

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

785021

ACC AC 223) HE/TN4 10000/148/1834

REPORT
AUG. 19

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

10000/148/1834

REPORTS - GENERAL
AUG. 1945 - JAN. 1946

TRANSPORTATION & SHIPPING SUB-COMMISSION, A.C.
(RAIL DIVISION)
c/o Transportation (Br) Main.
C.M.F.

Tel. 543403.

Ref. AC/223/MS/Th.4.

17th. Jan. 1946.

TO. L C I T O (CERNOT) ITALI,
c/o H.C., Allied Commission,
(In. & Shipping Sub-commission)
C.M.F..

With reference to your RV-404 dated 27th. Dec. 1945, the following information has been collated and is forwarded in the Appendices to this letter:

APPENDIX A.

Monthly Manufacturing Capacity in Private Workshops of Locomotives, Rolling Stock & Parts. These figures are based on information available at the moment and cannot be considered as comprehensive.

APPENDIX B.

Monthly Repair Capacity of I.S.B. & Private Workshops of Locomotives and Rolling Stock. The same remarks as at Appendix A apply.

APPENDIX C.

I.S.B. Holdings of Locomotives and Rolling Stock as at Nov. 30th. 1945.

APPENDIX D.

List of I.S.B. Workshops.

APPENDIX E.

List of Private Workshops.

APPENDIX F.

Estimated date of completion of I.S.B. Lines Awaiting Repair.

APPENDIX G.

Normal Gauge Private Industrial Railways in Operation.

APPENDIX H.

Narrow Gauge Private Industrial Railways in Operation.

- APPENDIX A. Monthly Manufacturing Capacity in Private Workshops of Locomotives, Rolling Stock & Parts. These figures are based on information available at the moment and cannot be considered as comprehensive.
- APPENDIX B. Monthly Repair Capacity of I.S.R. & Private Workshops of Locomotives and Rolling Stock. The same remarks as at Appendix A apply.
- APPENDIX C. I.S.R. Holdings of Locomotives and Rolling Stock as at Nov. 30th. 1945.
- APPENDIX D. List of I.S.R. Workshops.
- APPENDIX E. List of Private Workshops.
- APPENDIX F. Estimated date of completion of I.S.R. Lines Awaiting Repair.
- APPENDIX G. Normal Gauge Private Industrial Railways in Operation.
- APPENDIX H. Narrow Gauge Private Industrial Railways in Operation.
- APPENDIX I. Normal Gauge Private Industrial Railways not in Operation.
- APPENDIX J. Narrow Gauge Private Industrial Railways not in Operation.

Referring to the questions in your letter of 25.9.46

reference:-

QUESTION 1. The following Organisations in Italy are interested in the Subjects dealt with in the Appendices:
(a) Italian State Railways. now control all Railway Operations and Maintenance with the exception of areas under A.S.C. control. The names of the executives are as follow

General Direction. Ing. UGO DI RAJMONDO. Director.

Personnel & General Affairs Service. Ing. PIETRO GARRINO. Chief.

Movements Service. Ing. CLAUDIO RIGNOLI. Chief.

Material & Traction Service. Ing. GUIDO CORSELLINI. Chief.

Ing. GIOVANNI TONNI. Chief (Liaison Office)

Works & Construction Service. Ing. ETTORIO LO CIGNO. Chief.

Commercial & Traffic Service. Dott. NICOLA LALINI. Chief.

Stores Service. Ing. GINO BRACCI. Chief.

Central Accountancy Service. Rag. EMILIO OLIVARI. Chief.

(b) The Rail Division of A.C. Allied Commission is in direct contact with I.S.A. and with all Private Industrial Firms working under contract for I.S.A.. They act in an advisory capacity and as liaison between I.S.A. and Military or other Allied Organisations on Civilian Railway matters.

The future function of this Division is unknown at the moment and it may close down entirely in so far as British interests are concerned. The Officers at present employed in the Rail Division are as follows:-

CHIEF. Lt. Col. A. J. Street, DSO. (Gr)

MECHANICAL & SUPPLY. Major G. J. Barnes, MB. (Gr)

CIVIL. Major G. P. Buckley, MB. (Gr)

ORGANISING. Major F. C. Watson. (A)

WAGON CONTROL. Capt. E. J. Jeffries MB. (Gr)

(c) Military Rail Service control Rail Services in areas under A.C. control. i.e., Venezia Giulia and Udine.

QUESTION 2. No Organisation is yet in existence to deal with Italian Reparations.

QUESTION 3. A book is in course of preparation on this subject and an advance copy belonging to I.S.A.

direct contact with I.O.A. and I.O.B. They act in an firms working under contract for I.O.A. They act in an advisory capacity and as liaison between I.O.A. and Military or other Allied Organisations on Civilian Rail-way matters.

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CHIEF.	Lt. Col. A. Street, DSO.	(Br)
MECHANICAL & SUPPLY.	Major G. J. Barnes, MC.	(Sr)
CIVIL.	Major S. P. Buckley, MA.	(Sr)
TRAINING.	Major J. D. Watson.	(A)
RAILWAY CONTROL.	Capt. K. A. Jeffries MA.	(Br)

(c) Military Rail Service Control Rail Services in areas under I.O.A. control. i.e., Venezia Giulia and Udine.

QUESTION 2. No Organisation is yet in existence to deal with Italian Reparations.

QUESTION 3. A book is in course of preparation on this subject and an advance copy belonging to I.O.A. has been loaned to Brigadier Followes.

QUESTION 4. Bottlenecks of Traction Service. Repair work to war damaged rolling stock is being carried out with great difficulty for the following reasons:-

(i) Shortage of the following principal materials: 5395

Semi worked steel, Timber, Electric Insulators, Rubber, Calcium Carbide.

(ii) Inefficiency of many Workshops due to shortage of Electric Power and to incomplete repair of war damage. (iii) Shortage of Skilled Workers in those Towns which have been badly affected by the War (Foggia, Naples, Rimini, Verona, Leghorn, surroundings of Rome), because of the lack of houses and food and the existence of bad sanitary conditions.

In addition to the above, it is pointed out that

QUESTION 5. No surplus stocks of machinery and equipment exist in so far as I.S.R. or their Contract Firms are concerned.

QUESTION 6. A certain amount of equipment was removed by Italy from French territory (Modane Dist.) An agreement has been reached as to the return of this at the French-Italian Railway Conference held at Nice on the 14th/15th. Dec. 1945. No other foreign machinery was brought into Italy during the war. 61 German Steam Locomotives were brought to Italy by the Germans and these are still here.

QUESTION 7. Owing to the very extensive damage to plant and equipment in Italy and to the difficulties of obtaining raw materials it is not considered that any surplus repair capacity will be available in Italy for at least 12 months. Possibly longer.

QUESTION 8. Compilation of information regarding repair capacity etc. is in hand. As soon as full details are available a copy of the report will be forwarded.

QUESTION 9. The most urgent help required by the railway industry is the speeding up of the supply of raw materials and manufactured goods.

Major. A.E.,
for DIRECTOR.

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Major. R.E.,
for DIRECTOR.

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6594

Tn.A. 2/135.

MINUTES OF TENTH MEETING OF ALLIED RAILWAY BOARD STORES SUB-COMMITTEE
(INCORPORATING THE CONSTRUCTION AND EQUIPMENT SUB-COMMITTEES) HELD
IN ROOM 175, MINISTRY OF COMMUNICATIONS BUILDING, ON 6TH NOV. 1945.

PRESENT:

Lt. Col. D.R.H. Chaplin, M.R.S. (Chairman).	
Major C.M. Long, A.C. Tr. Sub-Commission	Stores.
Ing. G. Bracci, I.S.R.	"
Lt. Col. A.W. McMurdo, M.R.S.	Construction.
Major S.P. Buckley, A.C. Tr. Sub-Commission	"
Ing. B. Renda, I.S.R.	"
Lt. Col. W.T. Kelly, M.R.S.	Equipment.
Major C. Wordsworth, M.R.S.	"
Major G.S. Parnes, A.C. Tr. Sub-Commission	"

In Attendance:

Major W.F.R. Mitchell, M.R.S.	Stores.
Major W.D. Kilsby, M.R.S.	"

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

In Attendance:

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

- Stores.
-

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

DISTRIBUTION:-

D.O.M.C.: G.H.Q., C.M.F. (Chairman, Allied Railway Board).
Director, Military Railway Service.
Director, Tn. Sub-Commission A.C.
Director-General, I.S.R.
T.D.M.R.S.
D.R.Tn., B.E.A., Vienna.
Major C.M. Long, A.C. Tn. Sub-Commission (6 copies)
Ing. G. Bracci, I.S.R. Stores Department.
Stores Sub-Committee (Construction Element) (6 copies)
Stores Sub-Committee (Equipment Element) (6 copies)
Traffic Sub-Committee.
Finance Sub-Committee.
Capt. Raymond, U.S. M.R.S. Stores Section.
H.Q., 3 Tn. Stores Group E.E.
Sec., Allied Railway Board.

