

30721

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

ACC AC/44/724 10000/148/2050 PRIVATELY BU  
DEC. 1943 - OCT. 1947

0/148/2550 PRIVATELY OWNED RAILWAYS-CONTROL  
DEC-1945-OCT. 1945

21/1/57

TRANSPORTATION SUB-COMMISSION, A. C.  
(Rail Division)  
% TRANSPORTATION (RR) MAIN, C. M. F.

Tel. 843238  
Ref. AG/44/In4

10 October 1945

SUBJECT : Privately Owned Railways.

TO : Director, Military Railway Service.

1. The firm of Societa Saint Gobain, Chauny and Cirey, have 18 freight cars especially equipped for the movement of glass, and their numbers are as follows and are located at the places shown:

505000	located at	Tavazzano
505002	"	" Pisa
505003	"	" Portichetto Luisago
505004	"	" Lecco Maggianico
505005	"	" Tradate
505006	"	" Tavazzano
505007	"	" Pisa
505010	"	" Tradate
505011	"	" "
505012	"	" Pisa
505013	"	" Pisa
505013	"	" Calolziocorte
505016	"	" " "
505020	"	" Treviglio
505101	"	" Tradate
505104	"	" Busto Arisizio
505105	"	" Calolziocorte
505106	"	" Portichetto Luisago

2. In view of the urgency of moving glass at the present time, the Italian State Railways are being advised that these specially equipped vehicles can be returned to their private owners.

A.C. PING, Major  
for Director

Copy to: ISR (for action)

2500

0025

Ministry of Transports  
C.S.R. Direction General

Rome -y OTL 1945  
M.331.18763.251 / tua 6722 / HH

Subject: To Transportation Sub Commission A.C.  
Privately owned (Rail Division)  
wagons Building

- 1) Ref. is to your AC.44.Tn.4, dated Sept.22, 1945
- 2) You will find below the service numbers of the 14 wagons that "Società Saint Gobain, Chauny and Ciray" requested to have returned at their factory, Pise:

-	505000	-	located at	Tavazzano
-	505003	-	"	Portichetto Luisago
-	505004	-	"	Lecco Maggianico
-	505005	-	"	Tradate
-	505006	-	"	Tavazzano
-	505010	-	"	Tradate
-	505011	-	"	Tradate
-	505015	-	"	Calolziocorte
-	505016	-	"	Calolziocorte
-	505020	-	"	Treviglio
-	505101	-	"	Tradate
-	505104	-	"	Busto Arsizio
-	505105	-	"	Calolziocorte
-	505106	-	"	Portichetto Luisago

3. We are communicating you the service numbers of the 4 wagons, at present located on Pisa siding, that as it was pointed out by M.331.17006.251.IGCA.6526.44, dated Sept. 21, 1945, said Firm would like to utilize with the other 14, in Northern Italy:

0026

To Transportation Sub Commission A.C.

(Rail Division)

Building

Privately owned

wagons

- 1) Ref. is to your AC.44.Tr.4, dated Sept.22, 1945
- 2) You will find below the service numbers of the 14 wagons that "Società Saint Gobain, Chauny and Cirey" requested to have returned at their factory-Pisa:

-	505000	-	located at	Tavazzano
-	505003	-	"	Portichetto Luisago
-	505004	-	"	Lecco Maggianico
-	505005	-	"	Tradate
-	505006	-	"	Tavazzano
-	505010	-	"	Tradate
-	505011	-	"	Tradate
-	505015	-	"	Calolziocorte
-	505016	-	"	Calolziocorte
-	505020	-	"	Treviglio
-	505101	-	"	Tradate
-	505104	-	"	Busto Arsizio
-	505105	-	"	Calolziocorte
-	505106	-	"	Portichetto Luisago

3. We are communicating you the service numbers of the 4 wagons, at present located on Pisa siding, that as it was pointed out by M.331.17006.251.1004.6326.44, dated Sept. 21, 1945, said Firm would like to utilize with the other 14, in Northern Italy:

- 505002 - 505007 - 505012 - 505013 -

259

For The Director General  
 Sgd. Io Cigno

0027

GP/ld. 44/55

TRANSPORTATION (IBR)-COMMISSION, A. C.  
(Rail Division)  
S. TRANSPORTATION (SR) MAIN, C. E. F.

Tel. 843886  
AG/44/TM6

22 September 1945

SUBJECT : Movement of Privately Owned Cars.

TO : Director General, Italian State Railways.

1. Reference is to your letter H.331.17006.251/1000/6126/44 of 21 September 1945. In view of the fact that Societa "Saint Gobain, Cheuny and Cirey" have 14 cars especially equipped for the movement of glass, there would be no objection to these particular vehicles being returned to the private owners.

2. Please indicate the numbers of the freight cars concerned and the matter will be discussed with the Military Railway Service in order that the cars can be worked back to Pisa, and labeled "Non Common Users".

for Director

Copy to: Industry S/C  
Commerce S/C  
Movements Division

Ministry of Transports  
I S R Direction General

24 Sept. 1945

L.331.17006.251/Proc/6526/44

Subject: privately owned cars

Transportation Sub Commission  
Mail Division -- NO

Re: U. E.

- 1) The Società "Luini Gobain, Chauny & Cirey", a glass factory at Liess, have at present 14 cars of theirs dispersed in Northern Italy and 4 located on their sidings.
- 2) Said Società request now to have returned to their Liess Factory the said 14 cars, in order to utilize both these and the 4 mentioned 4, on a continuous basis, in exception to the regulations in force covering the requisition of privately owned cars. Above cars should be used for movement to various provinces of the glass plates allocated by Industry and Commerce Ministry.
- 3) As said cars were especially constructed for movement of glass plates, and they could be used only by the owner, please kindly consider the request and let us know your decision.

me ng 21/9

The Director General

F.to DI RAIMONDO

TRANSLATION

MINISTRY OF TRANSPORTS  
ISPETT. GEN. DELLA MOTORIZZAZIONE  
E DEI TRASPORTI IN CONCESSIONE.

SUBJECT: Santhià-Biella Railway  
Increase of rates.

TO : Tn Sub-Commission AC  
Rail Division  
Bldg.

Rome, 20 August 45

Ref.: Serv. v° Off. 5° N° 9859.  
answer to n° 8509 of 2/8/45.  
following the ministerial.

With reference to point a) Paragr. 2 of your letter AC/44/Tn.4 dated 20 July 1945, we inform you that rates of Santhià-Biella Railway have been increased commencing from 19 July 1945, in accordance with decision taken by "Comitato Regionale distribuzione e prezzi"

The increase in question is equal to the one adopted by ISR.

The Minister

sgd.: Ugo LA MALFA

Tr/al/6/9/45.



0030

44/51

IN DC (In 008-Continuation)

071000

AND Galia Region for North Sea.

REST. 03(.)

FOR SIGNAL R/S/O 2 ABOUT GAMES' MESSAGES' VARIOUS SIGNALS

RAILWAY (.) RAILWAY SIGNALS WITH THE SERVICES AND SIGNAL MESSAGES SIGNALS

SOURCES INDICATED BY LETTER AC/AN/EN 4 31 JULY 65 (.)

1755  
2555

0031

44/50

Allied Force  
MILITARY RAILWAY SERVICE - ITALY  
Office of Director

A.P.O. 512  
4 August 1945

531.7 Y

SUBJECT: Requests for Additional Train Service.

TO: Capo Compartimento  
Italian State Railways  
Florence Compartment

1. With reference to requests for extension of existing passenger trains, authority for the inauguration of new services; etc.
2. The proper channels for submitting such requests to this Headquarters are for you to make these requests through the Rail Division, Tn Sub-Commission, Allied Commission, who in turn will handle the matter to a conclusion with this Headquarters.
3. In future, you are requested to direct such matters through the above mentioned channels.

FOR THE DIRECTOR:

S. S. LONDON  
Major, TC  
Supt. Transportation

cc-Rail Div, Tn Sub-Commission  
Allied Commission

Director General  
Italian State Railways

Capt. C. R. Johnson  
774 RCD - Florence

*Personal note to 7 August  
Blair, General  
to put Reserve right  
RM*

2554

Subject:- Accounting for Materials  
supplied to Private Railways.

Military Railway Service,  
C.M.F.  
Tel. Firebox Ext. 9350.  
Outside Line 843126.  
Ref. Tn.A/F/25/141.

26 July 1945.

To :- Finance Sub-Commission,  
HQ, Allied Commission.

Copy to:- Tn Sub-Commission, AC.,  
Building.

1. Issues to Private Railways of Allied War Department imported materials have been recorded separately against the various Companies and reported to the Financial Adviser (Br) for incorporation in the Allied Commission Account for Italy.
2. Will you please say if it is sufficient for these receipts to be signed by the Private railways to whom the materials have been issued, or whether it is necessary for them to be counter-signed by a particular Branch of the Ministry of Transports. This point is raised as it is not clear whether you are able to record items against non-State undertakings.
3. In accordance with an agreed policy no locally acquired materials have been included in the above-mentioned returns, but it is now required to re-imburse British Army Funds in respect of local purchase items of stores, e.g. cement, supplied to Private Railways.
4. Will you please say if recovery action should be taken up with the Private Railways concerned or whether reimbursement should be arranged through the Ministry of Transports, General Inspectorate (M.C.T.C.), as the latter is presumably responsible in the first instance for meeting operational expenses of the Private Railways, when their services are required by the Allies.
5. I have particularly in mind the reconstruction of the Cancellone - Benevento Line (Ferrovie Esercitata Perotta), although you will doubtless have observed that there are other Private Lines concerned.

1. Issues to Private Railways of Allied War Department imported materials have been recorded separately against the various Companies and reported to the Financial Adviser (Br) for incorporation in the Allied Commission Account for Italy.

2. Will you please say if it is sufficient for these receipts to be signed by the Private Railways to whom the materials have been issued, or whether it is necessary for them to be counter-signed by a particular Branch of the Ministry of Transports. This point is raised as it is not clear whether you are able to record items against non-State undertakings.

3. In accordance with an agreed policy no locally acquired materials have been included in the above-mentioned returns, but it is now required to re-imburse British Army Funds in respect of local purchase items of stores, e.g. cement, supplied to Private Railways.

4. Will you please say if recovery action should be taken up with the Private Railways concerned or whether reimbursement should be arranged through the Ministry of Transports, General Inspectorate (M.C.F.C.), as the latter is presumably responsible in the first instance for meeting operational expenses of the Private railways, when their services are required by the Allies.

5. I have particularly in mind the reconstruction of the Cancellò - Benevento Line (Ferrovie Mercatate Perotta), although you will doubtless have observed that there are other Private Lines concerned.

*Curry 25.3*

(G.H.B. DAVIS) Major, R.E.,  
for Brigadier,  
Director, Military Railways Service.

44-11148

ACP/af

26 July 1945

COMMUNICATIONS SUBCOMMISSION A.S.,  
(MIL. DIVISION)  
U.S. Transportation (Dr) Main,  
C.M.P.

File # 943238

Ref. # AC/44/7034

SUBJECT: Private Railways in the North.

TO: + Ing. Dr. Curcio.

1. It would appear that your local representative firms in the North have not advised the Private Railways to make full use of the facilities that have to offer.

2. As attached hereto the following documents:-

- (a) Signal from the Bureau's Emilia Biella requesting authority to increase tariffs.
- (b) Copy of a document submitted to the Finance Turin by various signatories complaining at increased in fares on the Torino Nov. system.
- (c) Request for coal by Parrovi's Consortium.

3. Will you please let us have a copy of the instructions you have issued to your local Capi on these matters, when we will arrange for our local Transport Officers to be advised of the procedure.

Director.

0035

SUBJECT: Private Railways in the North.

TO : Mr. D. Gupta.

1. It would appear that your local representatives in the North have not invited the Private Railways to meet full use of the facilities that have to offer.
2. We attach hereto the following summaries-
  - (a) Signal from the Peruvia Compañia Nitro requesting authority to increase tariffs.
  - (b) Copy of a document submitted to the Director herein by various signalories complaining at increase in fares on the local road system.
  - (c) Request for coal by Peruvia's Compañia.
3. Will you please let us have a copy of the instructions you have issued to your local Capi on these matters, when we will arrange for our local Transport Officers to be advised of the procedure.

Director.

2502

00361

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

**ALLIED COMMISSION**  
**TN. S. C. (RAILS) C. E. BRANCH N. W. ITALY**

CO E.I.O. 57 AREA A  
CO E.I.O. 151 SUB AREA  
G. M. F.

**ITALIAN STATE RAILWAYS**

GENOVA - VIA ANDREA DORIA 5 - Telecom. 62-516  
TORINO - STAZIONE PORTA NUOVA - .. -44-879  
45163

~~Genova~~ Turin 16th Jul 1945

Ref. attd.

This has been passed to me by Major Greenwood,  
but is no concern of mine.

I forward it to you for information.

*[Handwritten Signature]*  
Capt.  
R. Signals

2551

0037

104/117  
Military Railway Service  
Presso Capo Compartimento  
T O R I N O  
Phone 60123 Ref. TR.65  
13 Juli 45

Regionale Commissioner,  
Allied Military Government  
Piemonte Region  
Copy to :  
Capt Conway A.C. (Tn) S.C.  
T O R I N O

Subject : PRIVATE RAILWAYS AND TRAMWAYS TORINO:COMPARTIMENTO.

A ruling has now been received from the Director of Military Railway Service that the control of all private Railways and Tramways in this area is the responsibility of AMG/AC and A.C. (Tn) Sub Commission has been advised accordingly.

This for your information.

F.to Major Greenwood  
MILITARY RAILWAY SERVICE - TURIN

2550



(c)

SP (O) 2039  
27 June 45

TRANSLATION

*Fenore Canavesana*

We beg to inform you that passenger trains of the Canavesana - Railway - Company have ceased to run from the 18 th of this month. This causes a grave handicap to our employees, who are living outside Turin due to the fact that their houses have been destroyed by bombs.

