

ACC AC 28/TN4 10000/170/2004 EDITED LOSS AND ROLLOVER
NOV. 1943 - JUL. 1945

2004 ELITEA LOGS AND ROLLING STOCK PAPER CASE GENERAL
NOV. 1943 - JUL. 1945

BEST COPY POSSIBLE

1051

12 July 69

Ref. 8/236
Ref. 8/27/50/30/34, 35, 4

SUBJECT: Vol. 10, Hoto Railway.
1. Capt. P.M. Body of a Dept. representative has
2. been

Reference is to your letter 5 July 69.

(a) Discussion:

Latest news is that between for Vol. 10 Hoto Railway was
to be delivered by road to Hanoi railroad in 3 July. The American section has
information to forward to General with an escort. A signal will be sent you as
soon as freight car numbers are known.

(b) Progress in Hanoi 21 July

General representative report that a signal was received from
Industrial Representative of Chinese concerning an increase in rates
on the Vol. 10 Hoto Railway, and the local representative of the representative
has been instructed to advise the Railway Director to present a regular
application direct to the Ministry. This Railway Director appears to be
particularly busy, and they must be informed that the period of closed running
over every item of this kind has past. Please inform them to get together with
the local representative of the General Representative on the matter.

(c) Notes, Hanoi 21 July

The Ministry are dealing with a request from the Vol. 10
Hoto for since, present and moving. Section section for the issue of about
is taking place, and for context, but emergency tablets are available in open
market. Please Officer has written you on this subject.

(d) Notes for Vol. 10 Hoto 21 July

It is noted you will be able to handle this matter locally.

By Command of Major General

27-1
Rebiny May
Minister

(a) Background:

Latest news is that information for Val di D'Adda railway cars to be delivered by road to Bologna railroad on 3 July. The first-class coaches have been ordered to forward to Bologna with an engine. A signal will be sent you as soon as freight car numbers are known.

(b) Progress in Berlin, etc.

General, representatives report that a signal was received from Industrial Investigation Commission of German government on 28 June in relation to the Val di D'Adda railway, and this local representative of the investigation has been instructed to contact the railway administration to present a regular application through to his Ministry. Said railway administration agrees to be particularly busy, and they must be informed that the period of Allied military operations from 1 June 1945 has passed. Please inform them to get acquainted with the local representative of the German investigation on the matter.

(c) Notes, etc.

The Ministry are dealing with a request from the Val di D'Adda for more, current and information. Post the matter for the future of more to Berlin, please, and for contact, but no response is obtainable in your report. (Notes Officer has written you on this subject.)

(d) Reason for hold to be from Berlin.

It is noted you will be able to handle this matter locally.

The Command of Army Medical Service

27.2

Rebiny May
Director

Copy to Major Director in Berlin (10-10-45)
Major General
Representative (10-10-45) in G/C.

1416
JULY 071600

RESTRICTED

E/8595
JULY 071830
ROUTINE

LOMBARDIA REGION FROM POLETTI SIGNED TALBOT
ALGOM ROME ACTPT RPTD SCAO 5TH ARMY RPTD SCAO IV CORPS.

RESTRICTED.

1. 1 subject is battery parts for BOLOGNA.
 2. Ref your signal 1106 of 3 July and my signal 1384 of 4 July.
- As consignment was not ready to leave 5 July as advised by HENSENBERGER
now due BOLOGNA 9 July definitely consisting of 118 cases weight 1560
quintals.

DIST

ACTION - TN SC 2
INFO - CHIEF COMMISSIONER
ECOM SEC
FILE 2
FLOAT

271

RESTRICTED



*Send this copy to Rail Div 8/7
AL 1945 Branch. BR*

1054

Declassified E.O. 12356 Section 3.3/NND No. 735021

28/47

140

1276

1630

~~THADA HERE KKIKK~~

MABA V MBAY NR 08 A/MBEC
FROM ALCON REGGIO . 091600B
TO IN INC FOR TN SC ROME (FOR MATSON)
GR 27 BT

*bulers sent
not locos*

R 680 . ONE C.L. RLY W LOCO SENT NAPLES FOR REPAIR 27 MAY .
SECOND WILL LEAVE WHEN WELL WAGON RETURNED EMPTY
TO COSENZA FOR LOADING . WILL YOU ARRANGE .
BT

JN AR THKS K

IMI WA RLY LINE 1 - LOCO K

270

RD SRL 08 12/1345B GUV AR

ACP/10

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)

c/o Transportation (Fr) Main
C.M.F.

Tel. 843238

Ref. AC/57/35/m 4

25 June 45

SUBJECT : Lagonegro-Spezzano Railway - lignite production.

TO : Movements (Rail) En Sub-Comm. HQ AC

1. The rolling and tractive stock position on the Lagonegro Railway is not very satisfactory, and it is understood that difficulty is experienced at the present time in meeting actual needs. This matter is being followed on with the Mechanical Engineer's Branch, but the following points are put before you in case you have further information to give in respect of the productive capacity of the lignite line situated near the railway.

2. In 1943, with 4 ordinary locos, 3-rack locos and 40-high sided gondola cars, the maximum of daily transportation by this railway was 200 tons, with an average of 150 tons daily.

3. In 1940, income from freight traffic was 762,795 lire from GV traffic, and 105,339 from PV traffic, thus suggesting that GV traffic, even allowing for its extra cost per kilometre, was very high. Lignite would undoubtedly be regarded as PV traffic, and the suggestion is that the lignite mine was not producing anything like the quantity of lignite it is now submitted will be available for movement. Bearing in mind the economic policy of Fascist Italy, it is felt that such a mine, if capable of producing 500 tons of lignite daily, would have been working at that rate before the war, and certainly at the time when the British coal market was closed to Italy.

4. These points are submitted, not in any arbitrary spirit, but to endeavour to point out that a check on the productive capacity of the mine seems essential. We are going to be very hard put to it to find narrow-gauge rolling stock, and it can only be done by taking it from some other source. The Calabro-Lucane line has already received a considerable number of trucks from Britain, and to rob other companies when there may be some possible doubt on the need would hardly seem desirable. If it is maintained that 500 tons per

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2. In 1943, with 4 ordinary locos, 3 rack locos and 40 high sided gondola cars, the maximum of daily transportation by this railway was 200 tons, with an average of 150 tons daily.

3. In 1940, income from freight traffic was 762,795 lire from EV traffic, and 105,339 from PV traffic, thus suggesting that EV traffic, even allowing for its extra cost per kilometre, was very high. Lignite would undoubtedly be regarded as PV traffic, and the suggestion is that the lignite mine was not producing anything like the quantity of lignite it is now submitted will be available for movement. Bearing in mind the economic policy of Fascist Italy, it is felt that such a mine, if capable of producing 500 tons of lignite daily, would have been working at that rate before the war, and certainly at the time when the British coal market was closed to Italy.

4. These points are submitted, not in any arbitrary spirit, but to endeavour to point out that a check on the productive capacity of the mine seems essential. We are going to be very hard put to it to find narrow-gauge rolling stock, and it can only be done by taking it from some other source. The Calabro-Lucane line has already received a considerable number of trucks from Eritrea, and to rob other companies when there may be some possible doubt on the need would hardly seem desirable. If it is maintained that 500 tons per day has been produced in the mine, can it be said by what means it was transported to its final destination?

Alfred May
Director
In Chief, Rail Dev

Copy to: Maj. Baister In S/C (Rail) 209

10571

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

Subj/af
File 28/45

6 July 1945

Ref.: 043403

Ref.: AC/28/Tn.4

SUBJECT: Battery parts for
Val di Noto Railway.

TO : Capo del Nucleo di Collegamento
I.S.R. Bldg.

1. Reference your TV.NR.208.10 dated 29 June 45.
2. This office has been advised that the battery parts have now been delivered to Capo Stazione Bologna I.S.R. by road from Monza.
3. Please arrange for the carriage and delivery by rail to Crotone and advise when this is effected.

W. S. Jeffrey
f. E.N. D. W. Jeffrey
Director.

Copy to: D.E.R.S.
(Attention Tn.3 (A))

File 28/44

TRANSPORTATION SUB-COMMISSION A.C.,
(RAIL DIVISION)
O/o Transportation (Er) Main,
C.M.F.

6 July 1945

Tel.: 843403

Ref.: AC/28/Tn.4

SUBJECT: Battery parts for
Val di Noto Railway.

TO : Capo del Nucleo di Collegamento
I.R.R. Blg.

1. Reference your 17.NR.208.10 dated 29 June 45.
2. This office has been advised that the battery parts have now been delivered to Capo Stazione Bologna I.R.R. by road from Rome.
3. Please arrange for the carriage and delivery by rail to Crotone and advise when this is effected.

E.N.D. JEFFREY
f Director.

Copy to: D.M.R.S.
(attention Tn.3 (2))

PRO-MEMORIA

FOR. MAJ. BAISTER.

The Firm of Hensembergher, of MONZA has notified that the ^{Battery plates} Batteries to be sent To CROTONE for VAL DI NETO Railway are ready.

We therefore communicate to you SIR. Because with reference to the NOTE, TR. A. J. (M)/98 of 27/5/45, signed TOPHAM, would kindly take interest for the Delivery of the above Batteries to CROTONE.

To To .
 Monza - Bologna - by Road
 Bologna - Crotone - by Rail
 IL CAPO DEL NUCLEO DI COLLEGAMENTO
 TONNI.

Mr. Christiana Iphum to 3 July a asked
 to expedite a advice when dispatched from
 Monza Ennsd. Rang 5 July - sang.
 being delivered Bologna this date.

 **MINISTERO DEI TRASPORTI**
MINISTERO DEI COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
(1) **Servizio Materiale e Trazione**

Nucleo di Collegamento - Roma

OGGETTO. Batterie accumulatori ferro-
via Val di Neto

Roma, li 29/6/945 194 - A

N.TV.NR/208.10

Al N. _____ del _____

PRO=MEMORIA

per il Sig. Maggiore Baister

La ditta Hensembergher di Monza ha fatto presente che le batterie di accumulatori da inviare a Crotone per la Ferrovia secondaria Val di Neto sono già pronte.

Tanto si comunica alla S.V. perchè con riferimento alla nota Tn.A.3 (M)/98 del 27/5/45, firma Topham, voglia interessarsi per l'invio delle batterie a Crotone.

IL CAPO DEL NUCLEO DI COLLEGAMENTO

[Handwritten signature]

MG.

(1) Servizio

265

ANG LOMBARDIA REG INFO SCAG FIVE ARMY AND SCAG ~~IX~~ ~~SEVEN~~ FOUR
CORPS

1106

3 JULY 45

PRIORITY

RESTRICTED PD

196/M/2/ADV 7 25 June

PARA ONE PD YOUR ONE NINE SIX SLANT NINE SLANT TN TWO SLANT ADV
OF TWO FIVE JUNE REFERS PD

PAREN TO ANG LOMBARDIA REGION FOR MAJOR TALBOT INFO TO SCAG FIVE ARMY
AND SCAG FOUR CORPS FROM HQ ALCON CITY ACTIT PAREN

RAIL DIVISION INFORMED THAT BATTERY PARTS AVAILABLE TWO NINE JUNE AT
HENSEMBERGER OF MONZA PD SIGNAL RTD AND RTA AND FOLLOW LATER WITH
ACTUAL DSP PARTICULARS PD

In Valdine's Rly.

COPY TO : RAIL DIVISION ✓

TRANSPORTATION SO

ISS 478303

*Start Carducci
Major*

264

NICHOLAS PIONBINO
CWO U.S.A.
Asst. Adjutant

Tel. 478303

Transportation Sub-Commission

CFC/tp

INTER OFFICE MEMO

Our Ref. AC/86/101/TK3

28 June 1945

SUBJECT : Batteries for VALBINETO Light Rlys.

TO : Rail Division.

Reference your AC/28/Tn.4 dated 13 June.

1. It is notified that the replacement parts will be ready for despatch by road to BOLOGNA in a few days time.
2. You will be informed immediately as soon as date of departure is known.

For Chief, Movements Division.


C.F. CONSTABLE,
Major.

10831
Tele : 4782-5

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

CNC/fa

Our ref.: AC/86/88/Tn 3

15 June 1945

SUBJECT : Batteries for VALDINETO Light Railways

TO : Regional Commissioner
LOMBARDIA Region
(for attention Maj. Talbot
Transportation S/C.)