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(90)

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

The Chairman stated that although A.P.R.C. Instruction AG.531 TPN-0 dated 17 Oct. 45 handed over the responsibility of operating and maintenance to I.S.R. w.e.f. 1 Nov. 45, the Italian railway stores situation remained the same, and I.S.R. Stores branch continued under M.R.S. control.

Chairman stated that the suspension of emergency issues under T.I. 36 para. 4(e), to I.S.R. Capi-Compartimenti, from military stocks will continue until further notice.

Ing. Bracci stated that difficulty had been experienced in obtaining supplies of Garbide and Cement. Chairman stated that should this prejudice movement of military traffic, M.R.S. should be informed to enable suitable action to be taken.

Ing. Bracci reported purchase of 360 tons Garbide - 60 tons from Pemi and 300 tons in Northern Italy. The 300 tons had been retained in Northern I.S.R. Compartimenti and was not being made available for Central or Southern Italy. Chairman requested Ing. Bracci to report such instances and he would in emergency authorize withdrawal under M.R.S. arrangements for subsequent distribution to I.S.R. Compartimenti in Central and Southern Italy.

ACTION:- Ing. Bracci to advise Stores Section M.R.S. of location of stocks Garbide in North Italy when action would be taken to withdraw supplies for Southern and Central Italy.

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(91)

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

(a) Ing. Bracci stated that he had made no further progress in compilation of stock status for warehouses in Northern Italy. He was pressing for provision of further information from his representative at Milan.

(b) Chairman stated that lists of I.S.R. Stores personnel under suspension awaiting repatriation had been received and referred to A.C. En. Sub-Commission for action. Maj. Barnes, En. Sub-Commission reported that A.C. have put up a case for acceleration of examination of the personnel concerned to the Italian Evacuation Committee, and had stressed the importance of early action.

(c) (i)

Lt. Col. McMurdo reported he had instructed I.S.R. Works Section to put in hand priority repair work to I.S.R. Stores Warehouses in the North. The Board stated that it was necessary

Portern I.S.R. Compartimenti and was not being made available for Central or Southern Italy. Chairman requested Ing. Bracci to report such instances and he would in emergency authorize withdrawal under M.R.S. arrangements for subsequent distribution to I.S.R. Compartimenti in Central and Southern Italy.

ACTION:- Ing. Bracci to advise Stores Section M.R.S. of location of stocks Carbid in North Italy when action would be taken to withdraw supplies for Southern and Central Italy.

10:

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

(94)

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(c) (i)

Lt. Col. Romano reported he had instructed I.S.R. Works Section to put in hand priority repair work to I.S.R. Stores Warehouses in the North. Ing. Berda stated that it was necessary to obtain details of actual work required before construction materials could be assessed and allocated. This was in hand.

(ii)

Lt. Col. W.T. Kelly referred to I.S.R. Workshops and considered that fraction Sec. I.S.R. should survey condition of their Workshops and Running Sheds and seek high priority for allocation of materials for repairs. Lt. Col. Kelly stated that workshops at Naples had not been repaired since the Allied occupation and considered I.S.R. Works Section should state what materials were being made available against this priority.

ACTION:-

(a) Ing. Bracci to continue action to obtain information on Stores supplies available in Northern Italy.

(b) Ing. Berda to advise on action being taken in respect of -

(i) Repairs to I.S.R. Storehouses,

(ii) Repairs to I.S.R. Workshops and Running Sheds.

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TIMBER.

Chairman reported that U.S. Army had now decontrolled the Calabria and Bolzano zones, which action should ease the procurement situation for the I.S.R. The British Army had not yet been able to effect any decontrol of the BR. Zone, Calabria, and the facts in this connection were being reported to D.G.M.G. (Nov.), G.H.Q. C.M.F. for consideration. Ing. Bracci reported on the I.S.R. supply position as follows:--

Calabria Supplies. I.S.R. had only been successful in obtaining 6/7000 cubic metres for delivery this season. Further contracts were being made for forward deliveries in 1946.

Bolzano. The 20,000 cubic metres promised by firms in this area had not materialised and he had sent a representative to Bologna to clear up difficulties and ensure release. An Italian Timber Control Committee had been set up in Northern Italy and it was hoped that an allocation would be made to permit movement arranged through A.C. and P.D.S. to take place before winter set in.

Chairman pointed out that the monthly consumption of timber for all I.S.R. purposes exclusive of sleepers was approx. 3500 cubic metres and requirements for months December to May inclusive would amount to 20/24,000 cubic metres of timber. Present contracts would provide 6/7000 cubic metres leaving a deficiency of 14/15,000 cubic metres to be found if I.S.R. repair and reconstruction work was not to stop or be hampered.

Additional difficulties arise in connection with sleepers where 5 million were originally needed in 1945 but contracts let for 1,000,000 only, of which 600,000 were already delivered. 2,000,000 sleepers per year are normally required but war damage had necessitated heavy increase in requirements. Minimum requirements for 1946 were 3,000,000 sleepers, against which I.S.R. have been able only to contract for 1,000,000.

Ing. Bracci stated it was hoped that the saw-mills in the North had brought logs down to mills for cutting before the winter set in, otherwise the possibility of supply to meet difficulties in supply of general timber requirements and sleepers not obtainable in Calabria were remote.

Ing. Bracci stated that Italy had always relied on the importation of certain types of timber in pre-war days.

The Chairman proposed that A.C. Italy should take up with A.C. Austria the possibilities of procurement of timber from Austrian sources for I.S.R.

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The Chairman proposed that A.C. Italy should take up with A.C. Austria the possibilities of procurement of timber from Austrian sources for I.S.R. use. The need for urgent action by I.S.R. to cover potential deficiency in supplies was also stressed.

ACTION:-

- (a) A.C. Tr. Sub-Commission to explore possible sources of supply for I.S.R. in Austria.
- (b) I.S.R. stores branch to report on supplies obtained in Bolzano area.
- (c) I.S.R. Stores branch to take fullest advantage of new sources open to them since U.S. Army decentral of areas in Calabria and Bolzano.

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(25)

COAL SUPPLIES.

The coal supply situation was reported and in general was considered satisfactory.

Ing. Bracci proposed to arrange redistribution of stocks held in S.E. Italy dumps, which were considerably in excess of local requirements. Chairman stated that under present arrangements very small quantities would be delivered to Taranto/Bari during coming months and stocks now at dumps would be eaten down. For the present no rail movement of coal ex Heel stocks should be undertaken without the prior approval of BR. Stores Sec. M.R.S.

Maj. Wordsworth raised the question of unprotected I.S.R. coal dumps, and mentioned several cases, e.g. Foggia, where stocks were open to pilferage. Ing. Bracci explained that I.S.R. personnel were employed for guard duties. Chairman considered that pilferage was taking place and asked I.S.R. Traction Section to report to the Stores Sub-Committee on the steps taken by I.S.R. to protect stocks and provide efficient guards to deny unauthorised persons access to coal stocks.

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

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(26)

P.O.L.

Fuel Oil.

- (a) Chairman stated in connection with the current emergency at Florence that in emergency it was the responsibility of I.S.R. to take action as necessary to move stocks of Fuel Oil from one place to another without reference to M.R.S. and to refer difficulties to M.R.S. when these were outside the scope of the I.S.R.
- (b) Chairman reported 178,000 barrels Fuel Oil were allocated to I.S.R. for consumption in November, and this quantity will permit limited oil burning locomotive operation on Line 86 South during the second half of the month.
- (c) Ing. Bracci reported that the future procedure for provisioning P.O.L., including Fuel Oil, for Italy through Foreign Office channels had not yet been clarified and the matter was still under discussion in Italian Ministry channels. Chairman reported that he had taken up the question of this procedure with G.H.Q. C.M.F. but details had not yet been provided. Chairman stressed the importance of I.S.R. obtaining details of this procedure.

10.

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(94)

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ACTION:-

(i) I.S.R. would deal with temporary local deficiencies in supplies of P.O.L. all types and refer to M.R.S. only when action needed military support.

(b) (i) M.R.S. to press for definite advice on action necessary to ensure future supplies of P.O.L. **6391**

(ii) M.R.S. to ascertain and advise I.S.R. on procedure recognised by Allied Military Authorities.

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

(96)

Chairman reported that proposals on responsibilities and procedure affecting the Stores Procurement Commission, Northern Italy had been submitted to him by Chief of Stores Sec. I.S.R. and had been recommended for acceptance to Allied Railway Board, 19 Oct. 45, subject to additional responsibilities in controlling I.S.R. Stores branch stocks in Northern Italy being delegated to the Commission.

Chairman referred to Minute 60 of last Allied Board Meeting and stated that on the instructions of the Board he had met D.G. I.S.R. and Heads of user branches, and had considered the future policy in connection with control of I.S.R. stores, particularly those in short supply. Minutes of this special meeting, held 1 Nov. 45 (at App. A), were read and the recommendations made and accepted by D.G. I.S.R. approved.

Chairman referred the Committee to the statement made by D.G. I.S.R. in connection with the I.S.R. Delegations in N.E. and N.W. Italy. It was agreed, after discussion, to recommend to the Allied Railway Board:-

"That the constitution of the Delegations in N.E. and N.W. Italy should be reconsidered, with a view to authorising the disbandment of these organisations, which had served their purpose during the period when communications between Northern and Southern Italy were much impaired.

