

PRINT

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

ACC AC 226/ME/TN4 10000/148/1837 CONSTR  
SEPT. 1

48/1937 CONSTRUCTION OF NEW ROLLING STOCK  
SEPT. 1945

ACP/lml

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

18 September 45

Tel. 843238  
Ref. AC/373/Tn 4

SUBJECT : Construction of Rolling Stock.  
TO : Director, Military Railway Service  
Attention: Col. Topham

1. Attached hereto is a list setting out the plans for the construction of new rolling stock by the Italian State Railways.

2. It will be noted that there is in hand a large program of construction of freight cars of various types and it is felt that before the raw materials are used for the throughout construction of entirely new rolling stock, the Italian State Railways should divert special attention to the reconstruction of the many existing crippled vehicles, which in many cases require light repairs.

3. In the South there are a number of firms engaged on light and heavy repairs to rolling stock, but in spite of the constant attention we give to them, there are many long racks of freight cars standing in station sidings which could be speedily put into service if an overall programme of repair was decided upon.

4. Please say if you agree to this point of view and if you will take suitable action with the Italian State Railways, or leave it in the hands of this Sub-Commission.

signed: A.C.FING,  
for Director

Copy to: Mechanical Engineering Branch, Bldg.

Attachment:

As stated above.

6619

COPI

Ext. 9322

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

Subject : Construction of Rolling Stock.

To : Tn. Sub-Commission, A.C.  
Tn. A. 3 (M) / 123.  
20 Sept. 1942.

1. Reference your 40/3/13/Tn. 4 of 10 Sept. 42, I am in entire agreement with para. 3 of your letter and this is a state of affairs which I have been continually combating and drumming into the ISR authorities. The NAPLES, CALABRIA, and to some extent the RAKI Compartimenti are particularly bad in this respect although the latter has improved somewhat of late.
2. As regards para. 4 we have no longer the personnel available to check what wagons are sent by the ISR to the various contract shops doing work for them in Sicily and Southern Italy, and if you can effect an improvement, this branch, whilst it exists, will continue to do everything in its power to support the matter.
3. As regards para. 2 insofar as it refers to freight cars I also agree with you. Such firms as Ansaldo & Breda should have as many car skeletons with good underframes as possible drafted to them for plating-up on an all-steel basis as is being done at TIRMI and COLLIERHO, rather than embark on new freight car construction. You will, however, find very considerable opposition to this point of view from these large and powerful financial corporations.
4. Regarding passenger stock, electric train sets, etc., much of the original equipment has been so badly damaged that in my opinion a limited new construction programme should be permitted in addition to repairing such stock is repairable and has not already been dealt with.

1. Reference your AC/5(3)/Tn.4 of 10 sept.47, I am in entire agreement with para. 3 of your letter and this is a state of affairs which I have been continually combating and drumming into the ISR authorities. The NAPLES, CALABRIA, and to some extent the NAHI Compartimenti are particularly bad in this respect although the latter has improved somewhat of late.
2. As regards para.4 we have no longer the personnel available to check what wagons are sent by the ISR to the various contract shops doing work for them in Sicily and Southern Italy, and if you can effect an improvement, this branch, whilst it exists, will continue to do everything in its power to support the matter.
3. As regards para.2 insofar as it refers to freight cars I also agree with you. Such firms as Ansaldo & Breda should have as many car skeletons with good underframes as possible drafted to them for plating-up on an all-steel basis as is being done at FERMI and COLLATERRA, rather than embark on new freight car construction. You will, however, find very considerable opposition to this point of view from these large and powerful financial corporations.
4. Regarding passenger stock, electric train sets, etc., much of the original equipment has been so badly damaged that in my opinion a limited new construction programme should be permitted in addition to repairing such stock is repairable and has not already been dealt with.

Colonel,  
D.D.In. (Mech),  
for Brigadier,  
Director Military Railway Service.

I 355