Due to lack of transport the employees are unable to attend to work, which causes great disturbance amongst them.

We therefore humbly request for the train service to be resumed, if only partial.

*Cont. next.*

25:9

Radio del General By  
APM/30  
4/1/46

TRANSPORTATION DIVISION  
(RAIL DIVISION)  
c/o Transportation (R) Main  
C. S. S.

13 July 46

Col. G. S. S.  
Ref. 20/44/204

SUBJECT: Military varients for civilian traffic.

TO: Major G. S. S.,  
Senior Transportation Officer  
B. A. S.

1. Reference is to papers attached.
2. Please enquire as to the issue of Military varients for civilian traffic from this office, and say if any difficulties arise which prevent the normal flow of Indian railway transportation for the traffic.
3. As you know, we are most anxious that the appropriate charges applicable to the traffic shall be raised by 1st at the earliest possible date. Please Officer is also anxious that appropriate Military varienting should occur, as it causes work at Headquarters in securing charges are raised which could be avoided.

By Command of Major General S. S. S.

*S. S. S.*  
Director

Copy for MR (Finance).

SUBJECT: Military warrants for civilian traffic.

TO: Major G.H.G. TAYLOR,  
Senior Transportation Officer  
S.A.S.

1. Reference is to papers attached.
2. Please advise as to the issue of military warrants for civilian traffic from this station, and say if any difficulties arise which prevent the normal flow of Italian railway documentation for the traffic.
3. As you know, we are most anxious that the appropriate charges applicable to the traffic shall be raised by you at the earliest opportunity, and the Finance Officer is also anxious that unnecessary military warrants shall cease, as it causes work at Headquarters in ensuring charges are raised which could be avoided.

By Command of Major General BROWN

*Richard May*  
Director

Copy to: MRB (Finance).

2558

MINISTRY OF TRANSPORT  
ISPETTORATO GEN. DELLA MOTORIZZAZIONE  
E DEI TRASPORTI IN CONCESSIONE

July 14, 1945

Ref.: Serv. 5° Sez. 3^ n° 8153  
Yours AC/44/Tn. 4  
No 1 Enclosure.

To: Tn Sub-Commission AC,  
A.P.O. 394.

SUBJECT: Northern Italy granted Railways.

I completely agree with considerations pointed out in your letter AC.44/Tn.4 of July 1945.

Right after the liberation of the northern regions our General Direction, which is in charge of all private owned public transportations (railways, tramways, motor-car lines, internal navigation lines) got in touch with its local Offices (Compartmental Inspectorates including several provinces for each one) in order to settle everything concerning reconstruction and exercise of said service. Besides A.C. Officers and Officials were provided with maps, graphs and informations, in order to facilitate their location of zones and contacting with northern Compartment directors.

I was very pleased to read of your alluring opinion about our northern State organizations after your contacting them.

In accordance with your suggestions and with consideration that I share, I am now renewing instructions to the Compartmental Inspectorates in order that everything connected with those transportations, especially coal, will be signaled to this Central State Administration which, will then handle matters with agreement of your h.Q.

I herewith attach volume containing maps of zones which are in the line of our Compartmental Inspectorates.

THE MINISTER  
Signed: UGO LA MALFA

100-50577 11/14/3

HEADQUARTERS ALLIED COMMISSION  
400 348  
TRANSPORTATION SUB-COMMISSION

AGF/ed.

Tel: 84,3238 ✓  
Fax: 84/34/21,4.

July, 1945.

SUBJECT: Private Railways in Concession in Northern Italy.

TO : Minister of Transport,  
Rome.

Dear Mr Minister,

I have received from the Director, Military Railway Services, Ferruccio Nord Milano, in which it appears that Ing. G. Masino, signing himself delegate of AIR for secondary railroads, has written to the Public Works and Industry Division, requesting coal to be supplied in accordance with arrangements made between his office and the AIR Economic Commission.

So far as we are concerned, there are appointed Chiefs of the Compartimenti in the North, allocated to deal with the needs of the private railways, and these chiefs channel through their headquarters. If it is the desire of the Italian Government that AIR officials act in an advisory capacity to the appointed chiefs, then that is a matter for internal arrangement, but we cannot accept a separate organization working apparently independently, and without consultation with the Government appointed officials in such matters, and we cannot enter into correspondence with persons who are outside the State organization.

I feel sure you will appreciate that it must be definitely stated that the only means for obtaining materials needed is through the recognized Governmental channels, and I should be grateful for an assurance from you that this matter will be put right. In your own interests, it is obviously impossible for outside organizations which have no knowledge of the wider demands of Italy to attempt to order coal for a local railway, when by so doing, the essential needs of the people elsewhere may suffer. Moreover, such actions mean that your own departments on whom you rely for essential information will not be able to function properly, and will only have half the picture for you.

As a result of a tour of the North, it became apparent that the state organizations covering private railways are staffed with efficient men, fully capable of looking after the interests of the forms of transport in which they are concerned, but a definite directive to them is necessary from headquarters, and help must be offered them as soon as possible. We will carefully investigate all requests for coal received through the headquarters under your jurisdiction, but we cannot...

Dear Mr. Minister,

I have received from the Director, Military Railway Services, some letters in respect of coal needed by the Cameroonian Railway and the Perrotic Nord Mine, in which it appears that Ing. G. Masino, signing himself delegate of the railway officials, has written to the Public Works and Industry Divisions, requesting coal to be supplied in accordance with arrangements made between his office and the relevant Commission.

So far as we are concerned, there are appointed Chiefs of the Comptroller in the North, allocated to deal with the needs of the private railways, and these Chiefs channel through our Headquarters. If it is the desire of the Italian Government that our officials act in an advisory capacity to the appointed Chiefs, then that is a matter for informal arrangement, but we cannot accept a separate organization working apparently independently, and without consultation with the Government or British officials in such matters, and we cannot enter into correspondence with persons who are outside the State organization.

I feel sure you will appreciate that it must be definitely stated that the only means for obtaining materials needed is through the recognized Government channels, and I should be grateful for an assurance from you that this matter will be put right. In your own interests, it is obviously impossible for outside organizations which have no knowledge of the wider demands of all Italy to attempt to order coal for a local railway, when by so doing, the essential needs of the people elsewhere may suffer. Moreover, such actions mean that your own departments on whom you rely for essential information will not be able to function properly, and will only have half the picture for you.

As a result of a tour of the North, it became apparent that the State organizations covering private railways are staffed with efficient men, fully capable of looking after the interests of the users of transport in which they are concerned, but a definite directive to them is necessary from Headquarters, and help must be offered them as soon as possible. We will carefully investigate all requests for coal received through the Headquarters under your jurisdiction, but we cannot accept requests from any outside and unofficial sources.

25.6

ROBERT G. MASINO,  
Director.

Copy to: 1985 (2112/13/2)  
Public Works Sub-Commission  
Industry Sub-Commission  
Major Robert (Illion) for info.  
Resource Sub-Commission (Coal Division).

9889.

*Handwritten:* The [unclear] [unclear]

*Handwritten:* Enc 1

Subject: Secondary Railways - North-West Italy.

File: Tn.A.2/16/1.

3 July 1945.

To: (B & H) Composite Railway Operating Company, SAEC., UDF/CMF.

Copy to: Tn. Sub-Commission A.C. (Rail Division).

1. Your M 29 of 20 June, our 272 Tn.2 of 24 June and your M 23 of 25 June 45 refers.
2. As the Canavesane Railway will not be required to carry traffic of a Military nature and as there appears to be no commitment under the heading "prevention of disease and unrest", the question of the operation and supply of stores to this line is one for Tn. Sub-Commission A.C. and A.M.G. You should advise A.M.G. representative accordingly and we will advise Tn. Sub-Commission A.C.
3. The papers in regard to the matter enclosed with your letter are returned.

*Signature*  
 D.R.H. CHAPLIN, Lt.Col.,  
 for Brigadier,  
 Director Military Railway Service.

Enc.  
LER/RJA

COPY.

Tel: 87103 Milano

Ref: M 32

Military Railway Services,  
MILANO.

30 June 45.

Subject: SECONDARY RAILWAYS :  
NORTH WEST ITALY.

Transportation (Dr) Main,  
CMF.

1. The attached letter from AMC, Industry Division, of the 4th instant, together with enclosures thereto, are forwarded for your information.
2. I shall be glad if you will indicate the policy to be adopted on the points raised.

(Signed) W.A. Zwanepoel, Lt. Col.  
Officer Commanding,  
(R & H) Composite Railway Operating Coy, SAEC;  
UDE/CMF.

4 encl.

254



Copy.

HEADQUARTERS  
PIEMONTE REGION  
ALLIED MILITARY GOVERNMENT  
APO 394

Industry Division.

4 June 1945.

PR/IND/120.10

Subject: Secondary Railways

To: Major Greenwood  
I.S.R.  
Iorino (Porta Nuova)

Attached are papers on which we would like expert advice because if we grant the coal, every other secondary will want it too and you know the coal situation as well as we.

Our view is :

- a) we are not much interested in carrying passengers, we are more interested in carrying raw materials which will give people work. Not forgetting that many passengers are black-marketers.
- b) Many are uneconomic in consumption owing to poor locomotives so that in the present situation they can use power or wood or shut down.
- c) We are encouraging the bicycle trade so that people can get about and there are lorries running on charcoal most everywhere.

However the problem is a big one and extends over to Iho and towards the coast - so it might be well to hear what your HQ in Milan has to say.

(Signed) H. Thornett Smith, Maj.  
for H.G. Reid Maj. H.A.  
Ind. Div.  
Piemonte Region, A.M.G.

25:3

Enc.

COPY.

21/5/1945.

C.I.N.  
Transport Commission.MEMORANDUM.

In order to make the Canavese secondary railroad operate, we had agreed with the Economic Commission of C.I.N., with the Direction of Cogne company in Castellamonte, and with Purchase Office of Cogne Co in Torino.

We had agreed the delivery from Cogne Co to Canavesana Railroad of 150 tons of coal, needful for moving the traffic three times a week on that line and for shunting service in Torino, for one month.

The Cogne Co now tell us that they have received orders from Milano saying that all material is blocked by Allied Government.

We ask to A.M.G. - P.W.U. of Torino to release this coal that is needful for the operation of this important railroad.

C.I.N.

The Delegate for Secondary Railroads  
( Ing. G. Masina )

MEMOCanavesana Line.

Need of coal : with operation three times a week :  
15 tons per week.

They have now 30 tons of coal.

They can operate 2 weeks

They say that it is needful increase the number of days of operation.

With 150 tons they could operate every day for one month. (Signed) P.P.P.

Recommend that they continue present schedule - then the 150 tons will enable operation for an additional 10 weeks

H.J.R.

44/42

ACP/1c

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

20 June 45

Tel. 643238  
Ref. AC/44/Tn 4

SUBJECT : Private Railways

TO : Ing. De Cupis  
Ministry of Transports  
General Inspectorate MCTC

Attached hereto are details from a report made by Major Richardson, Planning Division, & Major Ping, Rail Division, following a recent tour of Northern Italy.

Director

DIRECTOR, PRIVATE RAILWAYS COMPARTIMENTO.

Genova-Caselle Railway -- Damage has occurred from time to time, as a result of bombing and partisan activity, but in the main all damage has been repaired and rolling stock is in order. On 19 March Partisans damaged the power station at Vigio Morasco, the main substation being demolished. The power station has been put in order with temporary connections. Service of mixed traffic is in operation, five round trips daily.

La Guardia Railway -- Small private railway between Serravalle Quirico. The line is ready for operation, but petrol and diesel oil is needed.

PRIVATE RAILWAY.

In view of the short stay in Milan, no personal contact was made with the Capo of the Private Railways Compartimento, but he was requested through Major Falbot to provide information as to the operation of the private lines and extra urban services. This was not available on our return from Turin, and instructions were left for it to be forwarded to I.Q. through Major Falbot's office. Information available was that all lines were working within the compartment, but the Nord, which is a line of standard gauge and a network of tracks throughout the area, has one bridge cut (under repair) at Ponte Ticino.

CAPO COMPARTIMENTO - PRIVATE RAILWAYS.

An interview was held with Capo of Private Railways, and the following information obtained.

- (a) Line Benthia-Biella. -- Operated by steam locos and petrol rail cars.
- Line Biella-Santhia. -- 2 round trips daily, Biella-Torino 1 round trip weekly. This line serves fabric and wool mills at Biella. 300 tons coal available, possibly will last till 20 June. Sufficient rolling stock available for existing services.
- Line Biella-Novara. -- Operated by steam for freight and Gasel railroads for passengers.

Autostrada bridge over the Cavour canal demolished but track unamaged. Two round trips are operating daily over the whole line with transshipment at the damaged bridge, but line will soon be cleared for throughout traffic. Very little coal available.

is needed.

PRIVATE RAILWAY.

In view of the short stay in Milan, no personal contact was made with the Capo of the Private Railways Compartimento, but he was requested through Major Talbot to provide information as to the operation of the private lines and extra urban tramways. This was not available on our return from Turin, and instructions were left for it to be forwarded to H.Q. through Major Talbot's office. Information available was that all lines were working within the compartment, but the Nord, which is a line of standard gauge and a network of tracks throughout the area, has one bridge out (under repair) at Ponte Tirolo.

CAPO COMPARTIMENTO - PRIVATE RAILWAYS.

An interview was held with Capo of Private Railways, and the following information obtained.

(a) Line Santhia-Biella. - Operated by steam locos and petrol rail cars.

Line Biella-Santhia. - 2 round trips daily, Biella-Santhia 1 round trip weekly. This line serves fabric and wool mills at Biella. 300 tons coal available, possibly will last till 20 June. Sufficient rolling stock available for existing services.

Line Biella-Novara. - Operated by steam for freight and diesel railroads for passengers.

Autostada bridge over the favour canal demolished but track unmanaged. Two round trips are operating daily over the whole line with transshipment at the damaged bridge, but line will soon be cleared for through traffic. Very little coal available. Railways was constructed in 1941, and has no rolling stock of its own. They have borrowed two class 540 and one class 320 locomotive from I.S.R.