It was the opinion of the Committee that an early return to normal I.S.R. Compartmental organisation involving unified control from Rome was most desirable and would increase the efficiency of the I.S.R. in the Stores, Construction and Traction (Equipment) Departments".

106

LONG TERM REQUIREMENTS.

(97)

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

107

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

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

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107

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

Lt. Col. Kelly reported that I.S.R. contractors who had contracted for castings etc. in pre-war days (some as long ago as 1935) were now producing materials no longer necessary to the I.S.R. and in effect were wasting raw materials and coal in abortive production. Many of the items concerned, such as axlebox castings, were available in large quantities from recovered stock.

It was agreed that I.S.R. Stores & Equipment Section should submit to the Committee lists of contracts (valued at £500 sterling or 50,000 lire at 90/100 to £1) and still in course of fulfilment from Italian production. The committee would consider such lists and recommend cancellations to enable production facilities and raw materials to be diverted to more useful purposes.

ACTION:- I.S.R. to submit to Stores Sub-Committee details of outstanding contracts as referred to above.

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CEMENT.

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

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Chairman stated that as Works Capi Sezione of areas where cement was released ex factories is held responsible for arranging despatch to Compartimenti, on distribution instructions given by Works Sec., H.Q. I.S.R., he should also be made responsible for advising details of despatches to all concerned, and also advise H.Q. I.S.R. when difficulties of any kind arose. A.C. In. Sub-Commission stated they were prepared to obtain a higher Rail Movement priority for cement when I.S.R. experienced difficulty in obtaining wagons under existing priorities, provided they were informed of difficulties and efforts made by I.S.R. to overcome such difficulties.

ACTION:- I.S.R. to report difficulties and action already taken to A.C. In. Sub-Commission when delays in obtaining supplies of cement occurred.

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

Chairman stated that a separate organisation, linked with I.S.R. Stores H.Q., has now been set up to deal with accounting and handling these materials on behalf of the Italian Government. Ing. Bracci stated that he has not yet obtained details of the materials in these dumps, and that an Italian Inter-Industrial Committee is being formed to decide on priority of claim and disposal of the stores concerned. Chairman requested Ing. Bracci to arrange with D.G. I.S.R. for the Minister of Transport to obtain a high priority for allocation to I.S.R. and to advise results to M.R.S.

M.R.S. Chief of Equipment Section (Lt. Col. Kelly) reported 200 wagons of captured enemy stores had recently been turned over to I.S.R. in North Italy. Chairman called for details of these stores to be submitted to the Committee.

ACTION:- I.S.R. - (a) Report of arrangements made for priority issue of materials ex Allied dumps,

(b) Request I.S.R. Stores branch to report generally upon captured enemy stores turned over to Capi in Northern Italy.

110

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

Lt. Col. Kelly reported that in a number of instances serviceable machine tools had been allocated by I.S.R. to workshops not yet in use.

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ACTION:- I.S.R. (a) Report of arrangements made for priority issue of materials ex Allied dumps,

(b) Request I.S.R. Stores branch to report generally upon captured enemy stores turned over to Uapi in Northern Italy.

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

Lt. Col. Kelly reported that in a number of instances serviceable machine tools had been allocated by I.S.R. to workshops not now in use and considered such wastage of available resources should be halted. Chairman requested I.S.R. Stores & Equipment branches to examine this matter and report under what circumstances and on whose authority machine tools were being reallocated.

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

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

APPENDIX 'A'

ALLIED RAILWAY BOARD - STORES SUB-COMMITTEE

MINUTES OF SPECIAL MEETING HELD 4 NOV. 45.

PRESENT:

ITALIAN STATE RAILWAYS.

Gen. Di Raimondo

Director General.

Ing. Bellomi

" Renda

" Torini

" Pracchi

M.R.S.

Lt. Col. D.R.H. Chaplin,

A.D.Tn. (Stores).

Maj. W.F.R. Mitchell,

D.A.D.Tn. (Stores).

Capt. C.W. Gough, ~~S~~Capt. (Stores).

Maj. C.M. Long, T.C. A.C.

OBJECT.

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- (a) Stores held by the Technical branches in dumps, workshops etc.
- (b) Stores held by the Stores Dept. I.S.R. in warehouses and Stores Depots.

- (1) To provide background to (a) it is necessary to appreciate that the Stores Dept. I.S.R. is in general a bulk holding organisation and that in pre-war days Technical branches of the I.S.R. demanded and received onto sub-depots etc. under their own control up to 12 months supply, according to budgeted requirements. Since 1940 demand periods have been reduced to 6 or even 3 months and at present the agreed holding of all technical branches is fixed at 3 months supply. Certain items, e.g. track, although contracted for by the Stores Branch I.S.R., does not go into Stores Depots but direct to Engineer Sub Depots.

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PART I - RECOMMENDATIONS.

To secure control, restrict holdings and equate distribution to requirements in all areas of the I.S.R. system the following recommendations were made by Lt. Col. Charlin and accepted by P.G. I.S.R. and Heads of Technical Branches for more efficient control of stores held by user branches:-

- (a) That stock margin of common user stores to be held by user branches be reduced immediately to a maximum of 6 weeks and a minimum of 4 weeks supply.
- (b) That Capo Sezione of user branches would be instructed to make a monthly return of all common user and specialist stocks held at the commencement of each month, quantities used and purpose for which used, stocks on hand at end of month and purpose for which held.
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- (d) Heads of other Branches would provide H.Q. I.S.R. Stores Branch each month with full details of all common user stocks still on hand in all Compartimenti.

It was agreed that reduction in user branch stock holdings should throw up quantities of general user stores for return to Stores Dept. warehouses and restrict extravagant usage where excessive stocks were held. Details to be provided under (d) would, assuming technical branches organised efficiently the speedy provision of information, enable the Stores branch to trace stocks of items in short supply and heavy demand and to propose to D.G. I.S.R. redistribution where competitive demands existed between the various users.

Lt. Col. I.S.R. confirmed that action on these recommendations would be taken but emphasised the continued inability to control action on stores holdings etc. under Delegations in Northern Italy. He strongly recommended the disbanding of these Delegations, when he considered Compartimenti would perform return to the control of the I.S.R. Rome R.Q. Until the Delegations were disbanded he could not definitely undertake to bring the North into line with Central and Southern Italy, which were under centralised control of H.Q. I.S.R., Rome.

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

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Ing. Brocci, Chief of Stores branch produced a list of items now in short supply and it was generally agreed that in coming months this list will be enlarged as existing stocks are consumed.

Lt. Col. Chaplin therefore recommended to D.G. I.S.R. and it was agreed that:-

- (a) Head of Stores branch I.S.R. would publish monthly for information all branches of I.S.R. a list of all items in short supply, whether of local production or import variety.
- (b) Upon publication of list, Heads of all Technical Branches I.S.R. would place these items under stringent control in all Compartimenti and personally accept responsibility for authorization of use or issue from their holdings.
- (c) Head of Stores branch I.S.R. would block issue of controlled items from Stores Depots or warehouses and issue only on the authority of D.G. or Heads of Technical branches I.

- (d) Head of Stores branch would be responsible for referring all demands received for common user items in short supply to Heads of other branches, drawing attention to stocks reported as held in user branches' depots.

PART III - ADDITIONAL RECOMMENDATIONS.

Recommendations were also made and accepted in connection with the following:-

- (a) I.S.R. Branches (Technical user and Stores) would reinstitute the system of Travelling Audit Committees to visit Sections / Warehouses and investigate stockholdings and verify stock reports.

(NOTE: This arrangement should overcome the tendency not to disclose full stocks to H.Q. I.S.R.).

- (b) The Head of Works Section would in future not only allocate materials purchased by his section, i.e. Cement, Bricks etc., to lines in various Compartments, but arrange to assess priority of jobs on each line and designate the specific jobs for which supplies would be used.

L.R.H. Chaplin

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

6587

Tr. A. 2/135.

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

PRESENT:

Lt. Col. D.R.K. Chaylin, M.R.S. (Chairman).	
Major G.N. Long, A.C. M. Sub-Commission	Stores.
Ing. G. Bracchi, I.S.R.	"
Major F.P. Seaston, M.R.S.	Construction.
Ing. A. Renia, I.S.R.	"
Lt. Col. W.T. Kelly, M.R.S.	Equipment.
Major J.W. Gill, A.C. M. Sub-Commission	"
Ing. Demartini, I.S.R.	"
Lt. Col. E.H. Reynolds, M.R.S.	Stores.
Major I.E. Robson, M.R.S.	"
Ing. G. Polverari, I.S.R. Interpreter.	

In Attendance:

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

DISTRIBUTION:

1268

Major P.P. Seaton, M.R.S. Construction
Ing. J. Renda, I.S.R. "
Lt. Col. W.M. Kelly, M.R.S. Equipment
Major J.W. Gill, A.C. In. Sub-Commission "
Ing. Demartini, I.S.R. "
- - - - -

In Attendance:

Lt. Col. D.H. Reynolds, M.R.S. Stores
Major L.E. Robson, M.R.S. "
Ing. G. Polnerard, I.S.R. Interpreter.

