

ACC AC219/ME/TN4 10000/148/1831 RAIL DIVIS
SEPT. 1945

148/1831 RAIL DIVISION - A.C. INTER-DEPARTMENTAL
SEPT. 1945

3 September 45

INTER-OFFICE MEMO

TO : Major PING

<u>EQUIPMENT</u>	<u>1939</u>	<u>1945</u>
Locomotive Steam	4875	4447
Electric	1698	702
Freight Cars	126,007	46765 (May '45)
Passenger Cars	11,715	2331 (May '45)
Miscellaneous Cars	651	321 (May '45)

Locomotives listed above include in "shop" and "awaiting shop". Does not include war damaged locos "Waiting Shop".

American Locomotives in Italy 1945

2 - 8 - 0 Steam	- 243
0 - 6 - 0 Steam	- 5
Diesel	- 104 (+)

+ 01 Diesels listed 55 to be shipped leaving 49 in Theatre.

British Locomotives in Italy 1945

2 - 8 - 0 Steam	15
Diesel	4

Total USA Rolling Stock in Italy as of Sept. 1945.

USA 20 Ton Box Cars	542
40 Ton Box Cars	7
20 Ton Mail Vans	11
20 Ton Flat	14
40 Ton Flat	53
War Flats 40 Ton	29
High Side Gons	15
Low Side Gons	1
Well Cars	3

Total	675
British War Flats	56

Average reconstruction rolling stock per week - 300 Units all types.

Diesel -

104 (+)

+ 04 Diesels listed 55 to be shipped leaving 49 in Theatre.

British Locomotives in Italy 1945

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Diesel 4

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Total 675
British War Flats 56

Average reconstruction rolling stock per week - 300 Units all types.

The car situation as listed is not up to date. The inventory taken by ISR August 7-10 should change this situation considerably. Data from last inventory not yet available.

The above for your information.

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John W. GILL,
Major T.O.

Transportation Sub-Commission (Rail Division)
Tel: 843403

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TRANSPORTATION SUB-COMMISSIONER, AG
(RAIL DIVISION)
c/o Transportation (Br) Main
C.H.F.

8 September 45

Tel. 843238
Ref. AG/295/Tn 4

SUBJECT : Special DieselTO : M.R.S.
: R.R. Bldg. (Maj. Lonsdale-Maj. Wilson)

1. Permission is requested to operate special Diesel 407 on approximate following schedule for the purpose of line inspection by RRS-AG and LRR engineers.

September 18 Leave	ROCK	0800
	WTR	1018-1024
	CHVINGO	1206-1214
	CHVINGO	1315-1354
Arr.	ARNDT	1506
September 19 Leave	ARNDT	0830
	CHVINGO	0955-0944
	CHVINGO	1024-1039
	WTR	1133-1139
Arr.	ROCK	1305

2. The party will include Lt. Col. Street AG (in charge) Lt. Col. Simpson LRR and LRR engineers.

3. Diesel to be ^{operated} expected so as not to interfere with the movement of other traffic.

For the Chief Commissioner :

P.C. BARNETT, Major

Copy to: Mech. Section In S/C Bldg.
Lt. Col. Street "
Movements Rail In S/C. AG

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JWG/lc
JWG/lc

INTER-OFFICE MINUTE

TO : Major Ping

Concerning your memo on Civitanova Marche it is advised that checks were made through three channels. These checks included needs at Civitanova Marche and Cellerferro.

The MRS was contacted regarding timber coal and coke supply. The matter of coal and coke for these organizations through an oversight was neglected. This question has been reopened through MRS channels and will doubtless show results in the near future.

The question of timber was taken up with Major Long who agreed to talk with Engr. Bracci on the matter.

An outline of the situation was given to Engr. Grandi and he was requested to work with Sig. Bracci to alleviate the critical situation at both plants.

This matter will be followed up by this office.

J.W.GILL, Major T.C.

Transportation Sub-Commission (Rail Division)
8 September 45

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JWG/10

INTER-OFFICE MINUTE

Tel: 849402

SUBJECT : Repair Locomotive Shed at Grosseto.

TO : Civil Engineering Section, Rail Division AC
att. Lt.Col. STREET.

1. Referring to letter attached suggesting repairs to Locomotive shed at Grosseto.
2. At present time locomotives are running through Rome-Leghorn and Rome to Florence. Grosseto has become a servicing point only with possible maintenance to over a two switch locomotives at this station.
3. If Line 221 from Siena and Monte Amiata is opened, Grosseto will probably be a terminal point for trains on this line.
4. The present condition of shed at Grosseto is not known but it was used as a Locomotive change point Rome-Leghorn for many months. This indicates the shed itself may not be badly damaged.
5. In view of the fact that at present locomotives are running through Rome-Leghorn with a lubrication and servicing point only at Grosseto it seems that this practice can be economically continued. Until line 221 is opened it is suggested that this repair be given a low priority.

John W. GILL,
Major T.C.
Mech. Sect. A.C.

Transportation Sub-Commission (Rail Division)
7 September 45.

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