(b) Torino-Nord-Railway. - Operated by steam for freight and electric for passengers.

251

Leuro-Ceri line. - Rossio Bridge 3 Km before Ceri, is interrupted, passengers are transported, and freight is hauled on the electric passenger trains as no coal is available. Service is 5 round trips every day, and 2 extra on working days. This Company is responsible for the operation of about 15 kilometres of siding lines in factories in Turin, but cannot at present work them owing to the coal position.

Rivarolo line. - Benigno Bridge (14 Km. from Rivarolo) is interrupted, and transport takes place. Repair work is expected to be completed shortly. 2 round trips weekly over entire line tri-weekly.

(c) Ferrvie Elettriche Biellesi. -

- Services Biella-Baleto
- Biella-Josesto-Vallencasse
- Vesanto-Massarone

Lines fully repaired and in operation, conveying workers in Biella district, Germano removed 40 freight cars for use in the Balsano area.

(d) Basiglio-Fruggarolo Railway. - (steam and Diesel operation).

Heavy damage at Novi station, car shed demolished. Two diesels in operation, three being repaired with 9 locos. All track damage has been repaired and lines are in operating conditions.

Services Novi-Basiglio-Fruggarolo. One round trip daily with diesel, and one with steam daily.

Novi-Basiglio-Osavo. - 3 round trip daily with steam.

Novi is a Centre of heavy industry, and the line is operated by the IIVA works, who provide the coal.

Other lines operated electrically with regular services -

- (e) Mondovi-Villanova - (Railway) These lines work in Mondovi-Santharrio - (Tramway) co-operation.

Biella-Cross. - Biella-Mongrando. - Biella-Serrione.

- (f) Tramways & Extra-Urban Tramways.

Vercelli-Tirino. - Only one railcar now available for operation of service.

(g) S.A.T.I.P.

Turin-Pilone, Viro-Saluzzo, and branch line to Cavasole

entire line tri-weekly.

(a) Ferrovie Elettriche Biellesi. -

- services Biella-Baleno
- Biella-Comate-Vallencosso
- Comate-Manservio

lines fully repaired and in operation, conveying workers in Biella district, Germans removed 40 freight cars for use in the Bolzano area.

(d) Verbania-Furggola Railway. - (steam and diesel operation).

heavy damage at Novi station, car shed demolished. Two diesels in operation, three being repaired with 9 locos. All track damage has been repaired and lines are in operating conditions.

services Novi-Bassano-Furggola. One round trip daily with diesel, and one with steam daily.

Novi-Bassano-Osavo. - 3 round trip daily with steam.

Novi is a Centre of heavy industry, and the line is operated by the IIVA works, who provide the coal.

Other lines operated electrically with regular services -

(e) Monio-Villanova - (railway) These lines work in Monio-Sanuario - (tramway) co-operation.

Biella-Crove. - Biella-Moncalvo. - Biella-Servio.

(f) Tramways & Urban Tramsways.

Vercelli-Trino. - Only one railcar now available for operation of services.

(g) S.A.T.I.P.

Turin-Pilone, Virlo-Saluzzo, and branch line to Casale.

Normally steam and battery operated rail cars, now only the latter. 4 round trips daily. Branch line to Ussita not operating, owing to bridge damage over Po.

Saluzzo-Castiglione-Cuneo, with branch to Vercelli.

Two round trips daily to Madonna dell'Olivo, 5 km before Cuneo, owing to demolition of Stura bridge. One round trip daily on the Saluzzo-Vercelli line.

28/0

Cuneo-Crovero. - Not in operation owing to work in hand on the road over which the line normally runs. One round trip with steam as a mixed train is scheduled shortly.

Stock available. - 9 locos, 6 electric rail cars, 50 coaches, 300 wagons, (being repaired) 7 steam locos, 16 coaches, 62 wagons. Daily operation of freight trains, burning wood, to convey paper from mill at Veruno to Turin.

Cuneo-Borgo S. Dolmuno-Demonte. - Steam operated (firewood). Bridge at Ollo near Goiole demolished. Service two round trips daily Cuneo-Borgo S. Dolmuno and two days week the service runs through to Ollo bridge.

Mondhieri-Dogliani. - Not in operation owing to damage to Malarisco Bridge. Remaining track damage has been repaired.

Turin-Settuno-Baive. - Electric; no damage; in operation.

Turin-Moncalini-Poirino. - Bridge repaired, line in operation.

Turin-Castagneto-Brinzone. - In operation. Branch line to Chivasso not in operation owing to damage to Po bridge.

Stock available. - 25 rail cars, 69 coaches, damaged and under repair, 6 rail cars, 8 coaches.

Turin-Graveno. - Sangone Bridge detached near Beineno, line in operation with trenchment.

Stock. 9 rail cars, 31 coaches, 7 and 15 respectively being under repair.

Turin-Fivoli.  
Pinerolo-Perone-Argentina.  
Turin-Lucenato - branching to Veriano, Broeni and Kanoni. All in regular operation.

COAL REQUIREMENTS FOR THE RAILWAY IN CONCESSION UNDER COMPARTIMENTAL INSPECTORATE OF TURIN.

	Tons. 100 monthly
STRADA FERRATA DI BIELLA	" 80 "
FERROVIA IND. DI CASALE S.A.T.I.P.	" 200 "
TRAMVIA CURTO-DEGNONE	" 65 "
FERROVIA VAL D'ORCA	" 160 "
FERROVIA DEL CAVANESSE	" 279 "
FERROVIA GRES' IANZO	" 110 "
FERROVIA BIELLA-NOVARA	" 215 "

2529

\* A purely private Company (not in concession) requiring coal for



rms through to Olle bridge.

Mandhieri-Dogliani. - Not in operation owing to damage to Malaricco Bridge. Remaining track damage has been repaired.

Turin-Settuno-Sarce. - Electric; no damage; in operation.

Turin-Moncalini-Poirino. - Bridge repaired, line in operation.

Turin-Castagneto-Brimacco. - In operation. Branch line to Chivasso not in operation owing to damage to Po bridge.

Stock available. - 25 rail cars, 68 coaches, damaged and under repair, 6 rail cars, 8 coaches.

Turin-Graveno. - Sangone Bridge demolished near Boimono, line in operation with transshipment.

Stock. 9 rail cars, 31 coaches, 7 and 15 respectively being under repairs.

Turin-Tivoli.

Pinerolo-Perone-Argentina.

Turin-Lucente - branching to Veriano, Brechi and Ranoni. All in regular operation.

COAL REQUIREMENTS FOR THE RAILWAY IN CONCESSION UNDER GOVERNMENTAL INSPECTORATE OF TURIN.

	Tons, 400 monthly
STRADA FERRATA DI BIELLA	" 30
+ FERROVIA INT. DI CASALE S.A.T.I.P.	" 200
TRAVIA CURCO-MONTE	" 65
FERROVIA VAL D'OURA	" 160
FERROVIA DEL GAVANNE	" 270
FERROVIA CIRI' LANZO	" 110
FERROVIA BIELLA-MOVARA	" 215

2509

+ A purely private Company (not in concession) requiring coal for providing transport to and from cement works.

AUTOBUS LINES.

Nearly all the buses were requisitioned by the Germans or damaged by air attacks, and of the remainder the partisans recently requisitioned the majority. By the end of June it is hoped to have 35 petrol and 58 diesel buses in operation.

0055

BRESCIA

Brescia is headquarters of Private Railways and Motorizzazioni Compartimento, and we found the office very full of various applicants for licenses for road vehicles, etc.

The following brief information is given as to Private Railways and extra urban tramways.

- (a) Private Railway Brescia-Idolo, steam operated, burning-wood in lieu of coal. Line operated daily to Inso, and through to Idolo on Mondays and Saturdays, trainment being made at Salonna, between Breno and Idolo.
- (b) Brescia-Cremone line. - Steam operated. Bridge is demolished over River Oglio. A service of 2 trains daily operates between Cremone and Soncino, and 2 trains daily between Inso and Orzinovi, with no trainment possible at the gap. Service Peschiera-Matova is running on coal, but no published timetable at present available.
- (c) All extra-urban tramways are running, and information is given in the timetable folders to be circulated. This also included details of the bus services operated by the owners of the tramway services.

The line Cremona-Casalmajiore is also operating 4 trains daily on methane gas. A sugar beet factory is in this area.

ROAD VEHICLES.

The Provincial Commissioner here has taken over a number of German vehicles for use in his road pool and has so advised 5 Army, with details of numbers, inviting them to confirm that this is in order.

It appears that the Germans put all civilian vehicles in a pool, but re-numbered them as military vehicles.

BOLZANO

Bolzano is a headquarters of Private Railway and Motorizzazioni Compartimento. The Director of the Brescia Compartimento has sent a telegram asking for details of lines in operation, rolling stock etc. which will be sent this H.Q. through Provincial Commissioner, Brescia. Within the Bolzano Compartimento in the narrow gauge electric line Dobbiaco-Caluso, which was used by the Germans considerably, doubtless as a subsidiary to the Brenner route.

0056

(b) Brescia-Cresona line. - Steam operated. Bridge is demolished over River Oglio. A service of 2 trains daily operates between Cresona and Soncino, and 2 trains daily between Isso and Orzinovi, with no trenchment possible at the gap. Service Peschiera-Mantova is running on coal, but no published timetable at present available.

(c) All extra-urban railways are running, and information is given in the timetable folders to be circulated. This also included details of the bus services operated by the owners of the railway services.

The line Cremone-Gallarghio is also operating 4 trains daily on methane gas. A sugar beet factory in it this year.

ROAD VEHICLES.

The Provincial Commissioner here has taken over a number of German vehicles for use in his road pool and has so advised 5 Army, with details of numbers, inviting them to confirm that this is in order.

It appears that the Germans put all civilian vehicles in a pool, but re-numbered them as military vehicles.

BOLZANO

Bolzano is a headquarters of Private Railway and Motorisations Compartiments. The Director of the Brescia Compartiments has sent a telegram asking for details of lines in operation, rolling stock etc. which will be sent this H.Q. through Provincial Commissioner, Brescia. Within the Bolzano Compartiments in the narrow gauge electric line Bobbio-Gallaseo, which was used by the Germans considerably, doubtless as a subsidiary to the Brenner route.

2528

CAPO PRIVATE RAILWAYS.

The Capo of Private Railways lacked the initiative of the Capo at Brescia, but had some information, and was requested to secure the balance at an early date, to be forwarded to his headquarters. Following is information in respect of services

- (a) Verona to Donigliara with transshipment at Vapriano, 2 couples of trains daily, steam.
- (b) Affi to Garda, not operating due to destructions.
- (c) Padua to Carmignano. Working on limited services.
- (d) Arsiero to Thiene, and Asiago to Schio. Workable, but no coal available.
- (e) Extra-Urban Trains.

Verona-Gressano 7 couples daily. Verona s. Bonifacio 6 couples daily. San Bonifacio to S. Giovanni, not working, due to break north of Villanova. Galdiero to Tregnano, 5 couples daily. Vicenza to Recoaro and Montebelluna to Chisampo running but not to a regular services. Montebelluna to Bassano via Vicenza in working order but no coal.

Padua to Fusina and Mestre is not in operation, bridge out at Brenta. Padua to Pieve di Sacco is in operation. Padua to Bagnoli di sopra is damaged at Cornigliana, but repairs are in hand.

rome, 5 June 45

MINISTRE OF TRANSPORTS  
ISPATOCIOLO GENERALE DELLA ROTONDELLAZIONE  
R.S.I.

Ref. 503/010  
n°2 Enclosures

To: UN:500-Commission, 40,  
Rail Division  
Paris

SUBJECT: Granted Railways - War damages.

1. Reference: your favour of the 29 May 1945 40.44/m.4.
2. Paragraph 6 of your letter 2 April 1945 40.44/m.4, has been answered with our note 2 May 1945 R.S.W 402/010.
3. No further information may be given on this subject for the present, as the calculation of the war damages suffered by the Rail installations and materials and other transportation services of travellers and freight owned by private, has not been completed yet. Therefore no State subsidy has so far been granted according to Decree 15 October 1944 n°340, also because, for these few cases for which we had several informations, a supplementary proceeding has been necessary for technical and financial ascertaintments.

4. We beg to submit to your kind attention two prospects concerning the railways of central, southern and insular Italy; one for normal gauge lines and the other for narrow gauge ones; with indication of damages' amounts, that have been so far communicated and only partially checked, and the length of lines, or parts of them, actually in operation. We have not enough informations about tramways and other privately owned public transportation services of central, southern and insular Italy, nor of anyone of northern Italy.

THE GENERAL MANAGER  
Signed.....

2. Paragraph 6 of your letter 3 April 1945 AC.44/171.4, has been answered with our note 2 May 1945 R.S.T 442/010.

3. No further information may be given on this subject for the present, as the calculation of the war damages suffered by the Rail installations and materials and other transportation services of travellers and freight owned by privates, has not been completed yet. Therefore no state subsidy has so far been granted according to Decree 15 October 1944 n°346, also because, for these few cases for which we had several informations, a supplementary proceeding has been necessary for technical and financial ascertaintments.

4. We beg to submit to your kind attention two prospects concerning the Railways of central, southern and insular Italy; one for normal gauge lines and the other for narrow gauge ones; with indication of maneges' amounts, that have been so far communicated and only partially checked, and the length of lines, or parts of them, actually in operation. We have not enough informations about railways and other privates owned public transportation services of central, southern and insular Italy, nor of anyone of northern Italy.

THE GENERAL MANAGER  
Signed.....

2537

MINISTRI OF TRANSPORTS  
General Inspector's Office R.C.T.O.

