

ACC AC220/ME/TN4 10000/148/1832 AC - MEMO
SEPT. - OCT. 19

48/1832 AC - MEMOS AND DIRECTIVES
SEPT. - OCT. 1945

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ALLIED FORCES ITALY, MILITARY
100 512

17 October 1945

19 531 114000

Subject: Operation and Control of the Italian Railways.

To: All Concerned.

1. Transfer of Control - The traffic control and traffic operation of the Italian railway system including the maintenance of railway stock and the maintenance of permanent way will be handed over to the Italian State Railways effective 1 November 1945.

2. From that date the Italian State Railways will be fully responsible for the efficient working of the railways and the movement of all traffic.

3. Area of Responsibility - The Italian railway system, for the purpose of this instruction, is defined as all railways in Italy and includes amongst those in the present British Command area of the line between TUNISIA - (the main British 1 of 6 into ALGERIA). The latter will continue under the control of the Director, Military Railway Service, II AF.

4. This Headquarters retains the right to reserve control or operation of any section of the Italian railways, if it considers it necessary for military reasons.

5. Military Traffic - the Italian State Railways will at all times give first priority to the movement of Allied military traffic, unless authority has been given in a specific case by this Headquarters to allow that priority.

6. Government and Transportation Section, AFM (or subordinate) - Headquarters (AFM), Headquarters as appropriate will place demands for military movement on the Italian State Railways. The method of placing demands will be detailed in a separate instruction.

7. The Italian State Railways will nominate a senior official in each compartment to be the link between the Local Government or Transportation (AFM) Headquarters and the railways.

8. The Director, Military Railway Service will remain responsible for ensuring that Allied military traffic is being handled efficiently by the Italian State Railways. To this end he will retain the necessary supervisory staff at Headquarters of Italian State Railways and representatives at those

purpose of this instruction, is limited to all railways in Italy and those except those in the present Italian Dependencies and the line between Milan and Turin - (the main branch of C into A and B). The latter will continue under the control of the Director, Military Railway Service, Italy.

4. This headquarters retains the right to reserve control or operation of any section of the Italian railways, if it considers it necessary for military reasons.

5. Military Traffic - the Italian State Railways will at all times give first priority to the movement of Allied military supplies, troops, and authority has been given in a specific case by this headquarters to allow them priority.

6. Movements and Transportation Section, ARS (or subordinate headquarters/transportation (US), headquarters no appropriate) will place them in for military movement on the Italian State Railways. The method of placing demands will be detailed in a separate instruction.

7. The Italian State Railways will designate a senior official in each compartment to be the link between the local movements or transportation (US) Headquarters and the railways.

8. The Director, Military Railway Service will remain responsible for insuring that Allied military traffic is being handled efficiently by the Italian State Railways. To this end he will retain the necessary supervisory staff at headquarters of Italian State Railways and representatives in those compartments, in which there is major military traffic services.

9. As the Director, Military Railway Service is satisfied that control by the Italian State Railways is working smoothly, he may withdraw those representatives progressively from compartments. **65-8** withdrawal will be given to this headquarters.

10. The Director, Military Railway Service will also be responsible for carrying out, or supervising, as he considers necessary, such railway recommendations and maintenance of permanent way as are required for the movement of Allied military traffic.

11. Civilian Traffic - It will be the responsibility of the Italian Government to coordinate him for the movement by rail of essential civil traffic (in territory referred to in paragraph 10), and place demands for the movement of this traffic on the Italian State Railways.

12. Allied Command will continue to give technical advice to the Italian State Railways in the reconstruction and operation for civil purposes of the railways so long as its technical staff remains.

13. Maintenance of Railway Equipment. - The Italian State Railways will be responsible for the maintenance of all railway equipment.

14. The Director, Military Railway Service, will be responsible for supervising the upkeep of US and British equipment being used by the Italian State Railways until special instructions for this equipment are issued.

15. Railway Stores. - Separate instructions will be issued on the handling of control and future supply of railway stores.

16. Details of Training. - The Director, Military Railway Service will be responsible for the detailed handling of control to the Italian State Railways.

BY ORDER OF THE JOINTING STAFFS ALLIED COMMANDER:

signed: G. N. CHRISTENSEN
Colonel, AGO
Adjutant General

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25 - INMST
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of control and future supply of railway stores.

16. Details of Transport. - The Director, Military Railway Services will be responsible for the detailed transfer of control to the Italian State Railways.

BY ORDER OF THE ACTING CHIEF OF THE ALLIED COMMISSION:

Signed: G. S. CHILSTON
Colonel, MC
Adjutant General

DISTRIBUTION:

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90 - M & Tn
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6557

INTER-OFFICE MINUTE

Tel. 843403

SUBJECT : Situation of Car Shops at Colleferra.

TO : Chief,
Rail Division.

A brief summary of the production situation at Colleferra Car Shops, a private industry working under contract for the I.S.R. is as follows :

1. They are working under a serious handicap of shortage of lumber and certain other materials pertinent to car construction and repair. No back log of lumber was seen at this plant and they are working from day to day making maximum use salvage scrap.
2. The following production balance has been set up to make maximum use of personnel.

Equipment and available materials :

40% Box cars of which - 15% should be metal
50% Gondolas or Flats - 20% should be metal
10% all others.

3. Shop capacity at one time 60 cars
Output of shops (present) 18 cars per week
(All work are heavy repairs of demolished or partially demolished equipment).
4. Improvising and manufacture of items such as rails and bolts, usually purchased in quantity from other sources, are examples of the effort being put into their manufacturing program.

RECOMMENDATION :

At the present time and pending availability of material in sufficient quantity to build up a working reserve it is suggested that the production schedule they have set up be continued. It is felt that a change could possibly add one or two box cars per week but at a sacrifice of a larger number of other type cars. Also the work balance in the shops would be upset to a certain degree.

DISCUSSION :

The Colleferra people are making an analysis of their material and supply problem. Upon the completion of this analysis they will put their problem before the Mechanical Section.

We will attempt to assist the organization in procurement of operating material,

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at least, through ISR channels. When this is available, production in box cars may well be increased.

General Material Items short :

1. Soft Pine for Siding (Box Car)
2. Roofing materials
3. Nail, bolts, nuts, etc.
4. Hard wood for flooring and Gen siding.

The above for your information.

John W. GILL
Major T.O.

Transportation Sub-Commission, AC
1 September 45

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