1. Enclosed find copy of Rail Div. memo ref AC/28/Tn 4 dated 13 June 45.
2. Please will you endeavour to arrange transport of the 15 tons battery parts from MONZA, near MILAN, to BOLOGNA as requested.
3. Please ack and report progress.

By Command of Rear Admiral STONE:


G.N. CHRISTENSEN,
Lt. Colonel

Encl.: HQ.AC.Tn.S/C. 1tr.AC/28/47Tn4
of 13 June 45

Copy to : ^{RAIL} Roads Division ✓

Tel. ROMA 843191/5 (Firebox)
Ext. 52.

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

Subject : Batteries for Valdineto
Light Railway.

Tn.A.3(M)/98.

To : A.C. Tn. Sub-Commission, (Bdg).
(Attention Major Baister).

8 June 1945.

Copy to : A.Q.M.G. (Mov), A.C. Tn. Sub-Comm. (Bdg).
G.4 Mov & Tn., A.F.H.Q. (thru LDtn AFHQ).
D.D. Tn. (Constn). (Bdg).
D.D. Tn. (Stores). (Bdg).

1. Reference my letter Tn.A.3(M)/98 of 27 May 45, a considerable quantity of material is now ready at Monza to be transported to Crotone.

2. It is necessary to transport this by M.T. to Bologna and thence by rail to Crotone. Arrangements had been tentatively made for R.C.E. 1212 to transport from Monza to 329 T.S.D. In view of the considerable bulk of the items, however, in the neighbourhood of 15 tons, R.C.E. 1212 is now unable to provide sufficient transport for the job.

3. It will therefore be necessary for A.C. Tn. Sub-Commission to make their own arrangements for transport from Monza to Bologna.

4. The entry of these items into 329 T.S.D. is consequently cancelled.

W. H. H. H.
Colonel,
D.D. Tn. (Mech),
for Brigadier,
Director, Military Railway Service.

28/39

SLB/1c

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

Tel. 843403
Ref. AG/28/Tn 4

13 June 45

SUBJECT : Batteries for Valdineto Light Railways

TO : Movements Road Tn Sub-Comm. HQ AC

1. Replacement parts for batteries urgently required for electric locomotives of the Valdineto Light Railway, CROTONE, have been located at :-

Ditta HENSEMBERGER
Via Montana, 7
MONZA
near Milan

2. It is necessary to transport these parts, weighing approximately 15 tons, by road from Monza to ISR railway goods yard Bologna whence ISR will ship them by rail to CROTONE.

3. This material is required at CROTONE to maintain in-service narrow gauge electric locomotives engaged in the transportation of timber for military purposes.

4. Can the necessary road transport be arranged please?

S. L. Baister Waple
Chief,
Rail Division.

Tel. ROME 8431915 (freebox)
Ext. 52.

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

Subject : Batteries for Valdineto
Light Railway.

Tn.A.3(M)/98.

To : A.C. Tn. Sub-Commission, (Bdg).
(Attention Major Baister).

8 June 1945.

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G.4 Mov & Tn., A.F.H.Q. (thru DDTn AFHQ).
D.D.Tn. (Constrn). (Bdg).
D.D.Tn. (Stores). (Bdg).

1. Reference my letter Tn.A.3(M)/98 of 27 May 45, a considerable quantity of material is now ready at Monza to be transported to Crotone.

2. It is necessary to transport this by M.T. to Bologna and thence by rail to Crotone. Arrangements had been tentatively made for R.C.E. 1212 to transport from Monza to 329 T.S.D. In view of the considerable bulk of the items, however, in the neighbourhood of 15 tons, R.C.E. 1212 is now unable to provide sufficient transport for the job.

3. It will therefore be necessary for A.C. Tn. Sub-Commission to make their own arrangements for transport from Monza to Bologna.

4. The entry of these items into 329 T.S.D. is consequently cancelled.

W. J. P. H. H. H.
Colonel,
D.D.Tn. (Mech),
for Brigadier,
Director, Military Railway Service.

File 28/37
COPY

MABA V MBAY NR 08 A/MBEC
FROM ALCOM REGGIO . 091600Z

TO IN INC FOR TN SC ROME (FOR MATSON)

GR 27 BT
R 68Z. ONE C.L. RLY LOCO SENT NAPLES FOR REPAIR 27 MAY.

SECOND WILL LEAVE WHEN WELL WAGON RETURNED EMPTY
TO COSENZA FOR LOADING . WILL YOU ARRANGE.

BT

JN AR THKS K

RD SRL 08 12/1345B GWW AR

SLB/10

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

Tel. 843403
Ref. AC/28/Tn 4

9 June 1945

SUBJECT : Light Railways - Calabria

TO : DMRS for D.D.Tn (Mech)

1. Reference your letter Tn A.3(M)/98 dated 5 June 45.

2. It transpires that the Calabro-Lucania Railway, instead of sending locos 008 and 012 to Pietrarsa have forwarded instead 2 boilers, Nos 407 and 411 for repair, despatching them from COSENZA on 29 May 45.

3. The question of this unauthorized change of plan is being taken up with the Railways Direction concerned.

4. Meanwhile it is requested that these two boilers be repaired at PIETRARSA if on arrival there their repair is found to be practicable.

S.L. Saitta Maggi

Chief,
Rail Division.

pe

238

IN ROME 843171/5 (Firebox)
EXT 52

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

Subject : Light Railways - CALABRIA. Tn.A.3(M)/98.

To : Tn. Sub Commission AC (Bdg). ✓ 5 June 1945.

Copy to : A.Q.W.G. (Mov), AC.

G.4 (Mov & Tn), A.F.H.Q. (Thru' D.D.Tn. A.F.H.Q.)

1. In joint report dated 13 April 1945 (Tn.A.3(M)/98), para. 2(a), it was agreed that we would accept and repair on a high priority at PIETRARSA, two G-5-G locomotives from the CALABRO LUCANE Railway.
2. Since then nothing further has been heard of these two locomotives.
3. Will you please say if any action is being taken in the matter, as, if not, I can inform C.O., 753 Shop Bn. accordingly.

W. J. O'Phelan
Colonel,
D.D.Tn (Mech),
for Brigadier,
Director Military Railway Service.

Tel. ROME 843191/5 (Firebox)
EXT 52

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

Subject : Light Railways,
CALABRIA.

Tn.A.3(M)/98.

To : Tn. Sub Commission (Edg). ✓

2 June 1945.

Copy to : Director General,
ISR (Edg)

Further to my Tn.A.3(M)/98 of 13 April 1945.

Will you please say whether the two 0-6-0 locomotives Nos. 008 and 012 belonging to the CALABRO LUCANO Railways have been sent to Pietrarsa Shops, NAPLES, for repairs, as instructed in para.(a) of the above quoted letter.

Major R.E.,
D.A.D.Tn.3(M),
for Brigadier,
Director Military Railway Service. 206

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

Page -

28/35

Tel.: 343238

30 April 1945

Ref.: AC/91/Tn.4

SUBJECT: Well cars

TO : I.S.R. Bldg

1. A well car is required at Crotone for the transportation of two Calabrisa Lunano looms to Naples for repairs.
2. Can you locate such a car and forward to Crotone. As soon as the first loom is unloaded at Naples, the Car should be immediately returned for the second loom.
3. Will you kindly give this your urgent attention.

Robert May
Director.

Copy to: Major Baister Bldg.
Capt. Boddy Tn. Officer Reggio.

hms

235

MAEA V MBAY NR 31 A/MBDB

FROM MOV LO CROTONE 221500B

TO TN INC FOR S C

QOX BT

MLO/AC/8 RESTRICTED . YR 015 REFERS . REQUIRED MOTOR AS

NOW BEEN FORWARDED FROM PROPRIETARY ~~NOT~~ WORKSHOPS

GIVRATAURO . ASSUME INFORMATION ASKED FOR NO NUMBER REQUIRED .

BT THI 231208B

SENT NR 31 1530B LF AR TKS K

RD 31 CARTWRIGHT 231530B AR " TKS BI "

TKS ALOT DAL BEEN

FM IEC (THANEP SUB-COM)

MOV CROTON



015 (.) RESTRICTED (.) YOUR SIGNAL 797 DATED 18 APRIL REFERS (.)
SIGNAL REVOLUTIONS OF MOTOR REQUIRED (.)

S. L. L. L. L. L. L.

21115
L

IMPORTANT



SLM No. 11 1270 17 BDM

1-1-1

11 191230 CARTELLO AR WKKKK

28/33
SIS/af

1
COMMUNICATIONS SUB-COMMISSION, A.C.,
(RAIL DIVISION)
C/o Transportation Element
C.E.P.

20 April 1945

Tel. # 843403

Ref: 40/28/Tn.4

SUBJECT: Wagons require Calabria-Lucca Rly.

TO: Società Strada Ferrata del Mediterraneo
Direzione Ferrovie Calabria-Lucca
Via Nizza n°35 Rome

1. With reference to conversation on 16 April 45 between Ing. Kobeschi, Ing. Nanni and Major Delator.
2. There is no objection to the High side and Low side wagons now awaiting repair at Cassano and Crotone being received for use on the Crotone and Rovereto sections of your railway.
3. The Ferrovie dello Stato has arranged to supply 100 springs to your Bari depot for re-making and fitting to your 55 cm. gauge stock and a sufficient number of these should be forwarded by you to Cassano or Rovereto as required.
4. When wagons are ready for transfer either for repair or service application should be made to Capt. Roddy, Chief Transportation Office, Allied Commission, at Reggio Calabria for the necessary rail movement.

S. L. Santa Moya
Director.

Copy to- Chief Transportation Office Bari
" " " Reggio
A.B.Tn.3 (E) Hldg.

254

FERROVIE CALABRO LUCANE

28/31

Distinta carri sponde alte e sponde basse distrutti o danneggiati
in seguito ad eventi bellici nei ns/ impianti di COSENZA e CROTONE

	H. S.	L. S.
<u>COSENZA</u> -	Carri a sponde alte	sponde basse
	n. 11	n. 6
<u>CROTONE</u> -	N. 3	N. 3

Palermo - Lucane Railway

16 Apr 55

Interview with 2 Directors of head office, Rome.

Ing. MENNI (Chief of Operating Dept) Ing. ROBECCI (General Manager)

Wagon stock usually repaired by private contractors,

ILFA at Cosenza
PERONACE at Soverato

Directors would prefer to repair stock now standing at Cosenza rather than bring stock from Bari-Potenza line.

Particulars to be furnished of rolling stock available for repair at Cosenza.

Difficulty being experienced with loco types wearing thin and no replacements available.

Financial difficulty of this railway said to be acute and there is risk of operation being suspended for lack of funds.

100 million lire being claimed for It. Government in respect of war damages, approx. 50% damage to rolling stock and 50% damage to works.

Materials urgently needed:

Loco types

Spring steel

Timber

Dog spikes

2 Carlihanmore di Stabia

253

Subject: LIGHT RAILWAYS: CALABRIA

To: DUMG (Mov & Trn), AFHQ

Copy to: DIRS (with plan of siding)

DDTM.4

ADTM.2

ADTM.3(M)

Director Tn Sub-Com, AC (2)

Tn Sub-Com (Movts Div)

Tn Sub-Com (Rail Div) (3)

Ref your Mov 3/242 of 30 Mar 45.

1. This subject has been investigated on the spot by the following officers: Lt-Col W.L. Topham, RE (ADTM Mech, MRS), Lt-Col J.W. Baker, RE (AQM Mov, Tn Sub-Com) and Maj S.L. Balster (Tn Sub-Com, Rail Mech).
2. This report may be divided into two parts: (a) Calabro Lucane Rly, and (b) Valdineto Light Rly.

CALABRO LUCANE RLY (95 cm gauge)

(a). Locomotives

Eng Reul Pantl of this railway agreed that, even were the transport of timber to be increased by 100 tons per day, this could be carried successfully with the 3 steam locomotives at present in service. Nevertheless, to maintain the locomotive position for the future and also to provide a further engine for the CHIARAVALLE - SOVERATO line, arrangements have been made to take two 0-6-0 locomotives Nos 008 and 012, at present sided in CROTONE, to Pietrarsa Shops NAPLES, where they will be given a high priority.

