm is repairing cars on two open tracks situated near their wood-working shop.

Another contract was also signed by I.R. and Vagon Litta Co. to have freight and passenger cars repaired at their works at Rome.

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Sir: Sub-tomissions, Ac., also from 1396,  
In (S.R.), ATOS, and stores Section of HQ.  
In remuneration of several factories for the manufacture  
of railway supplies in progress, also the repair of a tie and  
timber treatment plant,  
Requirements of supplies and materials needed for the next  
six months is being compiled, these supplies are only those which  
cannot be indefinitely procured from local resources in three to six  
months in the past have always been secured from G. takee stores.

Supply of timber and timbering stores.

During the month of November, a contract was signed by TCR  
and Venerini Farret Bellino, whereby railway wagons are to be repaired  
at the works at Colleferro. The firms of Venerini are inspecting a  
transferred stable, and are carrying out alterations to their plant in order  
to be able to deal with up to 250 heavy wagons per month. In the  
meantime, the firm is repairing cars on two open tracks situated near  
their wood-working shop.

Another contract was also signed by TCR and Venerini late Nov.,  
to have freight and passenger cars repaired at their works at Rome,  
some freight cars have already been repaired by this firm, but at  
present work is being held up by lack of materials, and have never in  
have been supplied with large quantities required, and have now  
been.

An inspection was made on 17 Nov. 4 of the engine roundhouse  
and railway yards at Sulmona. The plant belonging to Industriali Nazionali  
Nazionale (Uniti Soc. N.), at Cesano di Romagna was also inspected.  
Mr. Stores (S.R.) are now dealing with this report.  
A visit to Venedic (Centauri) revealed quantities of timber  
which it is hoped can be procured for the repair of passenger and freight  
cars.

CHANGE OF DIRECTION.  
On 6 Nov. 44. Gen. Col. O.H. Ewing, P.E., who appointed Deputy  
Director, and Chief of Rail Section under Lt. Col. R.E. Uining, received

Lieut-Colonel, R.E.,  
O.H. Uining,  
Chief, Rail section,  
U.S. Sub-Commission, A.C.