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DISTRIBUTION:

D.Q.M.G., C.H.Q., C.M.F. (Chairman, Allied Railway Board).
Director, Military Railway Services.
Director, In. Sub-Commission, A.C.
Director-General, I.S.R.
D.D.M.S.
D.D.Tr., B.T.A., Vienna.
Major C.M. Long, A.C., In. Sub-Commission. (5 copies)
Ing. G. Bracci, I.S.R., Stores Department.
Stores Sub-Committee. (Construction Element). (6 copies).
Stores Sub-Committee. (Equipment Element). (6 copies).
Traffic Sub-Committee.
Finance Sub-Committee.
Capt. Raymond, U.I., I.R.S. Stores Section.
HQ., 3 Tr. Stores Group, A.I.
Secretary, Allied Railway Board., (Mex & Tr) A.F.H.Q., C.M.F.

6586

Minute
No

111

(100)

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

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

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

- (i) Until supplies on requisition through Tr. Sub-Commission for the I.S.R. are actually received, there are certain stores in very short supply, which require rigid control.
- (ii) Owing to the world shortage of coal and fuel oil it is essential that D.M.E.S. maintain control as long as there is a military commitment in the theatre.
- (iii) Until the Venezia Giulia situation clarifies M.R.S. must exercise control of I.S.R. stores to ensure supply of stores of Italian manufacture and I.S.R. design are made available when required.
- (iv) Owing to the political situation in the North of Italy the HQ, T.S.R. in Rome have no effective control of the stores in the Northern depôts, and until the unification of the I.S.R. Stores Department is obtained it is essential for the M.R.S. to exercise authority in the issue and movement of stores between the North and South.

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

Ing. Bracci, Ing. Donatini and Ing. Ronie of the I.S.R. Traction and Works Department respectively.

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- (iii) Until the Venetia Giulia situation clarifies M.R.S. must exercise control of I.S.R. stores to ensure supply of stores of Italian manufacture and I.S.R. designs are made available when required.
- (iv) Owing to the political situation in the North of Italy the M.R. I.S.R. in Rome have no effective control of the stores in the Northern depots, and until the unification of the I.S.R. Stores Department is obtained it is essential for the M.R.S. to exercise authority in the issue and government of stores between the North and South.

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

Ing. Bracci, Ing. Benattini and Ing. Ronde of the I.S.R. Direction and Works Department respectively, all agreed that the control for the measures outlined by the Chairman was advantageous from their point of view.

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

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

6585

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

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

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

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

113 LOCAL PURCHASE - NORTHERN ITALY.

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

114 GLASS.

The Chairman stated :-

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

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

115 OSTIGLIA BRIDGE.

Ing. Renda stated :-

All the ROTH WAGNER bridging required had been obtained.

116 EMERGENCY SUPPLIES - CURBIDE.

Ing. Bracci stated TERNI Works had informed him they are unable to provide

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All the ROTH WAGNER bridging required had been obtained.

116 EMERGENCY SUPPLIES - CARBIDE.

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

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

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

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

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117 COAL.

The Chairman stated that there had been 3,000 to 4,000 tons per month increase in coal consumption by the I.S.R. recently which has resulted in the coal stocks falling from 56 days supply in July to 30 days on 10th May, '45. Therefore, the D.M.R.S. has ordered a limitation of use of 18,600 tons per week from 1st December 1945. This has been further divided on a rationing basis for each area. These railway figures exclude coal for Venezia Giulia. Lt. Col. Chaplin read out to the meeting and Ing. Solveneri translated the instruction on the question of coal economy and rationing issued by the D.

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

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

Unprotected Coal Stocks.

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

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

118 TIMBER.

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

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

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118 TIMBER.

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

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

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

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

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

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119 OCCUPATION OF PREMISES OF A TIMBER CREOSOTE IMPREGNATION PLANT AT N.A.PLES.

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

120 P.O.I.

(104)

Position generally satisfactory.

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

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

(107)

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

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

(109)

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

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

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

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

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

Herb E. Robinson
 L.D. ROBSON, Major,
 D.A.D.Tn. (Stores), M.R.S.
 for Chairman,
 Stores Sub-Committee.

MINUTES OF SPECIAL MEETING HELD 1 NOV. 45.

ITALIAN STATE RATINGS:

Director General,

Works Section,
" " "
Traction " "
Stores " "

Lt. Col. D. P. H. Chaplin,

A.D.Tr. (Stores).
 Maj. W.F.R. Mitchell,
 D.A.D.Tr. (Stores).
 Capt. C.W. Canham Supt. (Stores).
 Maj. C.H. Long, T.C. A.C.

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(e) Stored-field heating mechanism

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PART III - ADDITIONAL RECOMMENDATIONS.

Recommendations were also made and accepted in connection with the following:-

- (a) I.S.R. Branches (Technical user and Stores) would reinstitute the system of Travelling Audit Committees to visit Sections / Warehouses and investigate stockholdings and verify stock reports.

(NOTE: This arrangement should overcome the tendency not to disclose full stocks to I.Q. I.S.R.).

- (b) The Head of Works Section would in future not only allocate materials purchased by his section, i.e. Cement, Bricks etc., to lines in various Compartments, but arrange to assess priority of jobs on each line and designate the specific jobs for which supplies would be used.

L.R. H. Chaplin

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

1283

neg. 10000

MINUTES OF THE EIGHTH MEETING

OF THE

FINANCE SUB-COMMITTEE

OF THE

ALLIED RAILWAY BOARD

HELD IN

MINISTRY OF COMMUNICATIONS BUILDING

ON

5 NOVEMBER 1945.

PRESENT:-

Major G.H.B. Davis, R.S.

Major A.C. Fling

Major G.S. Davies

Major P. de W. Davies

Lt. R.A. Davies

Ing. S. Brasell

Dott. A. Olmari

Ing. Lombardo Micheli

D.A.D. In. Finance), M.R.S.

Acting Chairman.

In. Sub-Commission, A.C.

Finance Sub-Commission A.C.

Asst. Auditing Officer M.R.S.

Chief of Stores Service I.S.R.

Chief of Finance Service I.S.R.

Traction Service I.S.R.

OF THE

ALLIED RAILWAY BOARD

HELD IN

MINISTRY OF COMMUNICATIONS BUILDING

ON

5 NOVEMBER 1945.

PRESENT:-

Major G.H.B. Davis, R.E.

D.A.D. (Finance), A.R.S.
Acting Chairman.

Major A.C. Pines

In. Sub-Commission, A.C.

Major G.C. Andrews

Finance sub-Commission A.C.

Major F.R. Hoffman

Asst Auditing Officer M.R.S.

Lt. F.R. Johnson

Chief of Stores Service I.S.R.

Ing C. Bracco

Chief of Finance Service I.S.R.

Dott. E. Olcese

Traction Service I.S.R.

Ing. Lombardo Alchieri

Dott. G. D'Allesandri

Commercial Section I.S.R.

Sig. A. Michelucci

Interpreter

Dott. E. Neuticke

0300

42.

MINUTES OF THE LAST MEETING.

Sheet 1.

The minutes of the seventh meeting, held on 1st Sept '45, were adopted, and the following points concerning them were discussed:-

Minute No.

37. Payment by I.S.R. for repair to rolling stock by private firms.

The Chairman referred to a letter that had been received from the Chief of Traction Service, I.S.R. on 17 Oct '45 which criticized the present position of payments with regard to contractors engaged in repair of rolling stock in Southern and Central Italy, as follows:-

(a) Industria Meccaniche Meridionali di Napoli.

780,000 Lire had been paid on Oct 8th concerning work carried out in August '45.

(b) Bombardini - Paredi - Dell'Inge, Rome.

7,253,450 Lire had been paid on 10th Oct '45 in respect of the adjustment of the labour coefficients for the work carried out in July '45. The accounts for work carried out in August '45 were in hand.

(c) Cecchetti, Civitanova.

Settlement for work carried out in May and June '45 had been effected in the amount of Lire 2,250,875.

(d) Magon-Lite, Rome.

An amount of Lire 403,220 had been paid on 12 Oct '45 for work performed in February '45, March accounts were in course of check, but bills for April onwards were still awaited from the contractor.

The Sub-Commission representative stated that no complaints re non-payment had been received during the last month, and also said that no further trouble was anticipated in respect of the 30,000,000 Lire paid to Cecchetti, who fully understood that this represented an "on account" payment.

Minute No.

38.

Warranting arrangements for Allied and Italian civilians employed by A.C., U.N.R.R.A. and other organisations.

7,453,450 Lire had been paid on 10th Oct '45 in respect of the adjustment of the labour coefficients for the work carried out in July '45. The accounts for work carried out in August '45 were in hand.

(c) Cecchetti, Civitavecchia.

Settlement for work carried out in May and June '45 had been effected in the amount of Lire 2,350,675.

(d) Mason-Lite, Rome.