(b) Wagons

Eng R. Panti also agreed that the O.L. Rly had sufficient wagon stock on the CROTONE line to carry present timber demands and any increase of 100 tons/day. He also said he had enough wagons on the SOVERATO - CHIARAVALLE line, since a number had now been transferred from the GIOIA - TAURO line in S.W. Italy.

He further added that he could repair a certain number of additional wagons at COSENZA and SOVERATO if he could obtain a release of timber for the work. There appears to be no reason why this timber cannot be obtained from the Free Timber Zone in Calabria, and this is

Military Railway Service
CMF

Telephone: Firebox 52

Outside Line 843867

Tn.A.3(M)/38

13 Apr 45

202

Ref your Mov 3/242 of 30 Mar 45.

1. This subject has been investigated on the spot by the following officers: Lt-Col W.L. Topham, RE (ADn Mech, MRS), Lt-Col J.W. Baker, RE (AQMG Mov, In Sub-Com) and Maj S.L. Baister (In Sub-Com, Rail Mech).
2. This report may be divided into two parts: (a) Calabria Lucane Rly, and (b) Valdineto Light Rly.

CALABRO LUCANE RLY (25 cm gauge)

(a) Locomotives

Eng Raul Fantl of this railway agreed that, even were the transport of timber to be increased by 100 tons per day, this could be carried successfully with the 3 steam locomotives at present in service. Nevertheless, to maintain the locomotive position for the future and also to provide a further engine for the CHIARAVALLE - SOVERATO line, arrangements have been made to take two 0-6-0 locomotives Nos 008 and 012, at present sided in CROTONE, to Pietrarsa Shops NAPLES, where they will be given a high priority.

(b) Wagons

Eng R. Fantl also agreed that the C.L. Rly had sufficient wagon stock on the CROTONE line to carry present timber demands and any increase of 100 tons/day. He also said he had enough wagons on the SOVERATO - CHIARAVALLE line, since a number had now been transferred from the GIOIA - TAURO line in S.W. Italy.

He further added that he could repair a certain number of additional wagons at COSENZA and SOVERATO if he could obtain a release of timber for the work. There appears to be no reason why this timber cannot be obtained from the Free Timber Zone in Calabria, and this is being pointed out to the HQ of the company which are located in ROME. He said he had 30 repairable wagons and needed 50 cubic metres of timber. As an emergency measure 9 CHE, CROTONE, could be requested to supply this latter.

(c) Coal

Coal for the CHIARAVALLE - SOVERATO line is now being regularly despatched from REGGIO, and is being duly received at destination. The C.L. Rly state that the requirements of this line are 60 tons/month, and this is the quantity now being delivered. As a matter of interest the C.L. Rly say that their coal requirements are as follows:-

Sheet 2

2 GIOIA TAURÒ Lines	150 tons/month
SOVERATO - CHIARAVALLE	60 "
VIBO - VALENTIA Line	60 "
CATANZARO MARINA Line	150 "
CROTONE and COSENZA Lines	Supplied by CRE and PBS.
MARINA GIOIOSA Line	Nil

(a) New Siding at CROTONE Port.

After inspection on the ground, and it being duly noted that additional stock-piling of timber on the Giunti Quay is necessary, it is recommended that immediate authority be given for the construction of the 300 yds siding as sited by 9 CRE. Although this involves 3 diamond crossings over the 30 cm Valineto lines, no other solution is feasible. No operating difficulty is envisaged however, and the actual crossing pieces can be manufactured in C.L. local shops.

The C.L. Rly submitted a list of materials required for this spur, and a copy is attached. However, we consider that this material can all be obtained either (a) from the extensive unused yard accommodation at GIOIOSA, where it is estimated that 900 yds of track is available, or (b) from the vicinity of the destroyed PETRACCI bridge on the GIOIA - TAURÒ line. It is recommended that immediate pressure be brought to bear for one of these measures to be adopted.

The C.L. Rly stated that once the material was in their hands they could themselves carry out the work unaided and within 14 days. The C.L. Rly, however, are reluctant to carry out this work without a previous understanding as to who will pay for it, since the Valineto Rly Coy have the concession for rail service to this quay.

One copy of sketch showing proposed new siding is attached to DMRS copy of this report. Copies will be circulated to those interested in due course.

(e) Materials Requested.

The C.L. Rly also request the following:-

- 20 x 150-volt 10-watt electric bulbs for station lighting. We consider the necessity for these to be dubious.
- 50 telephone dry batteries for communication purposes between stations. The ISR type will do, and by copy of this report we are asking Tn.2 to make the necessary arrangements with ISR.
- 50 accumulators (wet type) for telephone communication as above. Again ISR type will serve, and we are asking Tn.2 to make

After inspection on the ground, and it being duly noted that additional stock-piling of timber on the Giunti Quay is necessary, it is recommended that immediate authority be given for the construction of the 300 yds siding as sited by G CRE. Although this involves 3 diamond crossings over the 80 cm Valineto lines, no other solution is feasible. No operating difficulty is envisaged however, and the actual crossing pieces can be manufactured in C.L. local shops.

The C.L. Rly submitted a list of materials required for this spur, and a copy is attached. However, we consider that this material can all be obtained either (a) from the extensive unused yard accommodation at GIOIOSA, where it is estimated that 900 yds of track is available, or (b) from the vicinity of the destroyed PETRACCI bridge on the GIOIA - TAURO line. It is recommended that immediate pressure be brought to bear for one of these measures to be adopted.

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(e) Materials Requested.

The C.L. Rly also request the following:-

20 x 150-volt 10-watt electric bulbs for station lighting. We consider the necessity for these to be dubious.

50 telephone dry batteries for communication purposes between stations. The ISR type will do, and by copy of this report we are asking In.2 to make the necessary arrangements with ISR.

50 accumulators (wet type) for telephone communication as above. Again ISR type will serve, and we are asking In.2 to make arrangements with the ISR to supply.

(f) Discussion with C.L. Rly at BARI.

The BARI section of the C.L. Rly is completely separate from the CATANZARO section, and is semi-autonomous; nevertheless it was considered desirable to converse with the BARI officials. It would appear from a cursory investigation that no locomotives or serviceable wagons can conveniently be shipped South without affecting the considerable traffic at present being operated. Neither would it seem feasible to obtain any track materials from this section, as they have already had to lift certain of their own sidings.

Sheet 3

The 2 new locomotives and 74 wagons recently arrived from Eritrea are not yet in service, due to the necessity for fitting of brakes and brake-piping, they having arrived from overseas without these accessories.

Nevertheless they have 14 flat cars and 10 high siders waiting repairs, mainly requiring springs and timber. It has been arranged that the ISR will supply a number of oil springs which can be broken down, remanufactured, and fitted at RARI by the C.L. Rly; these wagons can then be sent to the Southern area, where they can be repaired with timber found in that area, and then put into service. It is necessary that Tn Sub-Com (Rail Div) follow this up.

VALLINETO LIGHT RLY (80 cm gauge)

(a) Locomotives

Eng Francesco Amendolito of the above railway stated that at present 4 steam and 4 electric locomotives were in service whilst 6 others lacked batteries. It is evident that as many as possible of these 6 should be put back into service as soon as possible. The batteries necessary are known as Regia Marina type 14/6 of 2 volts per element, and were originally manufactured by Henzenburgher & Coy. Back locomotive requires 16 batteries. It seems that these batteries are identical with those used by the Italian Navy in submarines, and apparently they can be obtained at the Tosi Shipyard, TARANTO, who have supplied them to this light railway previously. AQMG(M) of Mov, TARANTO, has been asked to investigate whether these batteries are actually available and report. Should they prove to be available, ABIn Mech will advise G-4 Mor & Tn, who will require to obtain release for same from Royal Navy.

In the event of Tosi Shipyard being unable to supply, action will be taken to supply ISR coach batteries which, although of incorrect dimensions, may be adapted in sufficient quantity to provide a somewhat reduced power.

The 300 boiler tubes required are similar to the 351 class of the ISR (45 mm x 42 mm x 3250 mm) and these latter will serve. Tn.2 by copy of this report are being asked to supply.

The tubes of 40 mm x 4000 mm of copper are not required. **251**

(b) Wagons

Eng Amendolito stated that he had quite enough wagons to cover all traffic including phosphate and grain at peak periods, but that loading and discharge were carried out expeditiously.

can then be sent to the southern area, where they can be repaired with timber found in that area, and then put into service. It is necessary that the Sub-Com (Rail Div) follow this up.

VALDINETO LIGHT RLY (80 cm gauge)

(a) Locomotives

Eng Francesco Amendolito of the above railway stated that at present 4 steam and 4 electric locomotives were in service whilst 6 others lacked batteries. It is evident that as many as possible of these 6 should be put back into service as soon as possible. The batteries necessary are known as Regia Marina type 14/6 of 2 volts per element, and were originally manufactured by Henzenburgher & Coy. Each locomotive requires 16 batteries. It seems that these batteries are identical with those used by the Italian Navy in submarines, and apparently they can be obtained at the Tosi Shipyard, TARANTO, who have supplied them to this light railway previously. AQMG(M) of Mov, TARANTO, has been asked to investigate whether these batteries are actually available and report. Should they prove to be available, ADEN Mach will advise G-4 Mov & En, who will require to obtain release for same from Royal Navy.

In the event of Tosi Shipyard being unable to supply, action will be taken to supply ISR coach batteries which, although of incorrect dimensions, may be adapted in sufficient quantity to provide a somewhat reduced power.

The 300 boiler tubes required are similar to the 851 class of the ISR (45 mm x 42 mm x 3250 mm) and these latter will serve. En, 2 by copy of this report are being asked to supply.

The tubes of 40 mm x 4000 mm of copper are not required. **251**

(b) Wagons

Eng Amendolito stated that he had quite enough wagons to cover all traffic including phosphate and grain at peak periods, always provided loading and discharge were carried out expeditiously at the docks and other points, and after investigation we agree that this is so. In any case we know of no available rolling stock of this gauge anywhere in Liberated Italy.

(c) Driving Staff

The difficulties referred to have been overcome, additional staff being employed.

(d) Price of Coal

Eng Amendolito confirmed that he thought the price of L.2400 per ton for coal, which he was being charged by the ISR, to be excessive.

It was pointed out to him, however, that prices charged by

APPENDIXSUBJECT : CALABRO - LUCANE Railway.

List of materials required for the construction of a spur to the "GIUNTI" quayside of CROTONA Port.

1.	Left-hand turnout, 95 cm gauge, CALABRO- LUCANE Railway type, tangent 135 m/m, complete with fittings (bearings, plates, rods, bolts, blocks, etc.,) and shunting equipment	1 No.
2.	Crossing between 95 cm gauge railway and 80 cm gauge railway, complete with fittings (blocks, plates and bolts),	3 No.
3.	Rails, 12 metres long.	50 No.
4.	Fishplates for above rails.	100 No.
5.	Bearing plates for above rails.	944 No.
6.	Fish bolts for above rails.	200 No.
7.	Bearings for coach screws	944 No.
8.	Coach screws	1888 No.
9.	Fishplates, Calabro-Lucane Railway type for the turnout and three crossings.	70 No.
10.	Bearing plates -do-	180 No.
11.	Fishbolts -do-	160 No.
12.	Bearings for Coach screws	190 No.
13.	Coach screws	800 No.

10861

ASR/AR

28/24

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
c/o Transportation Department,
C.M.F.

12 March 1945

Tel. 643402
Our Ref.: AG/57/35/m.4

TO : Rail Movements Division.

SUBJECT: Castelluccio Mine - Lauria Viaduct.
Lagonegro-Sperano line.

1. Reference is to your 351/14/m.3
2. Whilst the General Inspectorate of the Ministry of Communications agrees that lignite traffic from Castelluccio should be passed via Lagonegro, there are a number of difficulties which arise, and which may be hard to overcome.
3. The Company has applied for financial assistance under Decree 346 of 15 October last, and a contractor has the work in hand; the duration from time of commencement being about 3 months. The extreme shortage of materials, particularly cement has so far prevented any major activity, but the hope is expressed that the work will commence soon. It is only fair to add that the line, in view of all the other difficulties, cannot be assessed as a high priority for such a valuable commodity as cement.
4. For the hauling of heavy lignite trains from Castelluccio to Lagonegro, additional powerful adhesion locomotives are needed. The rack locomotives available are not sufficient for this type of work. The two adhesion locomotives previously used have been disposed of, one by war damage, and the other removed by Forestry unit for hauling timber on the line Cosentino-Gimiglianetto.
5. Repair will be made as to the present use of this locomotive, and we are expecting some 95 on loan from Midland. Whether they will have the power capacity requested by the General Inspectorate as necessary for working this section of the line is doubtful, because the tractive power suggested is so high that it will have to be questioned.