PRIVATES OWNED RAILWAYS SOUTHERN OF THE LINE FISSA-ROVERETO

2. Narrow gauge.

Railways	Net damages approximately made according to prices of 1944 L.	Length of lines km.	Length of parts of lines now in operation km.
1. Rimini-Doventria	-	30	-
2. Rimini-S. Marino	40.911.014	32	-
3. Pracchio-S. Marcello	-	47	-
4. Arezzo-Mossato	-	134	-
5. Castel Raimondo-Samerino	-	11	11
6. Ferrara	7.491.359	51	37
7. Ponne-Fescara	74.900.000	59	-
8. Chiati Città-Chiotti Stazione	45.000.000	6	-
9. Spingritana	125.167.000	196	-
10. Spoleto-Norcia	11.902.051	51	-
11. Roma-Fiuggi	40.679.000	99	53
12. Agnone (Fescobiancino)	-	31	-
13. Napoli-Fiedimonte	59.710.000	61	44
14. Ferrovie Circumvesuviane	-	117	117
15. Ferrovie vesuviane	-	7	7
16. Galatro Lucane	124.040.000	730	730
17. Circumetnea	30.610.690	119	119
18. Siracusa-Vizzini	2.332.395	120	120
19. Strada Mereste verde	6.053.513	223	223
20. Complementari Sardegna	-	617	617
21. Meridionali Sardegna	234.660	112	112

Allied Force  
MILITARY RAILWAY SERVICE ITALY.  
Office of the Director  
(DMRSI)

9350.  
Outside Lines  
843126.

Subject: Use of Private Railway Junction Track  
at Bari Parco Ford.

Ref. En. A/R/1/255.

28 May 1945.

To: D.S. & F.  
A.F.M.R.

Copy to: R.D.M. (Br), A.S.I.A.

In Sub-Commission A.C. (Rail Div.) - year AC/44/En 4 of 16 May refers. ✓

1. The ANIC refinery at Bari, of which it is understood that the Bulk Petroleum Storage Section, S.A.S.P., has immediate control, report that certain charges are being levied against them by the Italian State Railways. The charges are made on the basis of 3 lire per wagon entering the refinery plus demurrage on wagons detained in excess of 48 hours.

2. As you are no doubt aware, the Italian State Railways under the armistice terms, have to provide free of charge, all rail transportation facilities for the Allies, as a result of which, all Allied Military traffic is conveyed free under military documentation.

3. Normally, therefore, the charges referred to in para. 1 should not be raised by the I.S.R. against ANIC providing the traffic concerned is being warranted on AB 497A on Allied military account. As it is thought that part of the activities of this refinery may be devoted to civilian needs (in which case the relative I.S.R. charges would be admissible), will you please have the matter investigated and state whether the refinery is wholly, or partly operated for Allied military output.



(C.H.D. DAVIS) Major, R.F.C.  
for Brigadier.

Director, Military Railway Service.



0062

To: D.S. & F.  
A. P. H. O. S.

Copy to: R.D. W. (31), A.S.F. (44)  
In Sub-Commission A.C. (Rail Div.) - your AC/44/In 4 of 15 day referu. ✓

1. The ANIC refinery at Bari, of which it is understood that I.I. Milk Petroleum Storage Section, I.S.S.F., has immediate control, report that certain charges are being levied against them by the Italian State Railways. The charges are made on the basis of 3 lire per wagon entering the refinery plus demurrage on wagons detained in excess of 48 hours.

2. As you are no doubt aware, the Italian State Railways under the Armistice terms, have to provide free of charge, all rail transportation facilities for the Allies, as a result of which, all Allied military traffic is conveyed free under military documentation.

3. Normally, therefore, the charges referred to in para. 1 should not be raised by the I.S.S.F. against ABIC providing the traffic concerned is being warranted on AB 437A or Allied military account. As it is thought that part of the activities of this refinery may be devoted to civilian needs (in which case the relative I.S.S.F. charges would be admissible), will you please have the matter investigated and state whether the refinery is wholly, or partly operated for Allied military output.

*C. Lumbain*

(C.S. 2. 2. 2. 2. 2. 2.) Major, R.A.  
For Brigadier,  
Director, Military Railway Service.

2895

0063

44/39

AGP/19

HEADQUARTERS ALLIED COMMISSION  
APO 394  
Transportation Sub-Commission

29 May 1945

Tel. 843238  
Ref. AG/44/Tn 4

SUBJECT : Private Railways in Southern Italy.

TO : Ministry of Transport  
General Inspectorate MCTC

Can the information asked for in paragraph 6 of mine  
of the 3rd April now be received please?

*all*

M.B. THOMAS, Colonel  
Deputy Director.

0064

29 May 1945

tel. 84323B  
Ref. AC/44/Tn 4

SUBJECT : Private Railways in Southern Italy.

TO : Ministry of Transport  
General Inspectorate MCTO

Can the information asked for in paragraph 6 of mine  
of the 3rd April now be received please?

*alt*

M.E. THOMAS, Colonel  
Deputy Director.

2564

44/38

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

3 April 1945

Tel. 343238  
Ref. AC/44/Tn 4

TO : Ministry of Transport  
General Inspectorate MCTG

SUBJECT: Private Railway in Southern Italy.

1. With the return of additional territory to the Italian Government, the question of services on Private Railways and extra urbane tramways arises.
2. It is felt that where electric track is used by private railways and extra urbane tramways, requests for additional facilities should be considered by your Department, and when sanction is given, the operating company should apply for additional electrical power through the existing channels.
3. So far as the Circumvesuviana and Cumana lines are concerned, any alteration of existing services should be in agreement with the local military organisation concerned with the transportation of civilians working on behalf of the allies.
4. Such an arrangement will give STEPER and the Ferrovie del Nord the opportunity of increasing their services as power becomes available for such purposes.
5. For private railways operating on coal, it is requested this Department be consulted as to any alteration in schedules. The Sud-Est Company is of military importance and as such still comes under the jurisdiction of Military Railway Services.
6. It is requested that details of all private railways who have availed themselves of the Decree of November 1944 which offered financial help for reconstruction be supplied to the office. There is obviously no objection to private railways proceeding with repair work with available material and labour, but where the material required is controlled. The railway must be assessed a priority position by the Construction Sub-Committee of the Allied Railway Board.

October 25 23  
(attached in original)

= 2 =

It is suggested, therefore, that you advise all Private Railways of this, in order that demands for material may be channelled, and a full knowledge maintained of work in hand.

M.B. THOMAS, Colonel  
Deputy Director.

Copy to: MRS  
" " AFHQ G-4 Mov & Trn  
" " Public Works Trn Sub-Comm.  
" " Maj. Bowers Senior Trn. Officer Naples  
" " E.W. Dean, c/o HQ AC Rome Region.

2522

0067

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

tel. 843235  
Ref. AG/44/In 4

27 May 1949

SUBJECT : Private Railways - Bologna Comperimento.

TO : Deputy Director  
In Sub-Comm. HQ AG

Attached hereto are two copies of further report  
received.

Chief,  
Rail Division.

Copy to: SRS - Bldg.  
Major Street  
Lt. Col. Lindberg  
(1 circulation)

2521

TRANSLATION

Ministry of Transporte  
Ispettorato Generale  
Celle Motorizzazione Civile  
e dei Trasporti in Concessione.

Rome, 15 May 1945  
to the Ministry of Transporte  
Ispett. Generale delle  
Motorizzazioni Civili e  
dei Trasporti in Concessione.

SUBJECT: Situation of transport  
services (privately owned) in Emilia  
on May 15, 1945.

Following my letter no 935/061.1 April 26, 1945. The  
following covering the situation of transport public services  
(privately owned) happened from April 26 to May 15 - 1945.

Bologna Province -

The situation is unchanged. Only the Bologna town tramways have  
been reoperated on May 11, as soon as the electrical power was  
supplied. At present are in operation nearly all the lines;  
namely the 2 - 3 - 4 - 5 - 6 - 7 - 8 - 11 - 12 - 14 - 15 - 20  
lines.

Ravenna Province -

No change happened since the last report (April 21 1945).

Forli Province -

16) Rimini - Novafeltria railway managed by "Gestione Governativa"  
of Po Valley Railways.

According to the news received from Rimini the operation of  
said railway was discontinued since Sept. 4, 1944 due to the heavy  
damages caused by the aerial bombings. The railway has suffered  
the following damages:

All the railway-bridges were blow up by Germans; all plants  
at Rimini railway station were completely destroyed due to aerial  
bombings. 2 coaches and about 20 cars are laying, destroyed or  
heavily damaged along the line. Luckily the war has not damaged  
Novafeltria, when the existing plants (station, depot, shop, store-  
house) and the rolling stock there depoted (locomotives, coaches and cars)  
were damaged.

To pay the personnel of said railway the Forli Prefect issued  
an advance order, on account of Forli Prefecture current account,  
to be collected by Eng. Lino Brigidini (Director of the very  
Railway).

The study concerning the partial reoperation of the line from  
Rimini to Torello (former S. Marino) station is now pending.

I will inform your Ministry on the matter - also the railway  
Rimini-S. Marino is still not in operation as the line and the

Bologna Province -

The situation is unchanged. Only the Bologna town tramways have been reoperated on May 11, as soon as the electrical power was supplied. At present are in operation nearly all the lines; namely the 2 - 3 - 4 - 5 - 6 - 7 - 8 - 11 - 12 - 14 - 15 - 20 lines.

Ravenna Province -

No change happened since the last report (April 21 1945).

Forlì Province -

10) Rimini - Novafeltria railway managed by "Gestione Governativa" of Po Valley railways.

According to the news received from Rimini the operation of said railway was discontinued since Sept. 4, 1944 due to the heavy damages caused by the aerial bombings. The railway has suffered the following damages:

All the railway-bridges were blow up by Germans: all plants at Rimini railway station were completely destroyed due to aerial bombings. 2 coaches and about 20 cars are laying, destroyed or heavily damaged along the line. Luckily the war has not damaged Novafeltria, when the existing plants (station, depot, shop, store house) and the rolling stock there deposited (locomotives and cars) were damaged.

To pay the personnel of said railway the Forlì Prefect issued an advance order, on account of Forlì Prefecture current account, to be collected by Eng. Lino Brigidini (Director of the very Railway).

The study concerning the partial reoperation of the line from Rimini to Torello (former S. Marino) station is now pending.

I will inform your Ministry on the matter - also the railway Rimini-S. Marino is still not in operation as the line and the rolling stock are heavily damaged by the aerial bombings. 2530

Ferrara Province -

10) Railways Ferrara-Codigoro and Ostellato-Porto Garibaldi managed by "Gestione Governativa" of Po Valley Railways.

I confirm what referred by my letter n. 471/2/1 of May 12, 1945 i.e. that while Ferrara and Codigoro Railway although being heavily damaged could be reoperated perhaps in few months, the Ostellato-Porto Garibaldi one cannot be reoperated as the line is completely

././

0069



0070

demolished and rolling stock were removed by Germans. The repair works on Ferrara-Codigoro Railway have already started and I will submit to your Ministry the estimate covering the necessary expenses for said repairs.

20) Railway Saazara - managed by Ferrara-Suzzara Railway Society.  
The Railway whatever seriously damaged is in a condition to be reoperated perhaps in the next June. The repair works on Panaro Bridge and on rolling stock are now in performance. I will submit you the estimate drawn up by the owner company, covering the expenses necessary for said repairs.

30) Railway Modena-Ferrara with the branch line Cento - S.Giovanelli in Persiceto -  
The Railway, although heavily damaged, is in a condition to be reoperated in few months "Societa' Veneta" pointed out that their financial conditions do not allow the reoperation of the line.

Modena Province -  
The S.R.F.T.A. railway (Modena-Sassuolo Modena-Vignola with the branch line Spilamberto-Bezzone, Modena-Mirandola with the branch line Cavezzo-Finelle) have been partially reoperated since April 25, 1945.

The Spilamberto-Bezzone branch line (Modena-Vignola Railway is not operated due to demolition of the bridge on Panaro river, near Spilamberto). As said bridge is a road one, partially occupied by the railway, will be repaired by Modena Province Administration. The Modena-Sassuolo railway runs now, as far as Masse (4 km far from Sassuolo) where a demolished bridge do not allow the prolongation to Sassuolo. The Modena-Mirandola line is operated by transshipment at Bastiglia, due to the demolition of the bridge on Naviglio river. The Cavezzo-Finelle railway is operated as far as Masse (4 km far from Ferrara) due to a demolished avoiding the prolongation.

I will submit you to estimate from the owner Coy concerning the expenses necessary for the repair.  
The Modena town tramways have been reoperated newly in May.

Reggio Emilia Province -  
Of the Reggio area railways the Reggio E.-Guastalla line, with Branch line Bagnolo in Piano-Carpi can be reoperated also at once, i.e. when the necessary coal will be available.  
The Reggio E. - Eoretto railway could be reoperated within a

covering the expense necessary for said repairs.

30) Railway Modena-Ferrara with the branch Line Cento - S. Giovanni in Persiceto -

The Railway, although heavily damaged, is in a condition to be reoperated in few months "Societa Veneta" pointed out that their financial conditions do not allow the reoperation of the line.

Modena Province -

The S.E.F.A. railway (Modena-Sassuolo Modena-Vignola with the branch line Spilimbergo-Bessano, Modena-Mirandola with the branch line Cavuzzo-Finale) have been partially reoperated since April 25, 1945.

The Spilimbergo-Bessano branch Line (Modena-Vignola Railway is not operated due to demolition of the bridge on Panaro river, near Spilimbergo). As said bridge is a road one, partially occupied by the railway, will be repaired by Modena Province Administration. The Modena-Sassuolo railway runs now, as far as Fossa (4 km far from Sassuolo) where a demolished bridge do not allow the prolongation to Sassuolo. The Modena-Mirandola line is operated by transshipment at Bustiglia, due to the demolition of the bridge on Naviglio river. The Cavuzzo-Finale railway is operated as far as Massa (4 km far from Ferrara) due to a demolished avoiding the prolongation.

I will submit you to estimate from the owner Coy concerning the expenses necessary for the repair.

The Modena town tramways have been reoperated nearly in May.