An amount of Lire 400,000 had been paid on 12 Oct '45 for work performed in February '45, March accounts were in course of check, but bills for April and May were still awaited from the contractor.

The Sub-Commission representative stated that no complaints re non-payment had been received during the last month, and also said that no further trouble was anticipated in respect of the 30,000,000 Lire paid to Cecchetti, who fully understood that this represented an "on account" payment.

Minute No.

38. Warranting arrangements for Allied and Italian civilians employed by U.N.R.R.A. and other organisations.

The Sub-Commission representative advised that U.N.R.R.A. had been informed that they would be required to indent on I.S.R. for the supply of special warrants to cover rail movements of their personnel. No reply had been received from them, and the Sub-Commission representative expressed the view that U.N.R.R.A. officials would in future be required to pay cash for rail movement at the time of travel pending their adoption of the new warranting arrangements. The position was explained to I.S.R. Commercial Section representative who said that the I.S.R. had noted in Minute 38 of the previous meeting and had issued instructions to station-masters accordingly. The instruction took effect from 15 Sept '45. In view of the circumstances outlined above the I.S.R. agreed to amend this instruction.

As it was apparent that U.N.R.R.A. personnel were still travelling without utilising the new system of special railway warrants, the I.S.R. were asked to explain the type of documentation used. I.S.R. Commercial representative said that no prepaid tickets were still being obtained (without payment) on presentation of identity card, a practice which had been in force prior to the issue of the instruction referred to.

The Chairman stated that the question of movement of U.N.R.R.A. personnel should be referred to G.4, A.P.H.C. in so far as it was considered that UNRRA should pay cash at the time of booking until such time as they agreed to

/conform with the new

Minute No.
36 (cont'd)

Sheet 2.

conform with the new A.C. warranting procedure. At the same time the Chairman said that he would make enquiries regarding responsibility for payment of U.N.R.R.A. rail freight traffic since the underlying principle applied to both types of traffic.

Minute No.

42.

Railway freight costs in connection with wheat for Austria.

The Chairman referred to a letter written by G-5 LPHQ to U.N.R.A. (for USACA) and A.C. Austria (Mr. Element), a copy of which had been received by U.N.R.S., in which the opinion was expressed that Italy might be said to have a justifiable claim against Austria in respect of supplies passing over Italian Railways for ultimate delivery in Austria for civil consumption in the US/French and British Zones of occupation.

Finance Sub-Commission representative stated that an instruction had already been given by them to the effect that handling charges in Geneva in respect of grain for Austria should be met by the Federazione Consorzio Agrari who were to reimburse themselves from the appropriate Italian Governmental Ministry concerned.

The Chairman stated that this method would ensure centralisation of records through one particular channel and would facilitate adjustment of charges between Governments should this be decided at a later date. The Chairman further expressed the opinion that in view of the Finance Sub-Commission representative's statement, instructions should be given by the Sub-Commission for this class of traffic to be subject to normal civilian rail documentation. The Sub-Commission representative agreed and said that he would pursue the matter, and that in the opinion of the Sub-Commission, rail transport charges on all civil traffic passing through Italy for other occupied territories should be ultimately paid for by the country to which the civil supplies were consigned.

The Chairman replied that no doubt this point would be finally cleared when decisions on the G-5 letter (mentioned above) were taken.

Minute No.

47.

Payment for wagon repairs at Castellomare di Stabia.

The Chairman stated that he had been advised by the Chief of Traction Service, ISR, that payment for wagon repair carried out by the above named firm would be made on the basis of the provisions stipulated in the contract in force with the ISR, valid up to 15 June 1946. Coefficients and rates would be the same as agreed with I.M.M. Naples, as both

The Chairman stated that this method would ensure centralization of resources through one particular channel and would facilitate adjustment of charges between Governments should this be decided at a later date. The Chairman further expressed the opinion that in view of the financial Sub-Commission representative's statement, instructions should be given by the Sub-Commission for this class of traffic to be subject to normal civilian rail documentation. The Sub-Commission representative agreed and said that he would pursue the matter, and that in the opinion of the Sub-Commission, rail transport charges on all civil traffic passing through Italy for other occupied territories should be ultimately paid for by the country to which the civil supplies were consigned.

The Chairman replied that no doubt this point would be finally cleared when decisions on the C-5 letter (mentioned above) were taken.

Minute No.

47.

Payment For Wagon Repairs at Castellammare di Stabia.

The Chairman stated that he had been advised by the Chief of Section Service, ISS, that payment for wagon repair carried out by the above named firm would be made on the basis of the provisions stipulated in the contract in force with the ISS, valid up to 15 June 1946. Coefficients and rates would be the same as agreed with I.M.I. Naples, as both contractors belonged to the same syndicate.

Minute No.

50.

Responsibility for the payment of Rail Transport Charges for the Movement of Refugees and Displaced Persons.

The Chairman referred to a letter written to C-5 by the Sub-Commission on this subject, in which it was suggested that UNRRA should be in a position to deal with the question of charges involved. The Sub-Commission representative said that as far as he could see the ISS should receive remuneration for this traffic as he had no information that refugees and displaced persons should travel free of charge, except that he considered it would be so in the case of Italian nationals.

The general question of the illegal use of civil train facilities was then brought up and the Sub-Commission representative said that he was aware of Italian Military Personnel using civilian train facilities without authority or payment. The movement of Italian Military Personnel was the responsibility of MIA, who should arrange organized movement of such personnel.

/ The Chairman thought this

Minute No.
50 (contd.)

Sheet 3.

The Chairman thought that this matter should be referred to the Traffic Sub-Committee as there was evidence that the present unauthorised travel in civil trains was a definite hindrance to the correct allocation of civilian rail facilities.

Minute No.

51.

Recording of work done for the U.S.A. by U.S. Navy at Cantieri Navale
Yard Palermo.

The Chairman stated that he had recently had a meeting with a representative of the U.S. Navy from Palermo on this matter, as a result of which he understood that this Naval Yard would be shortly handed back to the civilian owners and that the cost of all work performed by the U.S. Navy on ISR locos would be recorded through Allied Commission channels.

The Sub-Commission representative stated, however, that the vacating of the yard by the U.S. Navy had been cancelled and that certain difficulties had now arisen with regard to the recording of costs against the ISR as U.S. Navy funds had been expended on non-naval work. He promised, at the request of the Chairman, to enquire further into the position and report at the next committee meeting.

Minute No.

52.

Limitation of military documentation for A.C. sponsored traffic.

The Chairman stated that although the question of limitation of the usage of military documentation for civil traffic, authorized by Allied Commission, had already been pursued by the Sub-Commission some time ago, the present situation showed an increase rather than an abatement in the use of military rail warrants. The Chairman further stated that this caused much additional work on the part of the British and American Finance Sections, who had to identify all civil consignments and pass the warrants concerned to the accountant's branch. The Sub-Commission, for endorsement of warrants were then passed to the I.S.A. with instructions to recover freight charges from the organization involved. The Sub-Commission representative stated that there was no necessity for the continued use of military warrants for civil consignments, since there was, in effect, no longer any traffic passing on account of Allied Commission.

The Sub-Commission representative pointed out that should there still be certain places at which no ISR staff were available to deal with civil consignments, arrangements could be made for the necessary ISR personnel to be sent there.

Limitation of Military Documentation for A.O. sponsored traffic.

The Chairman stated that although the question of limitation of the usage of military documentation for civil traffic, authorized by Allied Commission, had already been pursued by Tn. Sub-Commission some time ago, the present situation showed an increase rather than an abatement in the use of military rail warrants. The Chairman further stated that this caused much additional work on the part of the British and American Finance Sections, who had to identify all civil consignments and pass the warrants concerned to the Accounting Branch, Tn. Sub-Commission, for endorsement to the organization responsible for payment of freight charges. These warrants were then passed to the I.S.S. with instructions to recover freight charges from the organization involved. Tn. Sub-Commission representative stated that there was no necessity for the continued use of military warrants or civil consignments, since there was, in effect, no longer any traffic passing on account of Allied Commission.

The Tn. Sub-Commission representative pointed out that should there still be certain places at which no ISR staff were available to deal with civil consignments, arrangements could be made for the necessary ISR personnel to be sent there.

The Chairman then said that the matter should be taken up by MRS with G-4 AFM who would be asked to issue instructions to all AFMs that in future no military documentation would be used for the conveyance of any traffic consigned on civilian account. This was agreed and the ISR representatives were advised of the intended action.

The Chairman suggested that presumably the Asst. Auditing Officer, MRS, would take up the matter of instructing American PTO's to terminate the use of American waybills for civil traffic in order to maintain uniformity. The Asst. Auditing Officer, MRS, agreed to do this.

The ISR Commercial representative stated that recovery action in respect of military warrants covering civil freight movements, which had been passed by MRS to his department, was being arranged through the ISR Auditing Office at Turin. He was not, however, able to say whether any actual recoveries had been effected.

Sheet 4.

Minute No.