249

Copy to Major Street
✓ Major Reister (action re looses)
Major Long.
(2 Copies Rail Movements)

1. Reference is to your 3/11/12/TB3
2. Whilst the General Inspectors of the Ministry of Communications agrees that lighter traffic from Castelluccio should be passed via Imposimeto, there are a number of difficulties which arise, and which may be hard to overcome.
3. The Company has applied for financial assistance under Decree 346 of 15 October last, and a contractor has the work in hand, the duration from time of commencement being about 3 months. The extreme shortage of materials, particularly cement has so far prevented any major activity, but the hope is expressed that the work will commence soon. It is only fair to add that the line, in view of all the other difficulties, cannot be assessed as a high priority for such a valuable commodity as cement.
4. For the hauling of heavy lignite trains from Castelluccio to Imposimeto, additional powerful adhesion locomotives are needed. The rack locomotives available are not sufficient for this type of work. The two adhesion locomotives previously used have been disposed of, one by war damage, and the other removed by Forestry unit for hauling timber on the line Cosmaro-Vanigliatella.
5. Inquiry will be made as to the present use of this locomotive, and we are expecting some 25 ex locos from Midland. Whether they will have the power capacity requested by the General Inspectors is a necessary for working this section of the line is doubtful, because the tractive power suggested is so high that it will have to be questioned.

240

Copy to: Major Street

✓ Major Bairstow (Action re locos)

Major Long.

(2 Copies Rail Movements)

P. O. Lindberg
 P. O. LINDBERG
 Lieut-Colonel, R.E.
 Chief, Rail Division.

Subject: 95 cm. gauge locos and rolling stock.

Transportation Increment,
C.M.F.

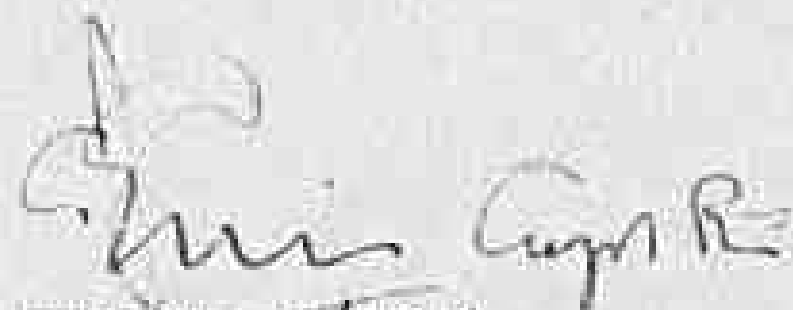
Tel: Firebox 53.

File: Tn. 2/38/2.

9 Apr. 45.

To: Tn. Sub-Commission AC
(Rail Division)

1. Reference your AC/28/Tn. 4 letter dated 15 Mar. 45.
2. Arrangements for shipment, preferably to Bari are being made, and for your information and retention attached is a tracing of the locomotive in question.

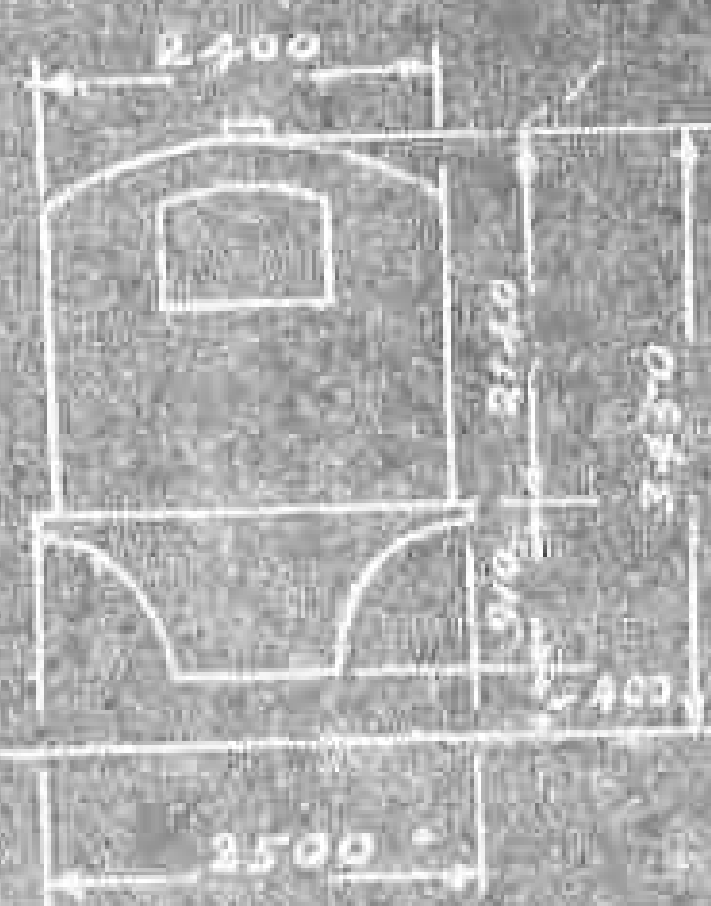
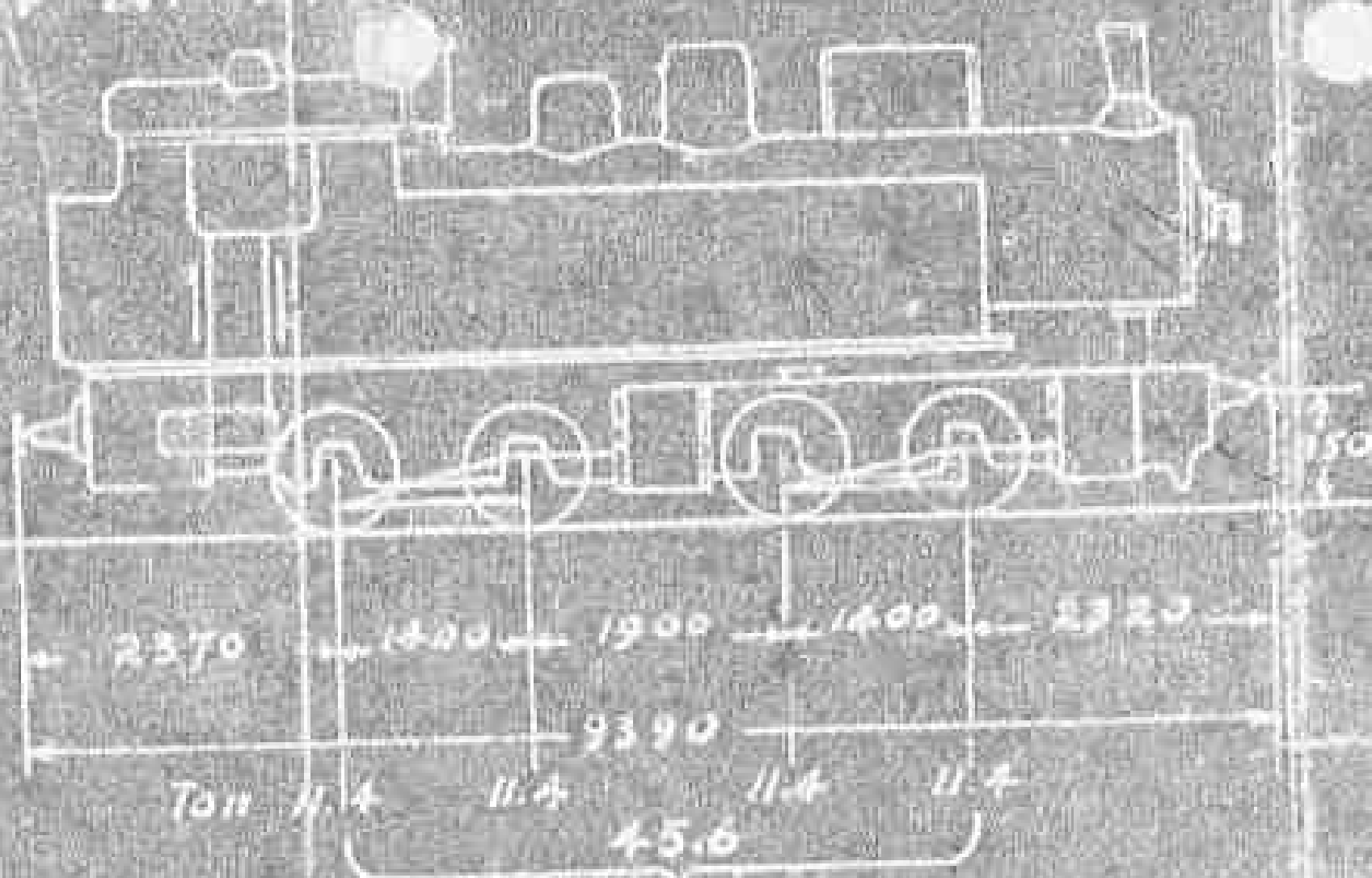

G.J. ELLIS, S/Capt.,
for Brigadier,
Director of Transportation.

Enc.

1089

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

GROUP № 441.



28/27

SLE/av

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

Tel. 843203
Ref: AC/28/Tn 4

15 March 45

SUBJECT : 95 c .m. Gauge Locos and Rolling Stock.

TO : D.M.R.S. for A.D. Tn 2

1. Reference your letter Tn A2/33/2 dated 7 Feb.45, para 2.

2. It has not been possible to find out the characteristics of the 441 Class Caprotti locomotive referred to, but it is thought they may be similar to 440 type but with Caprotti valve gear instead of Walsworth. The 440 class have the following features:

Mallet tank locomotives
Wheel arrangement 0-2-2-0
Horse Power 250
Weight in working order 35 tons
Water Capacity 770 gals
Coal " 1 ton.

3. It is not stated what spares are required, but if the locomotives are similar to 440 class as described in para 2 above it is expected that they can be repaired in Italy where they can be usefully employed in the Calabro-Lucania railway.

4. It is suggested that, if the assumption in para 2 is correct, the three locos be shipped to Italy.

S.L. Baister

S.L. BAISTER, Major

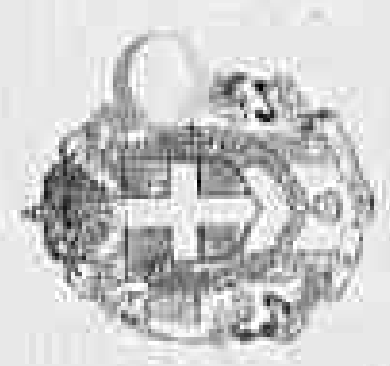
For O.H. LINDBERG
Lt. Col. R.E.
Chief, Rail Division

27

1091

10 March 1945

LG 239



Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

ALL TO THE TRANSPORTATION
SUBCOMMISSION A.C.
RAIL SECTION
(Maj. Baister)

Bg.

Divisione R.S.T. *For.*
Prot. N. 294/1273 *Allegato*

Respostato al prot. N. 294

Oggetto: Railway Bari - Matera. Eritrea Locomotives.

In our letter 130-1279 **W**e have given informations (for Maj. Ping) concerning the 900 hp. locomotives necessary to the Calabro-Lucane railways for the heavy lignite-trains on the steep line Lagonegro-Spezzano of said railways in reference to the letter 40/57/35/Tn 4.

Now in this letter reference is given to the verbal communications concerning the Eritrea locomotives delivered and to be delivered to the Calabro-Lucane railways at Bari.

Maj. Baister asked whether 3 superheated steam locomotives, with Caprotti valves, type 441 to be repaired, but with boiler in good conditions, could be useful to the Calabro-Lucane railways, wich have a strong need of traction rolling stock.

Now it seems that those locomotives come from Eritrea and that the Eritrea 441-type locomotives are similar to Italian R 440 type locomotives which have the following features:

- Tank locomotive Mallet;
- Axles 0-2-2-0;
- Power 250 h.p.;
- Full weight 35 tons;
- Water 3500 kg.;

Approved: R.S.L. 12/27/59
 For: Mr. M. J. Baister

Oggetto Railway Bari - Matera. Eritrea Locomotives.