Reggio Emilia Province -

Of the Reggio area railways the Reggio E.-Guastalla line, with Branch line Bagnolo in Piano-Carpi can be reoperated also at once, i.e. when the necessary coal will be available.

The Reggio E. - Corretto railway could be reoperated within a month the Reggio E.-Sassuolo might be reoperated as far as Scandiano; namely as far as the demolished bridge on Tresinero river. The Reggio E.-Ciano di Enzo railway with branch line, Barco-Montecchio is heavily damaged and its reoperation is for the moment not foreseen. I will submit an estimate from "Consorzio Cooperativa di Ferrovie Reggiane" covering the necessary repairs.

2529

././.

Parma Province -

The Parma-Suzzara railway is heavily damaged and Società Veneta point out that their financial conditions do not allow the carrying out of the necessary repairs.

The "extra-urban" tramways Parma-Tornovo and Parma-Sarsolera not heavily damaged, could be reoperated in the next future perhaps within May.

The Parma town tramways are already in operation.

Piacenza Province -

The Piacenza-Belfiore railway could be reoperated perhaps within next June by transshipment on bridge on Nura torrent (said bridge is now demolished). The Piacenza town tramway have been reoperated.

Summing: the town tramways at Bologna, Modena, Parma and Piacenza and the railways Modena-Vignola, Modena-Sassuolo, Modena-Mirandola with the branch line Cavazzo-Finale have been reoperated - within next June the reoperation of other railways is foreseen.

The motorcars public services are still not in operation as the Allied HQ did not authorized their operation.

The contractors Firms informed that it seems that more than 100 buses have been saved on a total of 540 buses existing on Sept. 8, 1943.

The Confidential Director

sgd: Pezzani.

0073

hh/36

PGM/10

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

tel. 942238  
Ref. AC/91/1/Tn 4  
29 May 1945

SUBJECT : Pilgrimage to Divino Amore 800 persons 17 June

TO : ISI - Bldg.

1. Reference M.233/412/25/72 of 23 May 45.
2. It is regretted that we can no longer sponsor the movement as requested due to the shortage of wagons at present.

*William Major*  
For Director

Copy to: Movement's Rail Tn Sub-Comm. (refers phone conversation 28 May 45).

2527

0074

MINISTRY OF TRANSPORTS  
ISR GENERAL DIRECTION  
MOV. DEP.

Rome, 23 May 1945  
M.233/412/25/72

To: In. S/Commission A.C.,  
Rail Division.

SUBJECT: Pilgrimage to Divino  
Amore Sanctuary.

1. A pilgrimage to the Divino Amore Sanctuary has been scheduled on 17 June next (Sunday) in order to enable some 800 people to fulfil a thanksgiving vow for the liberation of Rome.
2. The General Vicar of the Fathers Mercedari, who have organized above Pilgrimage, has applied to this General Direction ISR in order that an adequate number of cars be provided, to be put on the first train leaving Rome Termini on the morning.
3. Some 20 wagons would be required to carry out above movement; we suggest to put them on trains 3791/3796 to be run, on that special occasion, Via Corricola instead of Via Cecchina.
4. Since the material would be released after a few hours, please kindly investigate the possibility to grant the applications.

THE DIRECTOR GENERAL  
G. DI RAIMONDO

*20 wagons 1 day*

*Peter: Col Baker was handling this I think.  
- Perhaps Warkentin has some more 2526*

AH/34

ACP/AC

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

Tel. 843238  
 Ref. AC/44/Pn 4

16 May 1945

SUBJECT : Use of Private private Railway Track by Allied  
 Forces at Bari.

TO : MRS ( Finance)

1. Reference your letter En A/P/1 dated 14 March 1945.
2. This ANIC refining plant has been requisitioned since Oct. 1943 by the Allied Forces as a Bulk Petroleum Storage as distribution point.
3. The private tracks referred to are the industrial tracks inside the grounds of the plant and are used by the Allies to load and unload petroleum products.
4. The name of the service in charge of this plant is the 312 - Bulk Petroleum Storage Section R.A.S.O.
5. The complaint of the ANIC corporation is that they are charged by the State Railways 3 lire per wagon going into the plant also demurrage on wagons left in plant over 48 hrs.
6. Their claim is that they are not a party to these transactions and that the State Railways should levy these charges against the Allies.

For the Chief Commissioner:

A.C.PING, Major

2523

14/39

TO : The Director  
Transportation Sub-Commission  
c/o Tn Increment - C.M.F.

Transportation Sub-Comm (Rails)  
Allied Commission  
c/o Movements East Italy  
Tele : 14261  
Ref : M/2/362  
Date : 11 May 1945

SUBJECT: Use of private Railway Track by Allied Forces at Bari  
=====

Reference is to AC/14/Tn 4 dated 16 March 45 and 4 May 45.

↙ This ANIC refining plant has been requisitioned since Oct. 1943 by the Allied Forces as a Bulk Petroleum Storage as distribution point.

The private tracks referred to are the industrial tracks inside the grounds of the plant and are used by the Allies to load and unload petroleum products.

The name of the service in charge of this plant is the 312 - Bulk Petroleum Storage Section R.A.S.C.

The complaint of the ANIC corporation is that they are charged by the State Railway 3 lire per wagon going into the plant also demurrage on wagons left in plant over 48 hrs.

Their claim is that they are not a party to these transactions and that the State Railways should levy these charges against the Allies.

*S.C. Hall*

S.C. HALL, Capt. T.C.  
AC Rail Tn Officer  
Bari Div

2524

44/32

ACP/af

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

Tel.: 843238

30 April 1945

Ref.: 43/44/7n.4

SUBJECT: Use of private Railway Track by  
Allied Forces at Bari.

TO : Major G.H.G. Taylor  
C/o Govt. Lbrary,  
C.I.F.

1. Referred in to letters dated 16 March 45 and 23 April 45,  
on subject above and under same reference.

2. It is important that immediate reply be received by this  
Office.

By Command of Rear Admiral STONE:

Director



0078

TO : Major A.C. PER  
Operations Branch (In 4)  
Sail Division  
HQ Allied Commission  
ROME

Transportation Sub-Comm (Rlys)  
Allied Commission  
c/o Movements S. Italy  
Ref : M/2/342  
Date : 27 April 45  
Tele : 14261

SUBJECT : Use of private Railway Track by Allied Forces at Bari

Ref your AC/14/In 4 dated 23 April 45.  
We cannot trace having received any reply to our  
communication G/3A/261 of 21 March 45 to enable us to obtain  
the information required.

*attach*

*R. J. Whelan*  
*for Maj Taylor*  
R. J. Whelan Capt (AC)

RJW/DT

MINISTRY OF TRANSPORTS  
GEN. INSPECTORATE MCTC  
R.S.C. N°452/018

Rome, 2 May 1945

To: Tn 8/Commission A.C.  
Rail Division

SUBJECT: Railways in concession and  
extra-urbane tramways.

1. Further to our letter 13 April 1945 ref. RST-403/018 and with reference to your letter 3 April 1945 AC/44/Tn.4
2. Concerning para 6 of your s/m letter, we beg to inform you that none of the railways in concession and extra-urbane tramways existing in liberated Italy was granted a governmental financial support under the Decree 15 October 1944 N°345, because, having considered the very scarce availability of funds to that purpose, in comparison with the entity of the requirements, it has been decided to await detailed information from all local Offices as to the total amount of the damages announced and the presurable amount of the governmental support.

The Director General  
De Cupis

2522

0080

44/20

CG/1c

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

4 May 1945

Rel. 84323B  
Ref. AC/44/Tn 4

SUBJECT : Use of private Railway Track by Allied Forces at  
Bari.

TO : Major C.W.G. Taylor,  
c/o Movements,  
East Italy, C.M.F.

1. Reference is to AC/44/Tn 4 letters dated 16 March, 23 April and copies of correspondence attached.
2. Further copies are forwarded herewith in order that you may afford the matter immediate attention.

By Command of Rear Admiral STONE:

*William Taylor*  
For Director

2501

Subject:-- Use of Private Railway  
Track by Allied Forces  
at Bari.

Military Railway Service,  
C.H.F.  
Tel. Firebox Bxt. 50.  
Outside Line 843126.  
Ref. Tr.A/E/1

To:-- Major PING,  
The Sub-Commission, A.C.

14 March 1945

1. Reference telephone conversation of today, Major Ping Capt. Davis.
2. It is noted that this matter also includes plant.
3. If you would be good enough to forward to your representative at Bari for further clarification, it will then be possible to pursue the matter further from this end.
4. Will you particularly ask him which service has requisitioned the track and plant.

(C.H.F. HAVIS) S/Capt.  
for Brigadier.  
Director Military Railway Service.

Enclos.

2520

00821

Subject: Paroo Nord Junction track AVIC used by Allied HQ.

Land Forces Sub-Comm. AD.  
(M.I.I.A.)  
ROME  
4/10

5 March 45

Transportation Sub Commission, A.C.

Enclosed is a letter from Ministry of transports for  
any action you think necessary.

R.A. CURTIS, Lt. Col.  
for Major General  
M.S.I.A.

DSIG/wk

2579

Ministry of Transport  
ISR General Direction  
PAG Service

0083  
Rome - 3 March 1945 -  
PAG/24/48569/Toca 3050/25

Sub Commission MIDA  
Military Mission Italia Army.

Subject:

Bari Ferro Nord  
Junction track ANIC  
used by Allied HQ.

The Azienda Nazionale Idrogenazione Combustibili (ANIC) inform that the junction track at Bari Ferro Nord, being their property, has been requisitioned, together with the neighbouring plant, by the Allied Authorities since October 1943, as these authorities believe that the above track be an essential part of the railway system.

Said Firm urged our General Direction to be reimbursed of the amounts already paid to ISR for operation increases from October 1943 to March 1944, also asking that the accounts charged them from April 1944 on be suspended.

To be enabled to examine the above application, please let us know which agreements are to be taken among ISR, the Firm furnished with junction tracks and the Allied Authorities, concerning the operation of private junction tracks by these Authorities.

Also let us know whether said Authorities decided to pay the ANIC for the occupation of their plant at Bari.

These information are required for the above question, as well as for any such question that could be pointed out by some other Firm furnished with junction track, and could be therefore submitted to our General Direction.

Director General  
signed DE BARTOLO

Ca 2/3 MG

2518

Ferrovie dello Stato-Direz. Generale

SERVIZIO PAG

OGGETTO: Bari Parco nord

Raccordo A.M.I.C. utilizzato  
dal Comando Alleato.

Pag/24/46569/TeCA 3060/25

ALLA SOTTOCOMMISSIONE DELLA MILITARY  
MISSIONE ITALIAN ARMYR O M A

L'Azienda Nazionale e Idrogenazione Combustibili " A.M.I.C." nell'informare che il raccordo a Bari Parco Nord, di sua proprietà, è stato requisito insieme all'annesso stabilimento, fin dall'ottobre 1943 dalle Autorità Alleate in quanto lo ritengono parte integrante della rete ferroviaria, ha rivolto vive premure a questa Direzione Generale intese ad ottenere il rimborso delle somme già pagate dalle F.S. per tasse di esercizio dall'ottobre 1943 al Marzo 1944 e che le siano sospesi gli addebiti fattile dall'aprile 1944 in poi.

Per poter esaminare l'esposto surriferito si pregherebbe di far conoscere quali rapporti debbono intercedere fra le F.S. e le Ditte raccordate e le Autorità Alleate per l'esercizio, da parte di queste, dei raccordi privati.

Si chiederebbe pure di conoscere se la prefata Autorità abbiano eventualmente stabilito di corrispondere all'A.M.I.C., un compenso per l'occupazione del suo stabilimento di Bari.

Tali elementi si ritengono necessari per averne norme nel caso supposto ed in altri analoghi che potranno essere segnalati dalle Ditte raccordate o sottoposti all'esame di questa Direzione Generale.

IL DIRETTORE GENERALE  
G. DI RAIMONDO

44/27

AGP/ef

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

Tel.: 843238

30 April 1945

Ref.: AG/44/Tn.4

SUBJECT: Use of private Railway Track by  
Allied Forces at Bari.

TO : Major G.W.G. Taylor  
C/o Gov. S. Italy,  
C.M.F.

1. Reference is to letters dated 16 March 45 and 23 April 45, on subject above and under case reference.
2. It is important that immediate reply be received by this Office.

By Command of Rear Admiral STONE:

Director



0086

44/26

ACP/af

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

Tel.: 843238

23 April 1945

Ref.: AC/44/Tn.4

SUBJECT: Use of private Railway Track  
by Allied Forces at Bari.

TO : Major C.W.G. Taylor  
Tn. Sub-Comm. A.C.,  
C/o Mov. E. Italy  
C.M.F.

1. Reference letter AC/44/Tn.4 dated 16 March 45.
2. Please expedite reply.

By Command of Rear Admiral STONE:

*awp*  
Director.

2515

0087

Subject:- Use of Private Railway Track  
by Allied Forces at Bari.

Military Railway Service,  
C.E.F.  
Tel. Airbox Ext. 50.  
Outside Line 843126.  
Ref. Tn.A/P/1/233.

20 April 1945.

To :- Major Pigg,  
Tn. Sub-Commission, AC.  
Building.

With reference to my letter Tn.A/P/1 of 14 Mar 45, I shall be glad to know the result of your investigations into the use of the Private Railway track by Allied Forces at Bari, to which your letter AG/44/TN.4 of 3 March 45 referred.



(G.H.S. DAVIS) S/Capt.  
for Brigadier.

Director, Military Railway Service.

0088

44/24

Subject: LICHT RAILWAYS - CALABRIA

Military Railway Service  
CMF

To: DCMG (Mov & Trn), AFHQ

Telephone: Firebox 52  
Outside Line 843867  
Tn.A.3(M)/38  
13 Apr 45

Copy to: DMRS (with plan of siding)

- DDTn.4
- ADTn.2
- ADTn.3(M)
- Director Tn Sub-Com, AC (2)
- Tn Sub-Com (Movts Div)
- Tn Sub-Com (Rail Div) (3) ✓

Ref your Mov 3/212 of 30 Mar 45.