52. Payment for Foodstuffs supplied, through the agency of ISR, Rome, to employees of Trieste Compartimento.

Chief of Finance Department, ISR, stated that a considerable sum of money had for some time been outstanding from the Trieste Compartimento to the ISR, Rome, and desired to know whether the amount could be collected, having regard to the fact that Trieste Compartimento was not now under ISR control. The debt related to foodstuffs obtained from the Provida organization and supplied through the agency of the ISR, Rome for the use of the State Railway employees in Trieste Compartimento. The transaction really related to the welfare of ISR employees and was in no way included in the State Railway accounts.

The Chairman replied that during the period he was in Trieste, he was asked by the Capo Compartimento there for instructions as to the disposal of the funds held (believed to be in the region of 4,000,000 lire). At the time (some two months ago) the Capo was advised to arrange payment in Rome in the normal manner.

The Finance Sub-Commission representative suggested that there might be some difficulty in arranging a bank transfer of funds from Trieste (Zone I) to Rome.

Mr. Chairman replied that from his experience in Trieste, he thought there was sufficient freedom of movement of currency and banking facilities to permit of this matter (which appeared to be a domestic one) being satisfactorily settled.

The Chief of Finance Dept. ISR, was, therefore, advised to take this matter up with Capo Compartimento, Trieste, and report any difficulties at the next meeting of the Committee.

G.H.B. Davis

(G.H.B. DAVIS) Major, R.E.
Acting Chairman,
Finance Sub-Committee
Allied Railway Board.

The Finance Sub-Committee representative suggested that there might be some difficulty in arranging a bank transfer of funds from Trieste (Zone A) to Rome.

The Chairman replied that from his experience in Trieste, he thought there was sufficient freedom of movement of currency and banking facilities in regard of this matter (which appeared to be a domestic one) being satisfactorily settled.

The Chief of Finance, Capt. ISA, was, therefore, advised to take this matter up with Capt. C. C. Attinello, Trieste, and report any difficulties at the next meeting of the Committee.

W. B. Davis

(C. H. B. DAVIS) Major, R.E.
Acting Chairman,
Finance Sub-Committee
Allied Railway Board.

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MINUTES OF THE SEVENTH MEETING

OF THE

FINANCE SUB-COMMITTEE

OF THE

ALLIED RAILWAY BOARD

HELD IN

MINISTRY OF COMMUNICATIONS BUILDING

ON

1 SEPTEMBER 1945.

PRESENT:-

Lt.Col.	L.C. PARNELL, R.E.	A.D.Tn. (Finance), M.R.S. in the Chair.
Major.	A.C. PING.	Transportation Sub-
Major.	J.W. GILL.	Commission, A.C.
Capt.	K.S. LUDDEN, U.S.A.	Auditing Officer, M.R.S.
Capt.	C. WORDSWORTH, R.E.	S/Capt. Tn. (Mech), M.R.S.
Ing.	C. TRACCI.	Chief of Stores Service, I.S.R.
Dott.	E. CILIERI	Chief of Finance Service, I.S.R.
Ing.	GRANDI.	Chief of Traction Service, I.S.R.
Dott.	C. D'ALLASSANERO.	Commercial Section.
S.	A. MALCHIODI.	S/Capt. Tn. (Finance) - Secretary.
Capt.	E.R.A. ALLMAN, R.E.	Interpreter.
Dott.	E. MAUTNER.	

HELD IN

MINISTRY OF COMMUNICATIONS BUILDING

ON

1 SEPTEMBER 1945.

PRESENT:-

Lt.Col.	L.C. PANNELL.	R.E.
Major.	A.C. PING.	}
Major.	J.W. GILL.	
Capt.	R.S. LIDDEN.	
Capt.	C. WEDSMORTH.	
Ing.	C. RUCCI.	
Dott.	E. CLEARI	}
Ing.	GRANDI.	
Dott.	C. D'ALLASSANTRO.	
S.	A. MAICHIODI.	
Capt.	E.R.A. ALLMAN.	
Dott.	E. MAUTNER.	

A.D.Tn. (Finance), M.R.S. in
the Chair.
Transportation Sub-
Commission. A.C.
Auditing Officer, M.R.S.
S/Capt. Tn. (Mech). M.R.S.
Chief of Stores Service. I.S.R.
Chief of Finance Service. I.S.R.
Chief of Traction Service. I.S.R.
Commercial Section.
S/Capt. Tn. (Finance) - Secretary.
Interpreter.

6577

Sheet 1.44. MINUTES OF THE LAST MEETING.

The minutes of the last meeting, held on 4 Aug. 45, were adopted after the following points had been raised :-

Minute No.

37. Payment by I.S.R. for repairs to rolling stock by private firms: Wagon Lits (Rome), Benbrini Parodo Defino (Colleferro), Cecchetti (Civitnova Marche) and Meridionale.

The Chairman said that at the last meeting of the Sub-Commission it was stated by the I.S.R. representatives that although coefficients had been agreed by the I.S.R. with the Contractors they were still awaiting agreement by the Minister of Transport, except in the case of Wagon Lit which had already been agreed. The Chairman asked if the coefficients for the other contractors had now been agreed. I.S.R. representatives stated that a new organisation known as the Railway Board was being formed which had full powers to agree the coefficients. The first meeting of this Board would take place in a few days and consequently a decision should be reached very soon.

I.S.R. were called upon to state if accounts were being paid on the old coefficients in the meantime and Ing. GRANDI stated that this was the normal procedure although he could not say whether any accounts had been rendered. If any had been rendered he was sure that they would have been paid at the old rates. Majors PING and GILL and Capt. WORDSWORTH stated that they had had no complaints from these contractors recently.

The Chairman said that a letter had been sent to CECCHETTI stating that the payment of Lire 30,000,000 was an on account payment and asked the I.S.R. if the Contractor had raised any objection to this ruling. Dott. CECCHETTI stated that the firm had raised no objection but they had pointed out that if this was so they would need further grant in order to carry on over and above the payment of their accounts. The Chairman stated that the Committee was only concerned in seeing that the Contractors had enough funds in order to carry out their work. Any further payments in advance made by the I.S.R. was their concern and they would have to decide if payment was necessary. This was agreed.

38. Warranting arrangements for Allied and Italian Civilians employed by A.C., U.N.R.R.A., and other organisations.

It was stated that a letter had been received by A.C. Transportation Sub-Commission from the I.S.R. stating that the I.S.R. were not in a position to print the warrants as proposed by them for the A.C., U.N.R.R.A. traffic. Major PING said that there would be some considerable delay

organisation known as the Railway Board was given powers to agree the coefficients. The first meeting of this Board would take place in a few days and consequently a decision should be reached very soon.

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The Chairman said that a letter had been sent to CECCHETTI stating that the payment of Lire 30,000,000 was an on account payment and asked the I.S.R. if the Contractor had raised any objection to this ruling. Dott. OLIVARI stated that the firm had raised no objection but they had pointed out that if this was so they would need further grant in order to carry on over and above the payment of their accounts. The Chairman stated that the Committee was only concerned in seeing that the Contractors had enough funds in order to carry out their work. Any further payments in advance made by the I.S.R. was their concern and they would have to decide if payment was necessary. This was agreed.

38. Warranting arrangements for Allied and Italian Civilians employed by A.C., U.N.R.R.A., and other organisations.

It was stated that a letter had been received by A.C. Transportation Sub-Commission from the I.S.R. stating that the I.S.R. were not in a position to print the warrants as proposed by them for the A.C., U.N.R.R.A. traffic. Major PING said that there would be some considerable delay if the warrants had to be printed through A.C. channels. At the same time he thought that if the I.S.R. printed the warrants they would be in a position to exercise the necessary control over their issue. The Chairman pointed out to the I.S.R. that it was the usual practice on Railway systems for all warrants used on the Railway for whatever purpose to be printed by that Railway. In this way any illegal use of the warrants was prevented. The question of payment for the printing was raised by Dott. D'ALLISSANDRO but it was agreed that the cost did not affect the question of who should print the warrants.

After some discussion it was agreed that A.C. (Major PING) should give the necessary authority to I.S.R. (Ing. BRACCI) to have the warrants printed; that I.S.R. should make whatever internal arrangements they thought necessary to control the issue of the warrants in order to prevent their illegal use; that U.N.R.R.A. would be notified that they would have to indent direct on I.S.R. for their supply of warrants; that if the I.S.R. thought it necessary the payment for the printing could be referred to A.C. (for warrants issued to A.C.) and to U.N.R.R.A. (for warrants issued to U.N.R.R.A.) Major PING stated that if the cost was referred to him he would pass the matter through the correct channel.

43. Railway Freight costs in connection with wheat for Austria.

The Chairman said that a letter had been written to G.4 (Nov & Tn) A.F.H.Q. stating that the question had arisen as to the conditions under which consignments of supplies for Civil distribution in Austria pass over the Italian State Railway system and citing the 25,000 tons of Wheat quoted by Major PING as an example of this traffic. He added that a decision had been asked for in respect of financial arrangements if any which would have to be made in order to afford some system of credit to the Italian State Railway, if this traffic did not fall within the category of free carriage under Armistice Terms. In the meantime, records were being maintained of all traffic including military which passed through Italy and consequently if subsequent adjustment was found necessary the statistics would be available. It was agreed that nothing could be done at present.