In our letter 190-1279 We have given informations (for Maj. Ping) concerning the 900 hp. locomotives necessary to the Calabro-Lucane railways for the heavy lignite-trains on the steep line Lagonegro-Spezzano of said railways in reference to the letter 40/57/33/Tn 4.

Now in this letter reference is given to the verbal communications concerning the Eritrea locomotives delivered and to be delivered to the Calabro-Lucane railways at Bari.

Maj. Baister asked whether 3 superheated steam locomotives, with Caprotti valves, type 441 to be repaired, but with boiler in good conditions, could be useful to the Calabro-Lucane railways, which have a strong need of traction rolling stock.

Now it seems that those locomotives come from Eritrea and that the Eritrea 441-type locomotives are similar to Italian R 440 type locomotives which have the following features:

Tank locomotive Mallet;

Axles 0-2-2-0;

Power 250 h.p.;

Full weight 35 tons;

Water 3500 kg.;

Coal 1000 kg.;

246

The most important difference between 440 and 441 type should be

that the former has walshaert valves motion, and the latter has Caprotti valves.

If things are really so, and if boilers and fireboxes are in good conditions and no copper is required for repairing, the three Eritrea locomotives of 441 type can be allotted to the Calabro-Luca-
ne railways which execute normal reparation in the ~~the~~ depot and workshop at Bari and shall use those locomotives on the line Bari-Matera or other not very steep line~~s~~ of the ir system.

When those three 441 locomotives shall be in operation on the Calabro-Lucane railways we can see whether the three smaller Eritrea locomotives already delivered to them at Bari could be more usefully employed on other Lines.

Signed: DE CURTIS

Per THE MINISTER



Ministero delle Comunicazioni

ISPettorato GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

10 MAR 1946
9 marzo 1945 A

(C.M.239)

ALLA SOTTOCOMMISSIONE
TRASPORTI A.C. (Sezione Fer-
rovie)
(Magg. Baister)
= SEDE =

Divisione R.S.T. Tra

Prot. N. 297/1279 Allegato

Proposta di

Dir. Tra. M.C.

Oggetto: Ferrovia Bari-Matera. Locomotive Eritrea.

Con lettera 190/1279 abbiamo dato informazioni relative alle locomotive di 300 c.v. necessarie alle ferrovie Calabro-Lucane per i pesanti treni di lignite sulla rigida linea Lagonegro Spezzano delle dette ferrovie, in relazione alla lettera AC/57/35/In 4.

Ora, con la presente, ci riferiamo alle recenti comunicazioni verbali relative alle locomotive Eritrea consegnate e da consegnare alle ferrovie Calabro Lucane in Bari.

Il mag. Baister domanda se tre locomotive a vapore subriscaldato, con valvole Caprotti, tipo 441, da riparare, ma con caldaie in buone condizioni potrebbero essere utili alle ferrovie Calabro-Lucane, che hanno molto bisogno di mezzi di trazione.

Ora sembra che quelle locomotive provengono dall'Eritrea, e che le locomotive tipo Eritrea 441 sono simili alle locomotive Italiane R 440 le cui principali caratteristiche sono le seguenti:

Locomotive tender Mallet,

Assi 0-2-2-0,

Potenza 250 c.v.,

Peso in assetto di servizio 35 tonn.,

Acqua 3500 kg.,

Carbone 100 ",

La differenza più importante fra il tipo 440 e 441 consiste nella distribuzione Walhaert e il se-

255

Divisione R.S.T. Inc.
Prot. 297/1279 Allegato

Risposta al Fedel.
Dir. Inc. 342

Oggetto Ferrovia Bari-Latera. Locomotive Eritrea.

Con lettera 190/1279 abbiamo dato informazioni relative alle locomotive di 800 c.v. necessarie alle ferrovie Calabro-Lucane per i pesanti treni di lignite sulla rigida linea Lagonegro Spezzano delle dette ferrovie, in relazione alla lettera AC/57/35/In 4.

Ora, con la presente, ci riferiamo alle recenti comunicazioni verbali relative alle locomotive Eritrea consegnate e da consegnare alle ferrovie Calabro Lucane in Bari.

Il mag. Baister domanda se tre locomotive a vapore surriscaldate, con valvole Caprotti, tipo 441, da riparare, ma con caldaie in buone condizioni potrebbero essere utili alle ferrovie Calabro-Lucane, che hanno molto bisogno di mezzi di trazione.

Ora sembra che quelle locomotive provengono dall'Eritrea, e che le locomotive tipo Eritrea 441 sono simili alle locomotive Italiane R 440 le cui principali caratteristiche sono le seguenti:

Locomotive tender Mallet,

Assi 0-2-2-0,

Potenza 250 c.v.,

Peso in assetto di servizio 35 tonn.,

Acqua 3500 kg.,

Carbone 100 ",

La differenza più importante fra il tipo 440 e 441 consisterebbe in ciò, che il primo ha la distribuzione Walshaert e il secondo ha le valvole Caprotti.

Se le cose stanno effettivamente così, e se le caldaie ed i focolari si trovano in buone condizioni e non sarà necessario l'apporto di rame per le riparazioni, allora le 3 locomotive Eritrea 441 potranno consegnarsi alle ferrovie Calabro-Lucane, che eseguono ordinarie riparazioni nelle loro officine in Bari, e che potranno usarle sulla linea Bari-Matera o su altre linee poco accidentate della loro rete.

Quando le 3 locomotive tipo 441 saranno in servizio sulle ferrovie calabro lucane potremo esaminare se le minori locomotive Eritrea già consegnate alle dette Calabro-Lucane in Bari potrebbero venire più utilmente impiegate su altre linee.

IL MINISTRO

C. G. G. G.

28/25

Subject:- 95 cm. Gauge Locos
and Rolling Stock.

Military Railway Service,
C.M.F.
Tel: Firebox 45.

Tn. A. 2/38/2.

7 Feb. 45.

To:- H.Q., A.C. Tn. Sub Commission (Building).

Copy to:- A.D. Tn. 3 (Mech).

1. Reference my signal 362 TN2 dated 12 Dec. 44 to A.F.H.Q., copy to you, asking whether any further 10 ton box cars are likely to be available from Eritrea at a later date, Middle East have advised that there is no immediate prospect of any further releases.

2. In the reply received from Middle East they mentioned the possibility of releasing 3 - 95 cm. gauge locos. Para. 2 of the letter is repeated as follows:-

"It is understood, however that three 441 Class Caprotti Superheated Locomotives at present sided could be made available. They have good boilers, and could be repaired without great expense of time or money provided spare parts are available. If you can obtain spare parts these engines may be of interest to you. Please let us know."

3. Will you please say whether you require the above locomotives and whether spares are available for repair if they were shipped to Italy.

W. G. Coward
254

R.E. COWARD, Lt. Col.,
for Brigadier,
Director, Military Railway Service.

Subject: 95 CM Gauge Locomotives
and Rolling Stock
ex Britree

Transportation Increment,
C.M.F.
Tel: Firebox 59.

THA2/33/2.

15 January 1945.

To:- M.Q., A.C. In Sub Commission.

Copies to: D.D.Th., Th. (Br) Sec. A.F.A.Q.
D.D.Th. (Docks).
M.Q., A.C. In Sub Commission Rep. Bari.
M.C. Movements, East Italy.

1. Reference this M.Q. letter THA2/33/E dated 17 Dec 44 regarding shipment of the above.

2. M.E. now confirm the following 95 cm gauge locomotives and rolling stock were shipped in the "Fort Dauphin":-

2 Nos Locomotives.
37 " Box Cars.
41 " Open Cars.

3. The possibility of further stock becoming available is being investigated by M.E. and addressees of this letter will be advised of further developments.

Swinson
F.S. SWINSON 3/Capt.,
for Brigadier.
Director of Transportation.

28/23

MESSAGE FORM		Register No.
Srl. No.	Priority	Transmission Instructions
ABOVE THIS LINE FOR SIGNALS USE ONLY.		
FROM TV INC (A)	Originator	Date-Time of Origin. 12
Office Date Stamp		
TO (W) For Information (INFO)		
Message Instructions. GR		
Originator's No. 362 TN2 RESTRICTED (.) REFERENCE MID EAST SIGNAL		
QVR 119/943 DATED 9 (.) AC TN SUB COMMISSION HAVE CONFIRMED		
ACCEPTANCE OF TWO LOCOMOTIVES PLUS 43 EOS TO TON BOX CARS		
PLUS 35 TON TO TON OHS CARS (.) PLEASE INFORM MID EAST		
ACCORDINGLY ALSO ENQUIRE WHETHER FURTHER TO TON BOX CARS		
LIKELY TO BE AVAILABLE LATER		
FSS 12 Dec Th. 38/38/2 Copy by Hand - AC TN Sub Commission		
(Blg). Confirming conversation of today		
Lt. Col Lindbergh - Capt		
Swinson		
Attachments		
Enclaves Rly 3		
export		

Originator's No.

362 TN2 RESTRICTED (.) REFERENCE MID EAST SIGNALQVR 119/943 DATED 9 (.) AC TN SUB COMMISSION HAVE CONFIRMEDACCURANCE OF TWO LOONCHTIVES PLUS 43 NOS TO TON BOX CARSPLUS 35 NOS TO TON OHS CARS (.) PLEASE INFORM MID EASTACCORDINGLY ALSO ENQUIRE WHETHER FURTHER TO TON BOX CARSLIKELY TO BE AVAILABLE LATERF3S 12 Dec Th.42/38/2 Copy by Hand - AC TN Sub Commission(Blg). Confirmingconversation of todayLt. Col Lindbergh - CaptSwineon242This message may be sent
AS WRITTEN by any means

WIRELESS.

If liable to be intercepted or to fall
into enemy hands this message must
be sent IN CIPHER.Originator's Instructions.
Degree of Priority.

Time

THI or TOR

System Op.

Time Cleared

Signed.

180 FROM TN INC 20

TO DEPDOCKS CMF

INFO MOVEIT

PORT COMMANDANT BARI

DOCKS SUPERINTEND BARI

HQ ~~ACCXXX~~ AC TN SUB COMMISSION.

HQ AC TN SUB COMISSION REP BARI

758 TN2 RESTRICTED . REFERENCE DEPDOCKS LETTER

TN5/2218/M DEC 15 . DIMENSIONS OF 95 CM 10 TON

BOX WAGONS AS FOLLOWS . 19FT 6 INCHES BY 7FT 4 INCHES

BY 11FT 4 INCHES . THIS HQ SHIPPING ADVICE TN.A.2/33/E.190

DATED 17 REFERS

= 201545A

241

102

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

ARMY FORM 2136 (Rev. 11-64)

MESSAGE FORM

Register No.

Call

Sgt. No.

Priority

Transmission Instructions

28/21

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
(A)

Originator

Date/Time of Origin

Office Date Stamp

TN INC.

20.

For Action

DEPDOKS, C.M.F.

TO

(W) For Information (INFO)

Message Instructions

GP

MOVIT. HQ A.C. TN SUB COMMISSION.
PORT COMMANDANT, BARI. H.Q., A.C. TN SUB COMMISSION REP, BARI.
DOCK SUPERINTENDENT, BARI.

Originator's No.

758 TH.2 RESTRICTED (.) REFERENCE DEPDOKS LETTER TNS/2313/M

DEC 15 (.) DIMENSIONS OF 95 OR 10 TON BOX WAGONS AS FOLLOWS (.)
10FT 6 INCHES BY 7FT 4 INCHES BY 11FT 4 INCHES (.)

THIS H.Q. SHIPPING ADVICE TH.A.7/33/E.190 DATED 17 REFERS (.)

TH.A.2/6/45. 20 DEC 44.

FSS.

THIS MESSAGE MAY BE SENT AS WRITTEN
BY ANY MEANS { EXCEPT } WIRELESS

IF LIABLE TO BE INTERCEPTED OR TO
FALL INTO ENEMY HANDS, THIS MESSAGE
MUST BE SENT IN CIPHER

ORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

Time	System	Op.
THI or TOR		
Time cleared		

SOURCE

SIGNALS

Subject : Tn. Stores Shipping
Advice.

SECRET.

Transportation Increment,
C.M.F.
Tel : Firebox 59

In. 42/33/E

17 Dec 44.

The undernoted vessel is due East Coast shortly. It is expected that Port of Discharge will be Barl.

95 cm gauge locomotives and rolling stock on board are for use on Calabro - Lucano Railways.