1. This subject has been investigated on the spot by the following officers: Lt-Col W.L. Topham, RE (ADTn Mech, MRS), Lt-Col J.W. Baker, RE (ACMG Mov, Tn Sub-Com) and Maj S.L. Baister (Tn 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 Panti 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 G12, 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 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 Pres Timber Zone in Calabria, and this is

Ref your Mov 3/212 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, Tn Sub-Com) and Maj S.L. Baister (Tn 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 (95 cm gauge)

(a) Locomotives

Eng Raul Fanti 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 sited in CROTONE, to Pietrarsa Shops NAPLES, where they will be given a high priority.

(b) Wagons

Eng R. Fanti 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 CRE, CROTONE, could be requested to supply this latter.

2514

(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 TAURO Lines	150 tons/month
SOVRATO - CHIARAVALLE	60 "
VIBO -- VALENTIA Line	60 "
CATANZARO MARINA Line	150 "
CROTONE and COSENZA Lines	Supplied by CRE and PPS.
MARINA GIOIOSA Line	Nil

(d) 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 80 cm Valdineto 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.

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 Valdineto Rly Coy have the concession for rail service to this quay.

One copy of sketch showing proposed new siding is attached to DMS 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 arrangements with the ISR to supply.

0091

(d) New Siding at PROTONE 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 80 cm Valdineto 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 200 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.

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 Valdineto Rly Coy have the concession for rail service to this quay.

One copy of sketch showing proposed new siding is attached to EMRS 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 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 I.R.I.

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 old springs which can be broken down, remanufactured, and fitted at BARI by the G.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-Cor (Rail Div) follow this up.

VAIDUNTO 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 Henzenburghar & 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, ADTn Mech will advise G-4 Mov & 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 851 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.

(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.

VALENTINO LIGHT RBY (60 or 80 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 Henzenbourgher & 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, ADTB Mech will advise C-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 351 class of the ISR (45 mm x 42 mm x 3250 mm) and these latter will serve. The 2 copy of this report are being asked to supply.

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

(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.

2513

(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 the ISR are as follows: L.2124 delivered REGGIO, L.2218 delivered CATANZARO, L.2226 delivered COSENZA, L.2196 delivered SIBARI, L.2242



Sheet 4

delivered CACIOTTE. In each case an addition of 4% import tax is imposed.

Nevertheless we are not aware if the above prices correspond with those debited against the Italian Government by the Coal Section, AFHQ, and this matter will be examined by the Sub-Commission, AC.

(s) Pinence

Approximately 2 million lire for the transport of timber by the Company are outstanding. Vouchers have all been sent to the Inspectorate General of Concession Railways, Ministry of Communications, Rome.

This matter is already in hand with the Sub-Com, AC.

It is claimed that there is a further item of 1/2 million lire outstanding for the transport of grain from docks to warehouses prior to Consorzio Agrario taking over. This matter will be investigated by the Sub-Com, AC.

Eng. Arandolito confirmed that he considered the flat rate of L.100 per ton to be too low. He was unable, however, to quote any authority that this had been imposed by AC in May 44. Nevertheless the ISR and the Calabro Lucane, and other Concession Railways, had been granted 100% increase in tariffs over rates appertaining in July 1943 by a decree issued in Nov 44.

It is not known why this decree was not made extensive to the Valdirato Rly, but this matter is also being investigated by the Sub-Commission, AC.

*Handwritten notes:*  
R. P. ...  
P. ...  
3 (M)  
11. P.S.

*Handwritten signature:*  
A.G.M.C. (in) T. Sub-Comm.

*Handwritten notes:*  
S. L. ...  
T. Sub-Comm. Rail (Head)

APPENDIX

SUBJECT : CALABRO - LUCANE Railway.

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

- plates, rods, bolts, blocks, etc.,) and mounting 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-Lucana 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.

-0-0-0-0-0-0-

2512

Subject:- Financial Assistance -  
Private Railways

Military Railway Service,  
C.M.F.  
Tel. Firebox Ext. 50.  
Outside Line 843126.  
Ref. Tn.A/F/1.

29 March 1945.

To :- Ministry of Transport,  
General Inspectorate, M.C.T.C.

Copies to:- Tn. Sub-Commission, AC. ✓  
Finance Sub-Committee, AC.  
Italian State Railways.  
Tn. Operating Office, HQ. ISR, Bari. (Your Mov/O/36  
of 20 Mar 45 refers)

1. The attached demand for 415,100 lire from Ferrottramviaria S.A.It., stated to be in respect of Military traffic conveyed, is forwarded to you for suitable settlement.
2. Please note that it is essential that this Company, which operates from S.Spirito to Bitonto, is kept sufficiently in funds to continue the conveyance of Military traffic.
3. Please acknowledge.

*G.H.B. Davis*

(G.H.B. DAVIS) S/Capt. .  
for Brigadier.

Director, Military Railway Service.  
2511

Enclos.

MINISTRY OF TRANSPORT  
 GEN. DIR. MCTC  
R.S.T. 82403/010

Rome, 13 April 1945

TO: Ta 3/Commission A.S.  
Rail Division

SUBJECT: Railways in concussions and extra-urban  
 trackways in liberated Italy.

1. Reference is made to your letter 3 April 1945 ref. AC/44/Tn 4.

2. All companies operating railways in concussions and extra-urban trackways have been duly informed of the contents of a/a letter in so far as applications for additional services and for supply of electric power, as well as for any alteration of existing services and for supply of building material for rehabilitation of the lines are concerned.

3. We will in due time let you have details as to the Companies who availed themselves of the Decree 15 October 1944 N°346 offering financial help for reconstruction.

THE DIRECTOR GENERAL  
Gen. DE SUFFIS

*44/20*

ACP/1c

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

Tel. B43238  
Ref. AC/44/Tn 4

3 April 1945

TO : Ministry of Transport  
General Inspectorate MCTC

SUBJECT: Private Railway in Southern Italy.

1. With the return of additional territory to the Italian Government, the question of services on Private Railways and extra urbane tramways arises.
2. It is felt that where electric track is used by private railways and extra urbane tramways, requests for additional facilities should be considered by your Department, and when sanction is given, the operating company should apply for additional electrical power through the existing channels.
3. So far as the Circumvesuviana and Cumana lines are concerned, any alteration of existing services should be in agreement with the local military organisation concerned with the transportation of civilians working on behalf of the allies.
4. Such an arrangement will give STEFER and the Ferrovie del Nord the opportunity of increasing their services as power becomes available for such purposes.
5. For private railways operating on coal, it is requested this Department be consulted as to any alteration in schedules. The Sud-Est Company is of military importance and as such still comes under the jurisdiction of Military Railway Services.
6. It is requested that details of all private railways who have availed themselves of the Decree of ~~October~~ <sup>October</sup> 1944 which offered financial help for reconstruction be supplied to the office. There is obviously no objection to private railways proceeding with repair work with available material and labour, but where the material required is controlled, the railway must be assessed a priority position by the Construction Sub-Committee of the Allied Railway Board.

= 2 =

It is suggested, therefore, that you advise all Private Railways of this, in order that demands for material may be channelled, and a full knowledge maintained of work in hand.

M.B. THOMAS, Colonel  
Deputy Director.

Copy to: MRS  
" " AFHQ G-4 Mov & Trn  
" " Public Works Trn Sub-Comm.  
" " Maj. Bowers Senior Trn. Officer Naples  
" " E.W. Dean, c/o HQ AC Rome Region.

2538

44/19

ACP/ic

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

Tel. 843238  
Ref. AC/44/Tn 4

16 March 1945

TO : Major G.W.G. Taylor  
c/o Mov. East Italy

SUBJECT : Use of Private Railway Track by Allied Forces at  
Bari.

1. Please see the enclosed papers, report on the actual circumstances.
2. If a diagram is available it would be helpful in understanding the position.

O.H. LINDBERG  
Lieut. Col. R.E.,  
Chief, Rail Division.

2507



0102

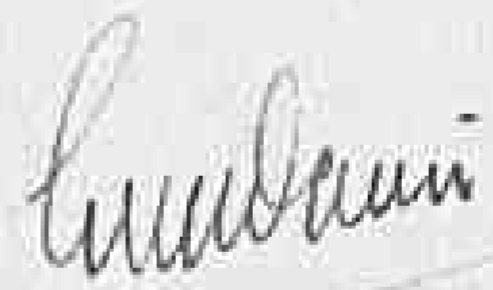
Subject:- Use of Private Railway  
Track by Allied Forces  
at Bari.

Military Railway Service,  
C.M.F.  
Tel. Firebox Ext. 50.  
Outside Line 843126.  
Ref. Tn.A/W/1.

14 March 1945.

To :- Major Ping,  
Tn.Sub-Commission, AG.

1. Reference telephone conversation of today, Major Ping - Capt.Davis.
2. It is noted that this matter also includes plant.
3. If you would be good enough to forward to your representative at Bari for further clarification, it will then be possible to pursue the matter further from this end.
4. Will you particularly ask him which service has requisitioned the track and plant.



(G.H.B.DAVIS) S/Capt.  
for Brigadier.  
Director, Military Railway Service.

Enclos.

256

0103

Ministry of Transports  
General Inspectorate M.C.T.C.  
R.S.T. n° 214/013

Roma 9 Feb. 1945

TO : In S/Commission A.U.

Rehabilitation of Railways - Present conditions of  
several railway - lines.

We beg to give you following detailed informations concerning some  
private Railways in concession:

A) Compartimental Inspectorate of Bologna

- 1) Railway line Rimini - Nord Feltria (length 36 Km) : not in operation;  
no rehabilitation works on hand.--  
With reference to above line-we would very much agree if that S/C could  
send some Official to carry out a survey together with an Official of  
this Ministry, in order to investigate the possibility to carry out some  
re-habilitation works enabling to re-operate the service on the Line.

B) Compartimental Inspectorate of Firenze.

- 2) Railway line Arezzo - Fossato : length 134 Km; not in operation; no  
re-habilitation works on hand.

C) Compartimental Inspectorate of Roma

- 3) Railway line Umbertide - Perugia - Todi - Terni: length 113 Km; presently  
in operation the section Todi - Terni, length 42 Km. Works on hand :  
reconstruction of a 6 mt-span rail-underbridge at Km. 50 + 360;  
reconstruction of a 4 15mt-spans bridge at Km. 50 + 854; repairworks  
at Marsciano Station Bldg.  
Upon completion of above works it will be possible to operate a service  
btw Perugia and Fratta Todina, abt. 30 Km, thus rehabilitating the  
whole section Perugia - Todi but for abt. 7 Km. interruption btw.  
Todi and Fratta Todina on account of a very important metallic bridge  
spanning the Tevere River at Km. 60 + 567.

- 4) Railway line Spoleto - Norcia: length 51 Km; not in operation. The  
Tunnel Biselli at Km. 42 has been repaired. A rectifier, or a connection  
with I.S.R. electric line or a steam loco have been requested; ~~it~~  
should it be possible to grant one of above requests, a service could  
be re-operated.

D) Compartimental Inspectorate of Ancona

- 5) Railway line Porto S.Giorgio - Amandola: length 59 km. Not in operation.  
A service was operated till 12 Nov.44 on the section Porto S.Giorgio -  
Servigliano but it was cancelled for lack of coal. Several damaged works  
are being repaired. An application for supply of el. power has been  
put, as both equipment and material are in operating conditions.
- 6) Railway-line Castelraimondo - Camerino : length 11 Km. No informations

With reference to above line-we would very much agree if that S/C could send some Official to carry out a survey together with an Official of this Ministry, in order to investigate the possibility to carry out some re-habilitation works enabling to re-operate the service on the Line.

b) Compartmental Inspectorate of Firenze.

2) Railway line Arezzo - Fossato : length 134 Km; not in operation; no re-habilitation works on hand.

c) Compartmental Inspectorate of Roma

3) Railway line Umbertide - Perugia - Todi - Terni: length 113 Km; presently in operation the section Todi - Terni, length 42 Km. Works on hand : reconstruction of a 6 mt-span rail-underbridge at Km. 50 + 360; reconstruction of a 4 15mt-spans bridge at Km. 50 + 854; repairworks at Marsciano Station Bldg.

Upon completion of above works it will be possible to operate a service btw Perugia and Fratta Todina, abt. 30 Km, thus rehabilitating the whole section Perugia - Todi but for abt. 7 Km. interruption btw Todi and Fratta Todina on account of a very important metallic bridge spanning the Tevere River at Km. 60 + 567.

4) Railway line Spoleto - Norcia:

length 51 Km; not in operation. The Tunnel Biselli at Km. 42 has been repaired. A rectifier, or a connection with I.S.R. electric line or a steam loco have been requested; should it be possible to grant one of above requests, a service could be re-operated.

D) Compartmental Inspectorate of Ancona

5) Railway line Porto S.Giorgio - Abbandola:

length 59 km. Not in operation. A service was operated till 12 Nov.44 on the section Porto S.Giorgio - Servigliano but it was cancelled for lack of coal. Several damaged works are being repaired. An application for supply of el. power has been put, as both equipment and material are in operating conditions.

6) Railway-line Castelraimondo - Camerino : length 11 Km. No informations are available.

7) Railway line : Penne - Pescara : length 39 km. ; not in operation -

Rehabilitation works of both track and electric equipment are being carried out.

The General Director  
SGA DE CUPIS

0105

ACP/ic

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

Tel. 343238  
Ref. AC/ 44/Tn 4

9 March 1945

TO : M.R.S.  
(Attention Lieut. Col. Pannell)

SUBJECT : Use of Private Railway track by Allied Forces at Bari.

1. Reference to attached papers.
2. It is felt that the question is one primarily for examination by MRS, as apparently the lines have been assumed by Allied Authorities to be property of ISR since the date of requisition.