45. Exchange of Proportional Division Sheets between Italy and Venezia Giulia.

The Chairman stated that owing to future implications he wished to bring before all members of the Committee an outline of what financial arrangements had been made in Venezia Giulia between the A.M.G., I.S.R. and Yugoslav Government for through booked traffic and the accounting for repairs to locomotives and rolling stock and the supply of electric power. He said that as from the 1st September 1945 the Yugoslav Government had announced the setting up of a Railway Accounting Office in Fiume and a similar organisation would be set up in Trieste for A.M.G. area.

Difficulties had been created by the fact that electric power for this area was being supplied for Udine and that all locomotive and rolling stock repairs were being carried out in the workshops at Trieste. It was proposed to arrange a comprehensive charge on a train kilometrage basis to cover cost of electric power, repairs, lubricants etc.

As regards passenger and freight receipts it had been decided that the existing Italian tariff system would apply to the whole area. There had been a general increase of 300% in both A.M.G. and Jugo Slav occupied areas so as to bring the rates into line with the rest of Italy. Accounts would be kept in Italian Lire.

In order to apportion receipts between the separate Zones it would be necessary for a type of accounting document which he had called a Division Sheet, to be passed between the different Zones in order that each Zone would be able to recover their portion of the receipts. A

1 298

The Chairman stated that owing to future implications he wished to bring before all members of the Committee an outline of what financial arrangements had been made in Venezia Giulia between the A.M.G., I.S.R. and Yugoslav Government for through booked traffic and the accounting for repairs to locomotives and rolling stock and the supply of electric power. He said that as from the 1st September 1945 the Yugoslav Government had announced the setting up of a Railway Accounting Office in Fiume and a similar organisation would be set up in Trieste for A.M.G. Area.

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In order to apportion receipts between the separate Zones it would be necessary for a type of accounting document which he had called a Division Sheet, to be passed between the different Zones in order that each Zone would be able to recover their portion of the receipts. A somewhat similar arrangement of inter-area debits and credits would have to be applied to expenditure. It was for this purpose accounting offices would be set up in Zone "A" (A.M.G. Zone) and Zone "B" (Jugoslav Zone). The I.S.R. were told that although inter zone traffic of the original I.S.R. system was not international traffic in the strict sense of the Berne Convention as no permanent change in frontiers had yet taken place, it would be advisable for an official with some knowledge of international proportion to be posted to Trieste in view of possible later extension of through booked traffic from and to Jugo Slavia proper.

46. Railway Siding Charges.

The Chairman stated that this matter had been discussed at earlier meetings but was being brought up again because of a letter which had been written by the I.S.R. saying that the former opinion of the Finance Sub-Committee was not expressed in a categorical manner and consequently had not been acted upon.

The former minute stated that so far as the military forces were concerned no payment could be made under the terms of user of the Railway but in the case of A.C. sponsored civilian traffic under I.S.R. documentation there seemed to be no difficulty for the I.S.R. or the Siding owners to make the necessary recovery.

/Sheet 3..... Major Ping stated.

Minute No.
46

Cont'd.

Sheet. 3.

Major PING stated that there was NO domestic A.C. traffic and consequently all traffic sponsored by A.C. could be considered as Civil and normal I.S.R. documentation should apply to this.

It was agreed that there would be no payment made for traffic for the Allied Military Forces but ALL Civil traffic (including that sponsored by A.C.) would be dealt with under internal arrangements made by the consignee.

47.

Payment for Wagon Repairs at Castellamare di Stabia.

The Chairman said that a letter had been received from D.D.Tn. (Mech) stating that the workshops at Castellamare di Stabia were originally taken over by the Director of Works for bridge building. Around 18 June 45, however, bridge building came to an end and the South African RME Unit agreed to start once more the preoccupation task of this workshop of repairing I.S.R. rolling stock.

It was stated that on 15 July 45, I.S.R. and Tn. Sub-Commission A.C. were notified of this arrangement in order that a supply of wagons might be sent to the workshop and the necessary financial arrangements made. No reply was made to this notification and now the D.E.S., A.F.H.Q. was enquiring to whom the vouchers for these repairs should be sent for acquittance.

Ing. GRANDI stated a four year old contract was still in existence with this firm but admitted that the coefficients which applied to this contract were out of date.

It was agreed that the vouchers held by D.E.S. should be sent to Tn. Finance for onwards transmission to Ing. GRANDI and that Ing. GRANDI should go into the question of arranging new coefficients with this firm in order that when the workshop was derequisitioned by the military authorities it would be in a position to continue with the wagon repairs for the I.S.R.

48.

Eight Meeting of the Allied Railway Board.

There were no points for discussion arising out of this meeting.

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R. P. L.

(L.C. PARNELL) Lt.Col. R.E.
Chairman, Finance Sub-Committee, 0575
Allied Railway Board.

Sheet, 4.

DISTRIBUTION.

D.O.B.G. (Mov & Tn), AFHQ. (Chairman, Allied Railway Board).

Director, Military Railway Service.

Director, Tn. Sub-Commission, A.C.

Director General, I.S.R.

D.D.M.R.S.

Tn. (Br). A.F.H.O.

Finance Sub-Commission. (Col. Crawshaw). (6 copies for distribution).

Tn. Sub-Commission, A.C. (Rail Division).

Tn. Sub-Commission, A.C. (HQ. A.C.)

Tn. Sub-Commission, A.C. (HQ. A.C.)

Asst. Dep. Director - Stores, M.R.S.

Auditing Officer, M.R.S.

Mov & Tn. Liaison. (Building).

Chief of Stores Service, I.S.R. (Ing. Bracci).

Chief of Finance Dept., I.S.R. (Dott. Ciceri).

Chief of Traction Service, I.S.R. (Ing. Grandi).

Traffic Sub-Committee.

Construction Sub-Committee.

Equipment Sub-Committee.

Stores Sub-Committee.

Allied Railway Board.

Ministry of Transports

I.S.R. Equipment & Production Service

Liaison Office - Rome

TV MR 224.2

22-3
Come August 12 - 1945

286/26

Subject:

In. Sub-Commission AG (Rail Division)

Situation of cars

O/S In. (Br) Main - C.M.B.

Bari Compartimento

1. In reference to your letter AG.200/In.4 dated 7 +n.AUG.45.
2. The situation of the cars in repair situated in the compartmento
Of BARI has effectively become worse as signaled in your above
mentioned letter.

3. This does not result to be due to slackening of repairs
At local workshops.

4. For in the last five days of July, the workshops at Foggia
have repaired 34 Vehicles (small repairs), 50 (medium) and 21 (heavy-
Repairs), which shows a considerable increase on all the preceding
five day periods.

5. Following the precedent verbal agreement, we would like
to point out the fact that the increase of Production of the
workshops and carshops of the Puglia Area is limited due to the
non acceptance of the overtime proposed by us on the part of the
working personnel, for they consider the payment for such overtime
insufficient.

6. In order to relieve the Puglia Area shops of Vehicle repairs
we have arranged for the immediate Delivery of 60 Vehicles for
Repairs to the Cecchetti Workshops of Porto Cervo, which
Production is continuously increasing.

4. For in the last five days of July, the workshops at Foggia have repaired 34 vehicles (small repairs), 50 (medium) and 21 (heavy-repairs), which shows a considerable increase on all the preceding five day periods.

5. Following the precedent verbal agreement, we would like to point out the fact that the increase of production of the workshops and carshops of the Puglia Area is limited due to the non acceptance of the overtime proposed by us on the part of the working personnel, for they consider the payment for such overtime insufficient.

6. In order to relieve the Puglia Area shops of vehicle repairs we have arranged for the immediate delivery of 30 vehicles for repairs to the Cecchi's Workshops of Porto Civitanova, which production is continuously increasing.

7. The Dispositions already issued were repeated in order to face the situation, ordering the suspension of the labeling of vehicles for slight damage not endangering the safety of operation or the safety from theft for the Box Cars, and giving priority in the shops to vehicles repairable in the shortest time required.

Chief of Liaison Nucleus
sgd. Grande

2



MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Materiale e Trazione

Nucleo di Trattamento - Roma

OGGETTO

Situazione carri

Compartimento di Bari

MRS

13/8

N. TV.NR.224.5

Al N

del

TRANSPORTATION SU-COMMISSIONE A.C.

(RAIL DIVISION)

C/o TRANSPORTATION (Br) MAIN,

C. M. F.

ALLEGATI N.

- 1 - Mi riferisco alla nota A.C./286/Tn.4 del 7 corrw
- 2 - La situazione dei carri riparandi giacenti nelle linee del Compartimento di Bari si é effettivamente aggravata come segnalato nella suddistinta.
- 3 - Ciò non risulta peraltro dovuto a rallentamento della riparazione presso le locali Officine.
- 4 - Nell'ultima cinquina di luglio le Officine di Foggia hanno riparato 34 veicoli di piccola riparazione, 50 di media e 21 di grande, con notevole aumento su tutte le precedenti cinquine.
- 5 - E' da segnalare tuttavia, a seguito delle precedenti intese verbali, che l'incremento della produzione delle Officine e Squadre Rialzo delle Puglie trova una limitazione nella mancata prestazione, da parte del personale operaio, delle ore di servizio straordinario da noi proposte, in quanto il personale stesso ritiene detto servizio male retribuito.
- 6 - Per alleggerire gli impianti riparazione veicoli delle Puglie é stato disposto l'inoltro immediato di ottanta riparandi alle Officine Cecchetti di Por-

...//...