This office Letters In. 42, 33/E dated 6 and 12 December refer.

Reference	Ship	Details	Tonnage	Disposition
In. 42/33/E190	Fort Dauphin (ex M.E)	2 Nos 95 cm gauge Locomotives	72	Arrangements for movement between Docks and C.L. Rail- way in hand between HQ. A.O. Tr. Sub Commis- sion and D.D.M. (Docks).
		43 Nos G Type 95 cm 10-ton Box Wagons	875	
		35 Nos L Type 95 cm Open Wagons (each 19'6" x 7'4" x 9'9").	245	
		Spare for Locomotives	4	

Distribution : D.D.Tr. Tn(Br) Sec., A.F.H.Q.
D.D.Tr. (Docks)
HQ., A.C. Tn Sub Commission.
" " " "

F. S. SWINSON, S/Capt., Tn.,
for Brigadier,
Director of Transportation.

Rep, Bari.

The undernoted vessel is due East Coast shortly. It is expected that Port of Discharge will be Bari.

95 cm gauge Locomotives and Rolling Stock on board are for use on Calabro - Lucano Railways.

This office letter is In. 42, 33/E dated 6 and 12 December refer.

Reference	Ship	Details	Tonnage	Disposal
In. 42/33/E190	Port Dauphin (ex M.E)	2 Nos 95 cm gauge Locomotives	72	Arrangements for movement between Docks and C.L. Rail-way in hand
		43 Nos G Type 95 cm 10-ton Box Wagons	875	between HQ. A.C. Tn. Sub Commission and DDTA. (Docks).
		35 Nos L Type 95 cm Open Wagons (each 19'6" x 7'4" x 9'9").	245	
		Spares for Locomotives	4	

Distribution :

D.D. Tn. Tn (Br) Sec., A.F.H.Q.
D.D. Tn. (Docks)
HQ., A.C. Tn Sub Commission. ✓
" " " Rep, Bari. 240
HQ. Movements, East Italy.
Rear HQ 3 Tn. Stores Group, R.E.
Port Commandant, Bari
Docks Superintendent, Bari.
19 Tn. Stores Port Section, R.E.
Det 19 Tn. Stores Port Section, Bari.
Port Commandant, Brindisi.
" " Taranto
Docks Superintendent, Brindisi.
" " Taranto
Det 19 Tn. Stores Port Section, Brindisi.
" " " Taranto

Copies to

Internal
Tr. 3 (0)
ADTn. 5

File Tn. A. 2/38/

1105

28/19

SECRET.

Subject : Tn. Stores
Shipping Advice.

Transportation Increment.
C.M.F.
Tel : Wirebox 59

Tn. 42/33/E

12 Dec 44.

1. Reference this HQ letter Tn. 42/33/E dated 6 December 1944, regarding 95 cm gauge Locomotives and Rolling Stock due Italy ex Eritrea.

2. Information has now been received that 100 Nos 25 cm Gauge box cars are not at present available. The following have been offered in lieu and HQ. AG. Tn. Sub Commission have indicated their acceptance:-

43 Nos 10 ton Box Cars.
35 Nos 10 ton O.H.S. Cars.

3. Please amend your copy of the above quoted letter accordingly.

239

Distribution:- DDTn. Tn(Br) Sec, AFHQ - This HQ teleprint No. 362 of today refers.

DDTn (Docks)

HQ. AG Tn. Sub Commission

- Reference conversation of today - Lt. Col Lindbergh - Capt Swinson and this HQ signal 362 of today's date.

HQ. A.C. Tn. Sub Commission Rep, Bari.
Movements, East Italy.
Rear HQ 3 Tn Stores Group, RE.
Port Commandant, Bari.

Swinson on
F.S. SWINSON, S/Capt., Tn.,
for Brigadier,
Director of Transportation.

Italy ex Enitree.

2. Information has now been received that 100 Nos 35 on gauge box cars are not at present available. The following have been offered in lieu and HQ. AC. Tn. Sub Commission have indicated their acceptance:-

43 Nos 10 ton Box Cars.
35 Nos 10 ton O.H.S. Cars.

3. Please amend your copy of the above quoted letter accordingly.

Swinson
T.S. SWINSON, S/Capt., Tn.,
for Brigadier,
Director of Transportation.

239

Distribution:- DDTn. Tn(Br) Sec, AFHQ - This HQ teletype No. 362 of today refers.

DDTn (Docks)

HQ. AC Tn. Sub
Commission

- Reference conversation of today - Lt. Col Lindborg - Capt Swinson and this HQ signal 362 of today's date.

HQ. A.C. Tn. Sub Commission Rep. Bari.
Movements, East Italy.

Rear HQ 3 Tn Stores Group, RE.

Port Commandant, Bari.

Docks Superintendent, Bari.

19 Tn. Stores Port Section, R.E.

Det 19. Tn. Stores Port Section, Bari.

Internal.

Tn. 3 (0)

ADTn. 5.

File Tn. 42/38/2

SECRET.

Transportation Increment,
C.M.F.

Tel : Firebox 59

Tn.A.2/33/E

6 Dec 44.

Subject :- In Stores
Shipping Advice.

1. Arrangements are in hand to ship the undernoted to Italy ex Eritrea. **expected loading date at Massawa being 10 Dec 44 :-**

2 - 95cm. Gauge Locomotives
100 - 95cm. Gauge Box Cars.

Details of the locomotives are :-

30C Class type 0 - 6 - 0 - each measuring 12' 3" high, 24' 6" long, 8' 1" wide, weight 22 tons.

2. The above are for use on the Calabro - Lucano Railway and it is anticipated that port of discharge will be Bari.

3. Will H.Q. A.C. Tn Sub Commission please make preliminary arrangements with D.D.Tn. (Docks), who is located at Bari, for moving locomotives and cars from Bari port to Calabro-Lucano Railway.

4. Firm shipping advice will be forwarded to addressees when details are received.

Swinson
F.S. SWINSON, S/Capt., Tn.,
for Brigadier,
Director of Transportation.

Distribution :- D.D.Tn. Tn(Br.) Sec., A.F.H.Q.
D.D.Tn. (Docks)
H.Q., A.C. Tn Sub Commission. Rep. Bari.
" " " " "

1. Arrangements are in hand to ship the undernoted to Italy ex Eritrea. **Expected loading date at Massawa being 10 Dec 44 :-**

2 - 95cm. Gauge Locomotives
100 - 95cm. Gauge Box Cars.

Details of the locomotives are :-

300 Class type C - 6 - 0 - each measuring 12' 3" high, 24' 6" long, 8' 1" wide, weight 22 tons.

2. The above are for use on the Calabro - Lucano Railway and it is anticipated that port of discharge will be Bari.

3. Will H.Q. A.C. Tn Sub Commission please make preliminary arrangements with D.D.Tn. (Docks), who is located at Bari, for moving locomotives and cars from Bari port to Calabro-Lucano Railway.

4. Firm shipping advice will be forwarded to addressees when details are received.

J. S. Swinson
F.S. SWINSON, S/Capt., Tn.,
for Brigadier,
Director of Transportation.

Distribution :-

D.D.Tn. Tn(Br.) Sec., A.F.H.Q.	
D.D.Tn. (Docks)	
H.Q., A.C. Tn Sub Commission.	Rep. Bari.
" " " "	
H.Q. Movements, East Italy.	
Rear H.Q. 3 Tn Stores Group, RM	
Port Commandant, Bari.	
Docks Superintendent, Bari	
19 Tn Stores Port Section, R.E.	
Det. 19 Tn Stores Port Section, Bari	

238

Int rnal.

In.3(u)

A.D.Tn.5

File Tn.A.2/38/2

Secret

28/17

ACP/10

TRANSPORTATION SUB-COMMISSION(AC)
(Rail Section)
C/o Transportation Increment
C. M. P.

Tel: 843207
Our Reference: AC/28/To

12 December 44.

SECRET

TO : Major E.N.B. JEFFREY c/o Gov.E.Italy C.M.P.

SUBJECT : 95 cm Rolling Stock for Calabro-Lucano Railway.

Please let me know if you have received Director of Transportation letter A.2/33 E of 6 Dec.44 on this subject, and that you will make the necessary arrangements.

at Pm Cap
O.H. LINDBERG
Lt. Col. R.A.
Chief, Rail Section.

ADP/hl

28/16

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

19 November 1944

Tel: 478704
Our Ref: AC/28/Tn

TO : Director, M.R.S.
(for Col. Parker)

SUBJECT: 95 on Rolling Stock from Eritrea.

Reference your T.N.A.L/144, 31 Oct.'44.

The most suitable Port for this rolling stock
would be Bari.

By Command of Commodore Stone

ad
D.S. ADAMS
Colonel, C.E.
Director, Tn. Sub. Comm.

28/15

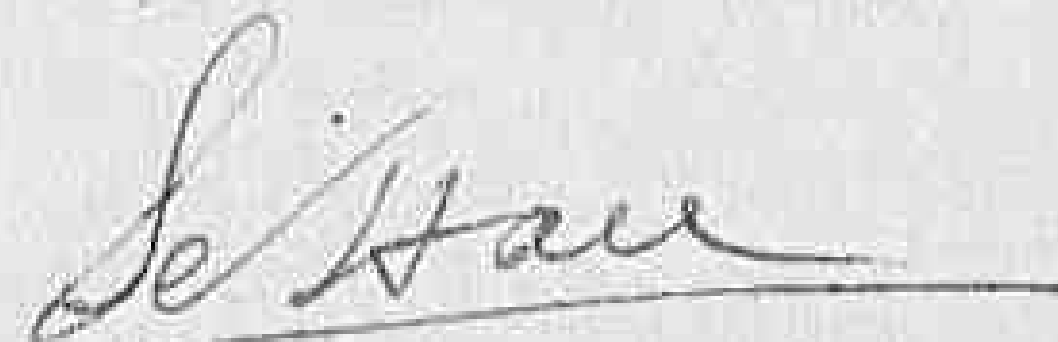
Tn. Sub-Comm. Rear.
c/o Mov. East Italy
Date : 12 Nov. 44
Ref : AC/Tn/MD/L/170

SUBJECT : 95 cm. Rolling Stock from Eritrea

TO : Capt. A. G. FING
P.A. to D.D.

Reference to your AC/Tn-20/ of Nov. 4th
regarding information as to the disembarking point
for Stock for use by the GARAERO - LUCARE railway.

This would have to be disembarked at
BART.



Capt. T. G.
AC Div. Supt.
Bari

SH/ST

273

CG/

File

28/14

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel : 478701

4 November 1944

Our Ref : AC/TN/28

TO : Div. Supt., A.C.,
Bari Division
c/o Mov. E. Italy
C.M.F.

SUBJECT : 95 cm. Rolling Stock from Eritrea.

1. Reference is to your letter ACC/TN/BD/XLV/45 dated 4 Sept. '44.
2. Information is requested as to where such stock may be conveniently disembarked for use on the Calabro-Lucane railway.
3. Will you please make recommendation.

D.S. Adams
D.S. ADAMS
Colonel C.E.
Director Tn. Sub-Comm.

CG/ele

File

88/14

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel : 488701

4 November 1944

Our Ref : AC/TN/28

TO : Div. Supt., A.C.,
Bari Division
c/o Mov. E. Italy
C.M.F.

SUBJECT : 95 cm. Rolling Stock from Eritrea.

1. Reference is to your letter ACC/TN/BD/XLV/45 dated 4 Sept. '44.
2. Information is requested as to where such stock may be conveniently disembarked for use on the Calabro-Lucane railway.
3. Will you please make recommendation.

D.S. Adams
D.S. ADAMS
Colonel C.E.
Director Tn. Sub-Comm.

SECRET 28/13

Subject : 95cm. Rolling Stock from Eritrea.

Transportation Increment,
C.M.F.
Tel: Firebox Ext 44.
Outside Line: 843234.
TN.A.1/144.

31 October 1944.

To : A.C.C.,
Railway Transportation Sub-Commission.
(for Lt.Col. Vining).

Reference A.F.H.Q. letter Tn.2/37/8 dated 27 Oct. 44.
Can you say where this stock is likely to be used, so that
I may select a suitable port to which it may be shipped.

Which was the particular
light Railway in Calabria
that asked for the 2
locomotives and 100 box cars.

E.L. Parkes
(E.L. Parkes)
Colonel,
for Brigadier,
Director of Transportation.