O. H. LINDBERG  
Lieut. Col. R.E.,  
Chief, Rail Division.

Subject: Parco Nord Junction track ANIC used by Allied HQ  
-----

Land Forces Sub Comm. A.C.  
(M. M. I. A.)  
R O M E  
Q/10

6 Mar 45.  
-----

Transportation Sub Commission, A.C.  
-----

Enclosed is a letter from Ministry of Transports for any  
action you think necessary.

*R. A. Curties*

R. A. CURTIES, Lt Col,  
for Major General,  
M. M. I. A.

DSLIG/wk

0107

473

Ministry of Transports  
I S R Direction General  
PAG Service

Rome - 3 MAR 1945  
PAG/ 24/46569/100-93060/55

Q/10

Sub Commission MMIA  
Military Mission Italia Army

Subject:  
Bari Parco Nord  
Junction track ANIC  
used by Allied HQ

The Azienda Nazionale Idrogenazione Combustibili (ANIC) inform that the junction track at Bari Parco Nord, being their property, has been requisitioned, together with the neighbouring plant, by the Allied Authorities since October 1943, as these Authorities believe that the above track be an essential part of the railway system.

Said Firm urged our General Direction to be reimbursed of the amounts already paid to I S R for operation incomes from October 1943 to March 1944, also asking that the accounts charged them from April 1944 on be suspended.

To be enabled to examine the above application, please let us know which agreements are to be taken among I S R, the Firms furnished with junction tracks and the Allied Authorities, concerning the operation of private junction tracks by these Authorities.

Also let us know whether said Authorities decided to pay the ANIC for the occupation of their plant at Bari.

These informations are required for the above question, as well as for any such question that could be pointed out by some other Firm furnished with junction track, and could be therefore submitted to our General Direction.

Director General  
signed Di Raimondo

9108

The Azienda Nazionale Idrogenazione Combustibili (ANIC) inform that the junction track at Bari Parco Nord, being their property, has been requisitioned, together with the neighbouring plant, by the Allied Authorities since October 1943, as these Authorities believe that the above track be an essential part of the railway system.

Said Firm urged our General Direction to be reimbursed of the amounts already paid to I S R for operation incomes from October 1943 to March 1944, also asking that the accounts charged them from April 1944 on be suspended.

To be enabled to examine the above application, please let us know which agreements are to be taken among I S R, the firms furnished with junction tracks and the Allied Authorities, concerning the operation of private junction tracks by these Authorities.

Also let us know whether said Authorities decided to pay the ANIC for the occupation of their plant at Bari.

These informations are required for the above question, as well as for any such question that could be pointed out by some other Firm furnished with junction track, and could be therefore submitted to our General Direction.

Director General  
signed Di Raimondo

Ca 2/3 NG

2872

ACP/ac

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

Tel. 643236  
Ref. AC/44/Tn 4

6 March 1945

TO : movements Division,  
(Rail)

SUBJECT : Report on state of Private Railway Lines.

1. Reference is your letter 346/7/Tn 3 25 February.
2. Para 1 of my letter 19 February was written in the past tense, indicating that instructions have already been issued to forward areas in respect of Private Railways.
3. Relevant instructions on the matter are attached hereto for information. AMG & Army sought guidance in respect of the railway at Siens, and removal of mines from a railway bridge which also carried the Siens water supply. It prompted the letter sent out through RC and HG section, although some delay took place between the original draft and the actual date of despatch. The standard instruction in respect of Private Railways, which was issued on 1 August 44 will now, of course, mean that both this Division and Rail movements will consult as to the desirability and advisability of opening any particular line.

*O. H. Lindberg*  
 O. H. LINDBERG  
 Lieut. Col. R.E.,  
 Chief, Rail Division.



Tel. 643236  
Ref. AC/44/Th 4

6 March 1945

TO : Movements Division,  
(Mail)

SUBJECT : Report on state of Private Railway Lines.

1. reference is your letter 346/7/Th 3 25 February.
2. Para 1 of my letter 19 February was written in the past tense, indicating that instructions have already been issued to forward areas in respect of Private Railways.
3. Relevant instructions on the matter are attached hereto for information. AMG 8 Army sought guidance in respect of the railway at Siena, and removal of mines from a railway bridge which also carried the Siena water supply. It prompted the letter sent out through MC and MG section, although some delay took place between the original draft and the actual date of despatch. The standard instruction in respect of Private Railways, which was issued on 1 August 44 will now, of course, mean that both this Division and Rail movements will consult as to the desirability and advisability of opening any particular line.

*P. O. H. Lindberg*  
P. O. H. LINDBERG

Lieut. Col. R.E.,  
Chief, Rail Division.

2503

44/12

ACP/ic

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

Tel. 843238  
Ref. AC/44/Tn 4  
19 February 45

TO : Movements  
Tn Sub-Comm. HQ.AC.

SUBJECT : Report on State and Private Railway Lines.

1. Considerable difficulty has been occasioned in the past through lack of cooperation between Regions and this Headquarters in the operation and repair of railway lines, and it became necessary to issue through the Executive Commissioner an instruction which would prevent further misunderstandings.
2. Repairs and rehabilitation of all railway lines must be centralised, owing to the lack of adequate material, (including coal) and the prospect of the Military Railway Service finding it necessary to cannibalise from less important tracks for the purpose of establishing essential rail services.
3. It would therefore be appreciated if all requests for information in respect of railway lines, either State or Private, are channelled through this Section. Private Lines are all in concession from the State, are dealt with by an appropriate Branch of the Ministry of Communications, and are subject to certain decrees governing rehabilitation. Full liaison is maintained through Regional Officers in respect of such lines through the Compartimento Chief, specially appointed to deal with these matters.
4. There is an understandable desire on the part of local AMG Officers to set into operation local railway lines, but the overall National picture cannot be overlooked, based as it is on a series of priorities.

*A. Lindberg, Lt. Col.*  
O.H. LINDBERG  
Lt. Col. R.E.,  
Chief, Rail Division

Tn Sub-Comm. HC.AC.

SUBJECT : Report on State and Private Railway Lines.

- 1. Considerable difficulty has been occasioned in the past through lack of cooperation between Regions and this Headquarters in the operation and repair of railway lines, and it became necessary to issue through the Executive Commissioner an instruction which would prevent further misunderstandings.
- 2. Repairs and rehabilitation of all railway lines must be centralised, owing to the lack of adequate material, (including coal) and the prospect of the Military Railway Service finding it necessary to cannibalise from less important tracks for the purpose of establishing essential rail services.
- 3. It would therefore be appreciated if all requests for information in respect of railway lines, either State or Private, are channelled through this Section. Private Lines are all in concession from the State, are dealt with by an appropriate Branch of the Ministry of Communications, and are subject to certain decrees governing rehabilitation. Full liaison is maintained through Regional Officers in respect of such lines through the Compartimento Chief, specially appointed to deal with these matters.
- 4. There is an understandable desire on the part of local AMG Officers to set into operation local railway lines, but the overall National picture cannot be overlooked, based as it is on a series of priorities.

*O. H. Lindberg, Lt. Col.*

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

25

TRANSLATION

Ministry of Transports  
General Inspectorate FOTC

Roma, 16 Jan. 1945

our ref.: S.A.P. - N. 38/913; ~~xxxx~~.  
reply to: AC/44/Pn of 22 Dec. 1944

TO  
En. 5/Commission AC

Subject: Railways in concession to private concerns.

1. With above letter you ask what arrangements we have in hand for obtaining informations concerning the private railways of Southern Italy. We take it for granted that you are interested for the public railways operated by private concerns, because private railways are actually only those lines which are operating, usually only for freight service, of some private enterprise's behalf, like, for inst., the sidings linking up a private factory with a public railway. No statistical data are recorded for above private railways, as the traffic operated by them does not directly concern the public.

This General Inspectorate has the supervision on all public railways operated by private concerns: the informations are obtained through the Compartmental Inspectorates who must obtain them from the Companies operating the Railways in question.

2. As for the conditions of the Railways in concession existing in liberated Italy and in the Islands, on account of the war, we have obtained the informations which we summarized in our memorandum of 9 Dec. 1944 N. 116/013, copy of which is herewith attached. We will send further informations as soon as we will receive them.

3. As for the traffic, Sgt. Ricci already forwarded your requests and through him we sent you the data regarding the month of October ult. All Compartmental Inspectorates have been successively instructed to send here, within the 15th of every month, the ~~xxxxxxx~~ traffic returns of preceeding month showing: Number of passengers and tonnage carried; trains-km operated for passengers, freight and mixed ones?

We will keep you duly informed, but for the month of November ult. we have not received all data, yet, in spite of ~~xxx~~ having repeatedly urged our Compartmental Inspectorates.

4. As for the fares, this Ministry considers only those which are being applied in accordance with ministerial Decree 31-10-1944 (published on Gazzetta Ufficiale N. 83 of 18-11-1944), but we want to point out that present, actual conditions do not correspond any longer to the conditions above Decree is referred to, because the 100% increase established by said Decree is far in many cases very far from balancing the differences between the incomes and the operating expenses, as the latter keep increasing.

for the Minister

*Lend.*

sgd. De Cupis 2493

MINISTERO DELLE COMUNICAZIONI

Ispettorato Generale della Motorizzazione Civile e  
dei Trasporti in Concessione.

R.S.T.  
=====

Promemoria circa lo stato delle Ferrovie concesse.

N.116/013

Roma, 9 dicembre 1944

Lo stato delle ferrovie concesse di cui si ha notizia  
nelle zone finora liberate risulta dal seguente esposto:

1. Linea Rimini - S. Marino- Lunghezza km.20, scartamento ridotto, trazione elettrica.

-Sospesa.

-Distruetta la centrale di trasformazione, due ponti e molti fabbricati.

-Danneggiati più o meno altri impianti e il materiale rotabile.

-Se si avranno sollecitamente i materiali di costruzione per il rifacimento dei due ponti distrutti, nonché qualche locomotiva a vapore e pochi altri materiali (da chiedersi eventualmente alla Gestione Governativa per la Rimini-Novafeltria) si potrà iniziare, fra circa sei mesi, un servizio ridotto a vapore, sia pure, in un primo tempo, con trasbordo in corrispondenza ai due ponti distrutti (cioè fra i km.18 e 20 da S. Marino), rimandando la ricostruzione dei fabbricati a dopo la guerra.

2. Linea Pisa-Calambrone-Livorno- Lunghezza km.33, scartamento normale, trazione elettrica.

-Sospesa.

-Gravi distruzioni.

3. Linea Siena-Buonconvento-Monteantico- Lunghezza km.54, scartamento normale,

Lo stato delle ferrovie concesse di cui si ha notizia nelle zone finora liberate risulta dal seguente esposto:

1. Linea Rimini - S. Marino- Lunghezza km.20, scartamento ridotto, trazione elettrica.
  - Sospesa.
  - Distrutta la centrale di trasformazione, due ponti e molti fabbricati.
  - Danneggiati più o meno altri impianti e il materiale rotabile.
  - Se si avranno sollecitamente i materiali di costruzione per il rifacimento dei due ponti distrutti, nonché qualche locomotiva a vapore e pochi altri materiali (da chiedersi eventualmente alla Gestione Governativa per la Rimini-Novafeltria) si potrà iniziare, fra circa sei mesi, un servizio ridotto a vapore, sia pure, in un primo tempo, con trasbordo in corrispondenza ai due ponti distrutti (cioè fra i km.18 e 20 da S. Marino), rimandando la ricostruzione dei fabbricati a dopo la guerra.
2. Linea Pisa-Calambrone-Livorno- Lunghezza km.33, scartamento normale, trazione elettrica.
  - Sospesa.
  - Gravi distruzioni.
3. Linea Siena-Buonconvento-Monteantico- Lunghezza km.54, scartamento normale,

trazione a vapore.

-Sospesa.

-Distruzioni gravissime; rovinate 9 delle 10 opere d'arte maggiori, parecchie opere d'arte minori, fabbricati e materiale teriale rotabile.

4. Linea Arezzo-Stia- Lunghezza km.44, scartamento normale, trazione a vapore.

-Sospesa.

-Gravi distruzioni.

5. Linea Arezzo-Sinalunga- Lunghezza km.40, scartamento normale, trazione elettrica.

-Sospesa.

-Gravi distruzioni.

6. Linea Arezzo-Fossato- Lunghezza km.134, scartamento ridotto, trazione a vapore.

-Sospesa.

-Distritti tutti i fabbricati, quasi tutte le opere d'arte e molti rotabili.

-Il tratto più facile a ripristinarsi sarebbe da Fossato a Cubbio, km.21.

7. Linea Pracchia-S.Marcello-Mammiano- Lunghezza km.17, scartamento ridotto, trazione elettrica.

-Manca qualunque notizia.

8. Linea Castelraimondo-Camerino- Lunghezza km.11, scartamento ridotto, trazione elettrica.

-Mancano notizie.

9. Linea Porto S.Giorgio-Fermo-Amandola- Lunghezza km.59, scartamento ridotto, trazione elettrica.

-Funziona a vapore sul tratto P.S.Giorgio-Servigliano, km. 37.

4. Linea Arezzo-Stia- Lunghezza km.44, scartamento normale, trazione a vapore.  
 -Sospesa.  
 -Gravi distruzioni.
5. Linea Arezzo-Sinalunga- Lunghezza km.40, scartamento normale, trazione elettrica.  
 -Sospesa.  
 -Gravi distruzioni.
6. Linea Arezzo-Fossato- Lunghezza km.134, scartamento ridotto, trazione a vapore.  
 -Sospesa.  
 -Distritti tutti i fabbricati, quasi tutte le opere d'arte e molti rbtabili.  
 -Il tratto più facile a ripristinarsi sarebbe da Fossato a Gubbio, km.21.
7. Linea Pracchia-S.Marcello-Mammiano- Lunghezza km.17, scartamento ridotto, trazione elettrica.  
 -Manca qualunque notizia.
8. Linea Castelraimondo-Camerino- Lunghezza km.11, scartamento ridotto, trazione elettrica.  
 -Mancano notizie.
9. Linea Porto S.Giorgio-Fermo-Amandola- Lunghezza km.59, scartamento ridotto, trazione elettrica.  
 -Funziona a vapore sul tratto P.S.Giorgio-Servigliano, km. 37.