1305

7 - tocivitanova, la cui produzione é in continuo incremento
Sono state inoltre rinnovate disposizioni già impartite
per affrontare la situazione, ordinando sia la sospensione
dell'etichettamento veicoli per avvie leggere non com-
promettenti la sicurezza dell'esercizio, per i carri
chiusi, la sicurezza dai furti, / sia la precedenza nel-
l'immissione in Squadra o in Officina dei veicoli ripa-
rabili in tempo più breve.

IL CAPO DEL NUCLEO DI COLLEGAMENTO

Grande

Rome August 12-1945

Ministry of Transports
I S R Equipment and Traction Service
Liaison Office - Rome

TV NR 224.5

Tn. Sub Commission AC (Mail Division)
C/o Tn. (Br) Main - C.M.F.

Subject:

Situation of cars
Bari Compartimento

- 1) Ref. to your letter AC/286/Tn 4 dated 7th inst.
- 2) The situation of the cars to be restored, located on the Bari Compartimento lines; is actually made worse as pointed out by a/m letter.
- 3) However, that is not due to slackening of repairs at local Workshops.
- 4) On the last five days of July, the Work Shops at Foggia have restored 34 vehicles (small repair), 50 (medium) and 21 (major); this represents a remarkable increase of output on all antecedent five days periods.
- 5) Anyhow, further to our verbal agreements, we point out that the increase of production at Work Shops and Cars Shops of Puglia, is limited by lack of overtime work on the part of the workers who consider it insufficiently paid.
- 6) To assist the vehicles repairing plants in Puglia, we have disposed an immediate forwarding of 80 cars to be repaired to Officine Cecchetti at Portovitanova, the production of which increases continually.
- 7) The dispositions already issued to face the situation have been reminded, ordering to cease the labelling of vehicles, lightly

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4) On the last five days of July, the Work Shops at Foggia have restored 34 vehicles (small repair), 50 (medium) and 21 (major); this represents a remarkable increase of output on all antecedent five days periods.

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6) To assist the vehicles repairing plants in Puglia, we have disposed an immediate forwarding of 80 cars to be repaired to Officine Cecchetti at Portocivitanova, the production of which increases continually.

7) The dispositions already issued to face the situation have been reminded, ordering to cease the labelling of vehicles, lightly damaged, which do not imperil the operation safety or the pilferages safety for the box cars, and to give the priority on shopping to vehicles to be restored in a shorter time.

Chief of Liaison Nucleus
sgd Grande -

Hi ng 18/8

6572

Subject: Allied Railway Board
Equipment Sub-Committee.

225
Military Railway Service,
C.P.F.
Telephone: Firebox 9352.
Outside Line 843305.
Tn.A.3(m)/3.
11th August 1945.

To: Chairman, Allied Railway Board,
c/o D.Q.M.G., Mov., & Pk., A.F.M.A.
D.M.R.S. (Bde).
Director General, I.S.R. (Bde).
Eng. Corbellini, I.S.R. (Bde).
Tn. Sub-Commission, A.C. (Bde) (Six copies)
Traffic Sub-Committee (Bde).
Stores Sub-Committee (Bde).
Construction Sub-Committee (Bde).
Tn. Finance (Bde).
Movements Liaison Officer (Bde).

1. A meeting of the above Sub-Committee was held on Saturday 11th August 1945 in the office of D.M.Tn. (Bde). Present were Colonel Topham, Major Barnes (A.C.) and Prof. Corbellini.

2. I.S.R. Traction Staff.

Col. Topham said that Prof. Corbellini's assistants were being continually changed and that consequently when Prof. Corbellini was away, nobody appeared to have the necessary authority to act in his place. Eng. Tonni had begun to get to know what was required and had now suddenly been removed again. Col. Topham asked for Eng. Tonni to be returned to ROME. This was agreed.

3. I.S.R. Engineers Cantutti, Cuttica and Rebuffi.

These three engineers had been laid off by the Commission di Riparazione. Prof. Corbellini said that Eng. Cantutti had taken duty yesterday and was doing a job in Torino for 15 days. After

Construction Sub-Committee (B&F).

In. Finance (B&F).

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3. I.S.R. Engineers Cantatutti, Cuttica and Rebuffi.

These three engineers had been laid off by the Comissione di Purnazione. Prof. Corbellini said that Mr. Cantatutti had taken duty again to-day and was doing a job in Rome for 15 days. After that he would be appointed to Superintend from the Italian side the maintenance of all U.S.A. locomotives now operating on the West Coast.

Col. Topham said this would be very satisfactory as the maintenance especially at San Lorenzo left a lot to be desired and was ~~8571~~ worse.

As regards Cuttica and Rebuffi, Prof. Corbellini said that these were good men and he wanted their services badly. Col. Topham said he knew they were both good men and he would ask the Allied Rly. Board to see what could be done to overcome the dilatoriness of the Comissione di Purnazione and have a decision made one way or the other.

4. Cylinders for U.S.A. 2-8-0 locomotives.

Six of these engines had broken cylinders and it was necessary to cast these cylinders in this country. A sample cylinder was on its way to Breda's in Milan. Prof. Corbellini thought that there were other firms in Milan better fitted for steel casting and he undertook to look after the matter. Col. Topham stressed the urgency of having these cylinders cast.

-2-

5. Blignite Trains.

A 740 class and an 835 class loco had been prepared for trains with blignite coal in ALCANTARA. Col. Topham said he would send Capt. Johnson to Florence on Wednesday 15th August 1945 to assist in the trains and furnish a full report.

6. TERNI.

Col. Topham said the I.S.R. had still not given definite orders to Terni Steel works re the manufacture of superheater element ends.

It was decided to give Mr. Corbellini another drawing and set of measurements and he would deal personally with Terni.

7. Tyres.

Prof. Corbellini said no order had been placed on Terni for tyres because 1,200 tons of assorted tyres had been found at Liva & Coy. at Milan and the I.S.R. were purchasing immediately. This was noted with satisfaction.

8. Census of Rolling Stock in ex-G.H.A.F.S.

Col. Topham said he had asked for a census of Italian stock to be taken in Denmark, Belgium, France, Holland, Germany and Switzerland. He undertook to request the aid of the Allied Railway Board in expediting this matter. He added that arrangements were in hand for a number of electric locomotives and 135 class to return from Germany via the Brenner Pass and it had been disposed that these should be sent to Milan and Florence respectively for inspection and subsequent distribution or repairs as necessary.

9. Blazing Blocks.

The repair of boilers at Terni was being delayed due to the lack of flanging blocks. These were being made but this was a slow process. Meanwhile the firm of Negriano in Reggio Emilia had a set they were disposed to lend to Terni. Col. Topham agreed to request the Operating Dept. to authorise loading and movement of these to Terni.

10. Ferryboat "Negro".

The ferryboat "Negro" had been sent to the Naval Dockyard at ... there now stated

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9. Maintaining Blocks.

The repair of boilers at Terni was being delayed due to the lack of running blocks. These were being made but this was a slow process. Meanwhile the firm of Reggiano in Reggio Emilia had a set they were disposed to lend to Terni. Col. Topham agreed to request the Operating Dept. to authorize loading and movement of these to Terni.

10. Ferryboat "Reggio".

The ferryboat "Reggio" had been sent to the Naval Dockyard at Taranto for repairs. The American authorities there now stated however that they could not undertake the work due to other work.

Prof. Corbellini said that as they only had two ferryboats work-
ing and required another badly he suggested moving the "Reggio" to Taranto and undertaking the repairs at Tosi or some other firm.

Col. Topham agreed to advise D.D.T. Docks on the matter and would ask him to approach the proper authorities.

11. Machinery in Verona.

Prof. Corbellini said that in Verona Shops the I.S.R. had a large quantity of spare machinery stored which could be moved and utilized at other places such as Rimini and Bologna. Col. Topham said he would request A.D.D. permission to authorize removal of whatever was not required at Verona.

-3-

12. Diesel Cars.

Major Barnes asked about spare motors for the many Diesel Cars lying without same. Mr. Corbel ini stated that Fiat's and Brede's had made and had ready a large number of motors ready to instal in these cars.

Col Tonham said that if Mr. Corbel ini would furnish him with a list of the Diesel Cars and Electric Train sets which could suitably be fitted with these motors together with their present location he would arrange with the Operating Dept., to have them moved to Fiat's and Brede's. It would of course be necessary to ensure they were moveable first.

Joseph W.
Chairman,
Agreement Sub-Committee,
Allied Railway Board.

10/1/54
Chairman,
Advisory Sub-Committee,
Allied Railway Board.

6122

1314