Which is the most convenient port for disembarking
Ponolese, Taranto, Reggio? ? 233 L/V 3/x

ARMED FORCES HEADQUARTERS
TRANSPORTATION (BRITISH) SECTION

SECRET

Tn. 2/17/4.

27th. Oct. 44.

To: D.Tn., Tn. Inc., C.M.F.

95cm. Rolling Stock from Eritrea.

1. Reference your Tn.A.1/144 dated 11 Oct. 1944.
2. War Office has now agreed the transfer of 2 locos and 100 box wagons 95cm. gauge from Eritrea to Italy.
3. Will you please advise to which port in Italy this rolling stock is required.
4. In view of the isolation of 95cm. gauge railways in Italy I am cabling H.E. asking for measurement details, etc. to enable you to consider the problems of movement from the port nominated.

J.F.M. LEESE
J.F.M. LEESE, Col.
D.D.Tn.,
for Brig.,
Director of Transportation (Br).

Copy to:- C-4 M & Tn. (Mov. 5 - Stores)
C-4 M & Tn. (Mov. 5 - A.C.C.)
A.C.C., Railway Transportation Sub-Commission,
Rome. - For Lt.Col. Vining.

SECRET

202

CIPHER

SECRET

3516

28/12

ROME AREA ALLIED COMMAND
INCOMING MESSAGE *8343*

CLASSIFICATION

FROM

TROOPERS

SECRET

REFERENCE NO.

861-9 TR/1

DATE TIME RECEIVED

Deciphered 200930

PREFERENCE

DATE TIME GROUP

181830

ROUTINE

TO:

ACTION:

FREEDOM (FOR TR INC AND ACC)

INFO:

MIDEAST HQ ROME AREA

PX38802 14 October. Transfer two LOCOS and 100 BOX WAGGONS
95 CM gauge from ERITREA to ITALY Agreed.

ACTION

Acc DIST

ACTION: TR S/Cm (2)

INFO: M/C

ECON. SEC.

FILE

HEADQUARTERS

29 OCT 1944

A. C. C.

231

201100

Subject: Gloucester Memorandum
95 Cn Holding Stock
from Britain.

To: D.P.D.M.
A.I.M.I.

Copy to: Transportation Sub-Commission
A.S.C. - Fort W. Col. Vicksburg. ✓

1. D.M. War Office has asked us what at 2 1000s and 100 X 10 ton ~~box~~ wagons which are understood to be surplus on the British Railways are required in Italy and/or Germany.

2. This inquiry was first made last year and the reply then given was that this stock was not required (A.S.C. cipher: 3980 of 23 June 1943 refers.)

3. The point has been raised again by D.M. War Office and referred to A.S.C. by us. The Director Transportation Sub-Commission, A.S.C. has replied to the effect that the stock is suitable for 95 Cn lines in Italy, and he is most anxious that it still available, it should be brought to this country where there are a number of 95 Cn gauge lines capable of taking the British stock.

4. Will you please take up the question of shipping with A.S.C. and also inform D.M. War Office by cable that the stock is required.

Put in Private By
 file - where we asked
 for these two boxes
 and 100 Box cars
 JLN 15/4

(D.L. 1000s)
 colored.
 for transport.
 Director of Transportation.

Transportation Increment.

C.S.C.

Well. Pirebox - 44

Outside line - 843214

W.A. 1/141.

17 October 1944.

A.C.C. - FOR H.Q. COL. VICTOR. ✓

1. D.M. War Office has asked on whether 2 Locos and 100 T 10 for ~~one~~ persons which are understood to be surplus on the Egyptian Railways are required in Italy and/or Sardinia.
2. This inquiry was first made last year and the reply then given was that this stock was not required (A.P.R.O. cipher 1950 of 23 June 1948 refers.)
3. The point has been raised again by D.M. War Office and referred to A.C.C. by us. The Director Transportation Sub-Commission, A.C.C. has replied to the effect that the stock is suitable for 95 Cn lines in Italy, and he is most anxious that, if still available, it should be brought to this country where there are a number of 95 Cn Gauge lines capable of taking the British stock.
4. Will you please take up the question of shipping with A.P.R.O. and also inform D.M. War Office by cable that the stock is required.

Put in Private By
file - where we asked
for these two locos
and 100 Box cars
JLN 157x

Harper

(S.L. HARRIS).

Colonel.

for Brigadier.

Director of Transportation.

230

28/10

C O P Y.

ORIGINATORS FILE NO.....

A.F.H.Q. MESSAGE FORM.

CLASSIFICATION SECRET. DATE & TIME OF ORIGIN. 141630A

ACTION TO TROOPERS, LONDON

INFORMATION TO MIDEAST HQ ROME AREA FOR TN INC AND A.C.C. ✓

(REF NO) F.X. 38302

CITE PHTNB (.) SIGNED WILSON (.)
 2 LOCOS AND 100 BOX WAGONS 95 CM. GAUGE UNDERSTOOD SURPLUS
 TO REQUIREMENTS IN ERITREA (.) A.C.C. NOW STATE CAN BE
 PROFITABLY UTILISED IN ITALY (.)
 PROPOSE THEREFORE ARRANGE DIRECT WITH MIDEAST FOR THEIR
 TRANSFER (.)
 CONFIRM YOU AGREE (.) MY SIGNAL 17600 OF 22 DEC 43 NOT TO
 MIDEAST REFERS (.)

Distribution	Precedence	PRIORITY
M&TN 1	ORIGINATING	TRANSPORTATION
DGMRS REP 1	SECTION	(BRITISH)
G-5 1		
TN (Br) 2	NAME TYPED	J.F.M. LEESE, Col.
	TEL NO	FREEDOM 835.

*attach this to
the file JLV17/x*

SECRET

ALLIED CONTROL COMMISSION

INCOMING MESSAGE 8093

TO: TROOPERS FOR INFO TO MIDEAST, HQ ROME AREA FOR (INC) AND ACC
 SIGNAL MESSAGE CENTER No: H77/15
 FROM: AFHQ SIGNED WILSON CITE FHINB CLASSIFICATION:
 REFERENCE No: FX 38802 PRECEDENCE: ROUTINE
 DATE AND TIME OF ORIGIN: Oct 141630A OFFICE OF ORIGIN:

SECRET. 2 Locos and 100 box wagons 95 cm gauge understood surplus to requirements in ERITREA. ACC now state can be profitably utilised in ITALY. Propose therefore arrange direct with MIDEAST for their transfer. Confirm you agree. My signal 17600 of 22 (23)? Dec 43 NOT to Mideast refers.

ACC DIST

Info-Action : Tn S/C (2)

Info : A/CC
 Econ Sec
 File



228

DATE and Time of RECEIPT October 151510

Distribution:

SECRET

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

28/8

SUBJECT: NARROW GAUGE RY.

TO:

H.Q.A.C.C.
TN SUB-COMM
A.P.O. 384.

REF: REG. I/I7/I

9 SEPT 44

1. Acknowledging your letter 26 Aug 44 File ACC TN/28/
regarding stock of 95 C M gauge railway.
2. Ing R Fanti, of the Calabro-Lucane Ry office in Cosenza was
asked as to the sufficiency of box wagons. He stated they
had enough for present needs.
3. There are not enough locomotives. One was wrecked on Cosen-
za Branch and sent to Naples for heavy repairs. One was
taken from Spezzano Branch early in the year leaving them
short. Both these sections haul military timber.

I have already replied

Col Pades that we

require the two boxes + 100 box

cars which are spare on the Eulinea

Railway (.95 C M gauge). Attached this

to the other papers - J.H.

18/9

W. F. Blair

W. F. BLAIR, MAJOR
DIV. SUPT. TN. SUB-COMM

1. Acknowledging your letter 26 Aug 44 File ACC TN/26/ regarding stock of 95 C M gauge railway.
2. Ing R Ranti, of the Calabro-Lucane Ry office in Cosenza was asked as to the sufficiency of box wagons. He stated they had enough for present needs.
3. There are not enough locomotives. One was wrecked on Cosenza Branch and sent to Naples for heavy repairs. One was taken from Spezzano Branch early in the year leaving them short. Both these sections haul military timber.

W. F. Blair

W. F. BLAIR, MAJOR
DIV. SEPT. TN. SUB-COMM

*I have already replied
Col Parker that we
require the two locomotives + 100 box
cars which are spare on the Italian
Railways (.95 C M gauge). Already this
to the other papers - JLB*

18/9

227

HEAD QUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission

1. Colonel G.L. Parker O.B.E.
D.D. Tn. Military Railways Service

SUBJECT : Narrow gauge Railways - 95 C.M.

Will reference to you telephonic enquiry of the 26 aug.
1944 regarding two locomotives and a 100 box wagons spare on
the Eritrean Railways.

The narrow gauge Company "Ferrovie Calabro-Lucane" which
is carrying a heavy traffic in wheat and other commodities
is very short of locos and rolling stock and the two locomoti
ves with the 100 box cars from the Eritrean Railways could be
put to very great use in this country, to replace narrow gauge
rolling stock which has received war damage on the 95 C.M.
Railways.

L.E. Vining
L.E. Vining
St. Colonel

Transportation Sub-Commission:
(Railways)

TO : Col. L.S. Vining
Asst. Director
Tn Sub-Comm/ACC

Transportation Sub-Com
Allied Control Comm.
c/o Movements M. Italy

SUBJECT: Narrow gauge Railways

Date : 4 Sept. 44

Ref : ACC/Tn/PL/ALV/45

Regarding your ref. ACC/Tn/28/ of Aug. 26/44.
After observing and travelling over this
line " Ferrovie Calabro - Lucane " can recommend
that any additional equipment in rolling stock
allocated to this railway will be used to good
advantage.

This railway is of the 95 cm gauge.

Attached is statement of movement of grain
on this line ending as of Aug. 31st 44. This
for your information as to performance of this
railway.

Also memorandum attached from this railway
and their explanation of their need of equipment.



Capt. T.C.

Div. Supt. Bari

TRASPORTO GRANO ED AVENA (QUANTITA' CARRELLI A TUTTO IL 31 AGOSTO 1944)

Stazioni partenza	grano	avena (1)	Destinazione
Matera	55	30	Gravina
"	27		Modugno
"	71		Altamura
"	24		Palo del Colle
"	178		Bari Scalo
S. Lucia	7		Gravina
Montescaglioso	16	10	Altamura
"	7		Modugno
"	5		Gravina
"	7		Bari Scalo
Pomarico	19		Altamura
"	6		Modugno
Ferrandina	18	58	Altamura
"	19		Gravina
Pisticci	10	26	Palo del Colle
"	17		Gravina
Craco	3		"
Montalbano	14		"
"	16	16	Modugno
Genzano	;		"
"	56		Bari Scalo
Forno	6		Modugno
"	6		Bari
Taccone	6		Modugno
"	7		Bari

501 140

"	71		
"	24		Altamura
"	176		Palo del Colle
S. Lucia	7		Bari Scalo
Montescaglioso	16	10	Gravina
"	7		Altamura
"	5		Modugno
"	7		Gravina
Pomarico	19		Bari Scalo
"	6		Altamura
Ferrandina	18	58	Modugno
"	19		Altamura
Pisticci	10	26	Gravina
"	17		Palo del Colle
Craco	3		Gravina
Montalbano	14		"
"	16	15	"
Genzano	1		Modugno
"	56		"
Forno	6		Bari Scalo
"	6		Modugno
Taccone	6		Bari
"	7		Modugno
			Bari
	601	140	
	=====	=====	

(1) Trasporto militare diretto tutto Bari.

L/f.

RBE/mb

Memorandum for Capt. Hall.

Already before 1940, locos and cars allocated to this Operating Group were hardly sufficient to fulfil the requirements of our traffic, and we tried to improve our conditions by studying to employ also motorized transportation means. In order to may attain a higher exploitation of cars and coaches, we increased normal operating-cycle between two successive periodical inspection, so that a lower number of cars was kept unemployed because under repair.

When we entered into war, and all road haulage transports became more and more scarce, the traffic over our lines became correspondingly increasing so that in 1942-1943 it attained a double and even a three-times value than that of pre-war times. But it consequently increased also the wearing-out of our locos and cars while spare-parts, consumption materials and repair manpower grew every day scarcer.

What has been reported above had, even before Sept. 1943, badly affected operating conditions of our running stock, so that this Group had been compelled to repeatedly ask General Direction of Rome to study adequate measures.

War events of Sept. 43 caused the destruction of 4 locos (Nos. 418 - 351 - 501 - 263) and serious damages to two other locos (Nos. 356 - 401). Allied Authorities successively ordered to transfer 3 locos (Nos. 412 - 413 - 359) to Catanzaro group.

So that only 20 locos are nowadays available to fulfil our requirements, while we had before 27, and you can easily imagine how efficient are above means if you consider present shortage of even most needful spare parts, and consumption materials.

Our cars did not receive great damages by the war, except for our coaches from which six have had their wooden structure completely destroyed (coaches 3204 - 3059 - 3051 - 3102 - 3501 - 3448) and 10 have been seriously damaged means.

Nevertheless we meet great difficulties also with the cars for their number is not sufficient to fulfil the requirements²²⁴ owing to the scarcity of driving.

Under these conditions over Bari ypsilon, we are

repair.

When we entered into war, and all road haulage transports became more and more scarce, the traffic over our lines became correspondingly increasing so that in 1942-1943 it attained a double and even a three-times value than that of pre-war times. But it consequently increased also the wearing-out of our locos and cars while spare-parts, consumption materials and repair manpower grew every day scarcer.

What has been reported above had, even before Sept. 1943, badly affected operating conditions of our running stock, so that this Group had been compelled to repeatedly ask General Direction of Rome to study adequate measures.

War events of Sept. 43 caused the destruction of 4 locos (Nos. 418 - 351 - 501 - 263) and serious damages to two other locos (Nos. 356 - 401). Allied Authorities successively ordered to transfer 3 locos (Nos. 412 - 415 - 359) to Catanzaro group.

So that only 20 locos are nowadays available to fulfil our requirements, while we had before 27, and you can easily imagine how efficient are above means if you consider present shortage of even most needful spare parts, and consumption materials.

Our cars did not receive great damages by the war, except for our coaches from which six have had their wooden structure completely destroyed (coaches 3204 - 3059 - 3051 - 3102 - 3501 - 3448) and 10 have been seriously damaged means.

Nevertheless we meet great difficulties also with the cars for their number is not sufficient to fulfil the requirements ²⁴ owing to the scarcity of driving.

In order to improve conditions over Bari ypsilon, we are dealing to have 18 box-cars transferred from Lagonegro and Atena plants, but even so we will not be able to fulfil all requirements.

It is therefore urgent and necessary to adequately supplement our locos and cars in order we may meet present requirements of the traffic.

Bari - Sept. 1st 44.

/sgd/ Ing. Guido De Santis.

RUB/mh

Memorandum for Capt. Hall.

Already before 1940, locos and cars allocated to this Operating Group were hardly sufficient to fulfill the requirements of our traffic, and we tried to improve our conditions by studying to employ also motorized transportation means. In order to may attain a higher exploitation of cars and coaches, we increased normal operating-cycle between two successive periodical inspection, so that a lower number of cars was kept unemployed because under repair.

When we entered into war, and all road haulage transports became more and more scarce, the traffic over our lines became correspondingly increasing so that in 1942-1943 it attained a double and even a three-times value than that of pre-war times. But it consequently increased also the wearing-out of our locos and cars while spare-parts, consumption materials and repair manpower grew every day scarcer.

What has been reported above had, even before Sept. 1943, badly affected operating conditions of our running stock, so that this Group had been compelled to repeatedly ask General Direction of Rome to study adequate measures.

War events of Sept. 43 caused the destruction of 4 locos (Nos. 418 - 354 - 501 - 253) and serious damages to two other locos (Nos. 356 - 401). Allied authorities successively ordered to transfer 3 locos (Nos. 412 - 415 - 359) to Catanzaro group.

So that only 20 locos are nowadays available to fulfill our requirements, while we had before 27, and you can easily imagine how efficient are above means if you consider present shortage of even most needful spare parts, and consumption materials.

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223

In order to improve conditions over Bari ypsilon, we are dealing to have 18 box-cars transferred from Iagonegro and Atena plants, but even so we will not be able to fulfill all requirements.

It is therefore urgent and necessary to adequately supplement our locos and cars in order we may meet present requirements of the traffic.

Bari - Sept. 1st 44.

/sgd/ Ing. Guido De Santis.

Pro-memoria per il Sig. Capitano HALL

Già prima dell'anno 1940 le locomotive ed i veicoli in dotazione a questo Gruppo Esercizio erano appena sufficienti per i bisogni del nostro traffico e si cercava di porvi rimedio studiando, fra l'altro, mezzi di trasporto motorizzati. Per intensificare l'utilizzazione dei carri e delle vetture venne prolungato il normale ciclo di lavoro tra un viello e l'altro, col risultato di tenere immobilizzato per la riparazione un minor numero di unità.

Copravvenuto lo stato di guerra ed il conseguente progressivo venirsi dei trasporti automobilistici, il traffico sulle nostre linee andò sempre più aumentando, tanto da raggiungere, negli anni 1942-1943, un volume doppio ed anche triplo, rispetto a quello di anteguerra, con grave logorio delle locomotive e veicoli, a cui ha fatto riscontro la crescente mancanza dei ricambi, materie di consumo e mano d'opera necessaria per le riparazioni.

Quanto sopra, già prima del settembre 1943, aveva ridotto lo stato di funzionamento dei nostri rotabili in condizioni preoccupanti e aveva costretto questo Gruppo a richiamare in merito ripetutamente l'attenzione della Direzione Esercizio, esistente in Roma, onde studiare i mezzi più adeguati.

In seguito ai noti eventi bellici del settembre s.a. vennero messe fuori uso 4 nostre locomotive (418-351-501-263) mentre altre 2 vennero notevolmente danneggiate (356-401). Successivamente fu ordinato dalle autorità alleate il trasferimento al Gruppo di Cantanaro di 3 locomotive (412-415-259).

In tal modo delle 27 locomotive in turno sulle nostre

linee soltanto 20 oggi sono disponibili per i nostri bisogni, ed è

nostro traffico e si cercava di porvi rimedio studiando, fra l'altro, mezzi di trasporto motorizzati. Per intensificare l'utilizzazione dei carri e delle vetture venne prolungato il normale ciclo di lavoro tra un rielzo e l'altro, col risultato di tenere immobilizzato per la riparazione un minor numero di unità.

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In tal modo delle 27 locomotive in turno sulle nostre linee soltanto 20 oggi sono disponibili per i nostri bisogni, ed è facile pensare quale sia l'efficienza di questi nostri mezzi di trazione, tenendo conto anche della mancanza dei più indispensabili ricambi e materie di consumo.

I veicoli per gli eventi bellici non hanno subito gravi danni fatta eccezione per le vetture.

Di queste 6 hanno riportato la completa distruzione alla parte in legno (vetture 3204-3059-3051-3102-3501-3448) e 10 hanno subito danneggiamenti gravi.

Tuttavia anche per i veicoli si verificano gravi difficoltà, dovute a deficienza di numero in rapporto ai tempestivi spostamenti che si dovrebbero effettuare, in dipendenza delle richieste di trasporto, data la deficienza dei nostri mezzi di trazione.

Per migliorare la situazione dei veicoli sull'ipson bresce è in corso la pratica per il trasferimento di 18 carri chiusi dagli impianti di Lagonero e a Genova, trasferimento che comunque non colmerà la deficienza.

Emerge pertanto evidente la necessità d'integrare convenientemente il numero delle nostre locomotive e carri, onde poter far fronte alle attuali esigenze del traffico.

Bari 1 Settembre 1944

Ugo Guido de Santis

FILE

AGP/lr

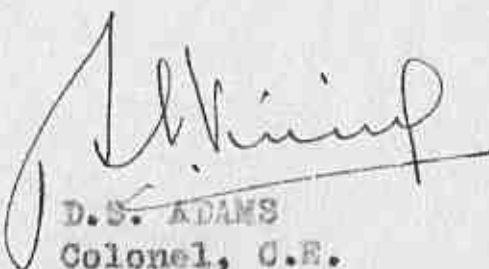
HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference: ACC Tn/28/5
Date : 26 August 1944

TO : Major W.F. Blair, c/o Mov Reggio
Capt. S.C. Hall, c/o Mov East Italy, CMP.

SUBJECT : Narrow gauge Railways - 95 cm.

1. Information is sought as to whether the rolling stock of any 95 cm. gauge railway in your territory is insufficient to meet requirements.
2. There is a possibility of obtaining 100 box wagons and 2 locomotives of that gauge from the ~~Eastern~~ Railways.
Vitreau
3. Please reply early.


D.S. ADAMS
Colonel, C.E.
Director, Tn. Sub-Comm.

INFO Lt. Col. C.G. Brown, c/o DGARS
Major S.C. Baister, c/o DGARS
Major W.S. Walker, c/o DGARS
Major A.H. Street, c/o Ry Gd Op. Div.
Major E.J. Mole, c/o DGARS

Internal Transportation Sub-Commission, ACC.,
Attached Mor & Tn.,
AFHQ., Advanced Administrative Echelon,
C.M.F. 28/3

16 December, 1943
Our reference ACC Tn/28/3

TO : D. Tn (Br).
Transportation (British) Section,
A.F.H.Q.

SUBJECT: 95cm Gauge locos and rolling stock.

1. Reference your Tn.2/37/8 dated 17 Nov. 43, and 10 Dec. 43. today
2. The above two communications did not reach this office until ~~yesterday~~.
3. At the moment there is insufficient evidence to justify a recommendation that any of the 95cm locomotives and rolling stock concerned should be transferred to Italy for essential civilian traffic.
4. As regards the future, the position is too obscure to make any reliable forecast beyond the general statement that as the occupation of the mainland progresses there is no doubt that it will become increasingly difficult to meet the locomotive and rolling stock requirements from local resources.
5. Specific requests will be made if and when evidence of need can be forecast. Meanwhile, the locos and rolling stock concerned should be made available for use if required elsewhere.

PMH
Colonel,
Internal Transportation Sub-Commission, ACC.

brk
10/12

ALLIED FORCE HEADQUARTERS
TRANSPORTATION (BRITISH) SECTION.

Tn. 2/37/8.

To:- Col. S.A.Fitch, O.C. Allied Control Comm.,
Inland Transportation Sub-Commission.

10 Dec 43.

95cm GAUGE LOCOS AND ROLLING STOCK.

1. Reference my letter Tn. 2/37/8 dated 17 Nov 43.
2. Will you please advise me if the 95cm ^{gauge} locomotives and rolling stock available in Eritrea will be required for civil purposes in Italy.

Received
16/12

D. H. Reynolds Capt.
D.H. Reynolds, S/Capt (Tn)
for Brig.
D. of Tn (Br.) *219*

ALLIED FORCE HEADQUARTERS

TRANSPORTATION (BRITISH) SECTION

Tn. 2/57/8

17 Nov. 43.

To: - D.G.M.R., Building No. 2., Piazza-Amole, Adv. Adm. Echelon,
Col. S.A. Fitch, O.C. Allied Control Commission - Inland Transportation
Sub-Commission.

95 cm. Gauge locos and rolling stock.

1. War Office asks whether the following 95 cm. gauge locos and wagons now available from the Eritrean Rly are required for military or civil purposes in Italy:-

100 Nos. G type 10 ton Box Cars

100 Nos. L type 10 ton High-siders

4 Locos. 440 Class Mallet

2 Locos. 441 Class Mallet

2. We had already advised War Office (signal 2292 Oct. 2) that 95 cm. locos and wagons would not be required for Sardinia or for military purposes in Italy and that if required for essential civil traffic in any area arrangements could probably be made to transfer from other areas where roads can be used in lieu.

3. This however was in connection with production of new locomotives in U.S.A. and certain of the considerations involved do not apply to an offer of surplus equipment.

4. Will you please give your recommendations respectively from the point of view of military and civil requirements.

5. Further details of the locos and rolling stock have been despatched to us by War Office by air.

Recd 16/12

W.G. Alexander
185h

for Brig.
Director of Transportation (Br.)

Copy to: - D.D. Tn., A.F.H.Q., Adv. Adm. Echelon.

REC

218

95 cm. gauge locos and rolling stock.

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W. G. Candlish
1852

for Brig.
Director of Transportation (Br.)

Copy to:- D.D.Tn., A.F.H.Q., Adv. Adm. Echelon.

REC

219

1139