2007



-Danni si riscontrano ad alcune arcate del ponte presso Ser-  
vigliano, e gli altri impianti sono quasi indenni, compresi  
quelli per la trazione elettrica. Ma non viene erogata la cor-  
rente.

-Il servizio potrà essere esteso a tutta la linea quando sa-  
ranno completati i lavori di riparazione in corso al suddet-  
to ponte. Sarebbe molto desiderabile che le Autorità Alleate  
concedessero la corrente elettrica, nell'interesse della e-  
conomia dell'esercizio sulla linea in questione, e nei rifles-  
si della seguente linea Sangritana (v. qui di seguito).

10. Linea Marina S.Vito-Castel di Sangro- e diramazione- Lunghezza km.160, scar-  
tamento ridotto, trazione elettrica.

-Sospesa.

-Dannò gravissimi alla sede, opere d'arte, armamento, linea  
elettrica, sottostazione e materiale rotabile.

-L'esercente che é lo stesso della precedente ferrovia Fermana  
(v.sopra) domanda che gli sia concesso che, se viene data la  
corrente alla detta ferrovia Fermana, le due locomotive ora in  
servizio su tale linea, vengano impiegate sulla Sangritana. In  
tal modo potrebbero iniziarsi i lavori per il ripristino della  
Sangritana nei tratti meno danneggiati, nel qual caso, in po-  
che settimane, si potrebbe iniziare il servizio a vapore sul  
tratto S.Vito-Castelfrentano (km.17) che comprende l'importan-  
te centro di Lanciano. Gradatamente il servizio a capore ver-  
rebbe esteso oltre Castelfrentano verso Crocetta, Guardiagrele,  
Orsogna, fino a Ortona; ed in seguito da Crocetta in direzio-  
ne di Casoli, giacché in tali tratti non vi sono notevoli ope-  
re d'arte distrutte.

11. Linea Penne-Pescara- Lunghezza km.39, scartamento ridotto, trazione elet-  
trica.

rente.

-Il servizio potrà essere esteso a tutta la linea quando saranno completati i lavori di riparazione in corso al suddetto ponte. Sarebbe molto desiderabile che le Autorità Alleate concedessero la corrente elettrica, nell'interesse della economia dell'esercizio sulla linea in questione, e nei riflessi della seguente linea Sangritana (v. qui di seguito).

10. Linea Marina S.Vito-Castel di Sangro- e Diramazione- Lunghezza km.160, scartamento ridotto, trazione elettrica.

-Sospesa.

-Danni gravissimi alla sede, opere d'arte, armamento, linea elettrica, sottostazione e materiale rotabile.

-L'esercente che è lo stesso della precedente ferrovia Fermana (v.sopra) domanda che gli sia concesso che, se viene data la corrente alla detta ferrovia Fermana, le due locomotive ora in servizio su tale linea, vengano impiegate sulla Sangritana. In tal modo potrebbero iniziarsi i lavori per il ripristino della Sangritana nei tratti meno danneggiati, nel qual caso, in poche settimane, si potrebbe iniziare il servizio a vapore sul tratto S.Vito-Castelfrentano (km.17) che comprende l'importante centro di Lanciano. Gradatamente il servizio a capore verrebbe esteso oltre Castelfrentano verso Crocetta, Guardagrele, Orsogna, fino a Ortona; ed in seguito da Crocetta in direzione di Casoli, giacché in tali tratti non vi sono notevoli opere d'arte distrutte.

11. Linea Penne-Pescara- Lunghezza km.39, scartamento ridotto, trazione elettrica.

2500

- Spesa.
- Impianti: sede danneggiata fra le progressive 1,150-2,000; ingombra di materiale proveniente dalla distruzione della vicina rotabile fra le progressive 4,400-8,300 e 16,100-16,400. Distrutti due ponti (costruiti rispettivamente dal Ministero dei LL.PP. e dalla Provincia); altro ponte e 3 gallerie danneggiate; fabbricati di 8 stazioni e fermate e di 3 cantoniere e di un deposito più o meno gravemente danneggiati.
- Armamento: rotaie troncate o contorte circa tonn. 20; asportate dal tedesco circa tonn. 2.300.
- Linea elettrica: rotta tra le progressive 1150-2000 e 16000-16400. Pali totti 3, tonn. 0,500; mensole rotte 10, tonn. 0,300; fune portante ml. 8,300, tonn. 3,100; filo rame da mmq. 95, m. 30.000, tonn. 24,7; pendini di acciaio ml. 4.200, tonn. 0,630; relativi morsetti e isolatori.
- Sottostazione: distrutto o asportato dai tedeschi: le casse di lamiera ondulata dei trasformatori; i cilindri di due motori a vapori di mercurio; il quadro di manovra con 11 amperometri; 3 voltmetri; due contatori; due relais; un kilowattmetro registratore; vari motori; 14 cinghie; utensileria; accessori.
- Materiale rotabile: un locomotore con vetri rotti, un altro con vetri rotti e cassa e cabina danneggiate da mitragliamento.
- Automotrici: una distrutta da una mina; una rovinata con l'asportazione di tutte le parti in legno, sedili, pareti, copertura, A.T., controller; una con cassa ed un motore mitragliati; ed altre 5 con vetri rotti.
- Vetture: due devastate, restando solo i carrelli e le parti metalliche delle casse; una con sedili e parti in legno e vetri

- cina rotabile fra le progressive 4,400-8,300 e 16,100-16,400.
- Distrutti due ponti (costruiti rispettivamente dal ministero dei LL.PP. e dalla Provincia); altro ponte e 3 gallerie danneggiate; fabbricati di 8 stazioni e fermate e di 3 cantoniere e di un deposito più o meno gravemente danneggiati.
- Armamento: rotaie troncate o contorte circa tonn.30; asportate dai tedeschi circa tonn.2.300.
- Linea elettrica: rotta tra le progressive 1150-2000 e 16000-16400. Pali totti 3, tonn.0,500; mensole rotte 10, tonn.0,300; fune portante ml.8,300, tonn.3,100; filo rame da mmq.95, m. 30.000, tonn.24,7; pendini di acciaio ml.4.200, tonn.0,630; relativi morsetti e isolatori.
- Sottostazione: distrutto o asportato dai tedeschi; le casse di lamiera ondulata dei trasformatori; i cilindri di due motori a vapori di mercurio; il quadro di manovra con 11 amperometri; 3 voltmetri; due contatori; due relais; un kilowattmetro registratore; vari motori; 14 cinghie; utensileria; accessori.
- Materiale rotabile: un locomotore con vetri rotti, un altro con vetri rotti e cassa e cabina danneggiate da mitragliamento.
- Automotrici: una distrutta da una mina; una rovinata con l'asportazione di tutte le parti in legno, sedili, pareti, copertura, A.T., controller; una con cassa ed un motore mitragliati; ed altre 5 con vetri rotti.
- Vetture: due devastate, restando solo i carrelli e le parti metalliche delle casse; una con sedili e parti in legno e vetri

rotti, una con vetri rotti?

-Carri chiusi: uno con telaio metallico sconquassato, e spogliato delle parti in legno; uno devastato nelle parti in legno; due con testate rotte e ferri contorti.

-Carri aperti: 4 mancano delle testate; 11 hanno pavimento e parti in legno mancanti o rotti.

-Mobilito, attrezzi e scorte gravissimamente minorati o danneggiati.

-Fabbisogno: per ripristinare questa Ferrovia che serve la Valle del Tavo con 11 comuni, compreso il capoluogo Pescara, con una popolazione complessiva di 93.000 abitanti, e che nel 1942 ha trasportato circa 2.700.000 viaggiatori e 13.000 tonn. di merci, occorre che i ponti sul Pescara e sul Tavo siano ricostruiti dalla Provincia e dal Comune di Pescara; e per quanto deve essere eseguito dalla Società, sono necessarie le seguenti forniture:

- a) Ghiaia e pietrisco per massicciata ml. 1200 ton. 85
- b) Cemento mc. 270
- c) Pietrisco ton. 30
- d) Calce viva mc. 400
- e) Sabbia mc. 40
- f) Legname mq. 1000
- g) Eternit per tetti mq. 280
- h) Vetri per i rotabili mq. 350 per gli edifici ton. 1300
- i) Rotaie, scambi e materiale minuto n. 25000
- j) Traverse
- k) Per semafori: funi tonn.4000, carrucce n.300 palette n.1000
- l) Per telefoni: apparecchi n.80, filo tonn.6, isolatori n.1000
- m) Attrezzi ton. 2
- n) Linea aerea: fune portante ton.3, filo rame ton.25, filo acciaio

-Carri aperti: 4 mancano delle testate; 11 hanno pavimento e parti in legno mancanti o rotti.  
 -Mobilito, attrezzi e scorte gravissimamente minorati o danneggiati.

-Fabbisogno: per ripristinare questa Ferrovia che serve la Valle del Tavo con 11 comuni, compreso il capoluogo Pescara, con una popolazione complessiva di 93.000 abitanti, e che nel 1942 ha trasportato circa 2.700.000 viaggiatori e 13.000 tonn. di merci, occorre che i ponti sul Pescara e sul Tavo siano ricostruiti dalla Provincia e dal Comune di Pescara; e per quanto deve essere eseguito dalla Società, sono necessarie le seguenti forniture:

a) Ghiaia e pietrisco per massicciata	ml.	1200
b) Cemento	ton.	85
c) Pietrisco	mc.	270
d) Calce viva	ton.	30
e) Sabbia	mc.	400
f) Legname	mc.	40
g) Eternit per tetti	mq.	1000
h) Vetri per i rotabili per gli edifici	mq.	280
i) Rotaie, scambi e materiale minuto	mq.	350
j) Traverse	ton.	1300
k) Per semafori: funi tonn.4000, carrucole n.300 palette n.1000	n.	25000
l) Per telefoni: apparecchi n.80, filo tonn.6, isolatori n.1000		
m) Attrezzi	ton.	2
n) Linea aerea: fune portante ton.5, filo rame ton.25, filo ace:		

ciaio ton.0,64, morsetti ton.0,630, isolatori a testa di co-  
no n.232, isolatori da puntone n.153, isolatori a naso n.700,  
isoiisolatori per terna n.9.

o) per la sottostazione: trasformatori n.2, mutatori n.2, ampe-  
rometri n.11, voltmetri n.3, contatori n.2, kilowattmetro  
n.1.

p) per l'officina ed il deposito: motore elettrico 1, gruppette  
di conversione n.1, cinghie di trasmissione n.14, ventila-  
tore per forgia n.1, utensileria ton.1, bombole per ossige-  
no n.2, martinetti di sollevamento con slitte n.2, impianto  
saldature n.1.

r) motori di trazione di 100 cav. n.1.

s) automotrice a carrelli, a due motori, della potenza comples-  
siva di 200 cav., a posti 80, n.1.

12. Linea Chieti città-Stazione- Lunghezza km.9, scartamento ridotto, trazione e-  
lettrica.  
-Scospesa.  
-Mancano notizie.

13. Linea Spoleto-Norcia- Lunghezza km.51, scartamento ridotto, trazione e-  
lettrica.  
-Scospesa.  
-Sottostazione in Piedipaterno: distrutta.  
-Materiale rotabile: distrutte tre delle 5 automotrici e danne-  
giato altro materiale.  
-Fabbisogno più urgente: Un mutatore a vapori di mercurio con  
trasformatore 30.000 c.a.-2.600 c.c.. Si potrebbe anche adot-  
tare un trasformatore con rapporto 30.000 c.a.-3.000 c.c. con  
inserzione di apposita resistenza. In mancanza del raddrizza-  
tore, dovrebbe esser concesso a Spoleto un allacciamento di-  
retto per la immissione della corrente 3000 V prodotta per la

n.1.

- p) per l'officina ed il deposito: motore elettrico 1, gruppette di conversione n.1, cinghie di trasmissione n.14, ventilatore per forgia n.1, utensileria ton.1, bombole per ossigeno n.2, martinetti di sollevamento con slitte n.2, impianto saldature n.1.
- r) motori di trazione di 100 cav. n.1.
- s) automotrice a carrelli, a due motori, della potenza complessiva di 200 cav., a posti 80, n.1.

12. Linea Chieti città-Stazione- Lunghezza km.9, scartamento ridotto, trazione elettrica.  
 -Sospesa.  
 -Mancano notizie.

13. Linea Spoleto-Norcia- Lunghezza km.51, scartamento ridotto, trazione elettrica.  
 -Sospesa.  
 -Sottostazione in Piedipaterno: distrutta.  
 -Materiale rotabile: distrutte tre delle 5 automotrici e danneggiato altro materiale.

-Fabbisogno più urgente: Un mutatore a vapori di mercurio con trasformatore 30.000 c.a.-2.600 c.c.. Si potrebbe anche adottare un trasformatore con rapporto 30.000 c.a.-3.000 c.c. con inserzione di apposita resistenza. In mancanza del raddrizzatore, dovrebbe essere concesso a Spoleto un allacciamento diretto per la immissione della corrente 3000 V prodotta per la



ferrovia Orte-Falconara delle F.S., inserendo apposite resistenze, nonché un apparecchio di protezione contro i corti circuiti ed un apparecchio di misura.

Con la potenza massima di 360 kW si renderebbe possibile un servizio sulla ferrovia, la quale, nei dieci mesi anteriori all'occupazione tedesca, ha trasportato fra l'altro, 415.000 viaggiatori e 36.000 tonn. di carbone e legna, e che ora dovrebbe, fra l'altro, trasportare il legname da un bosco vicino alla stazione di Borgo Cerveto a Spoleto per fornire i puntelli della galleria della miniera di lignite di Morgnano. La Società starebbe facendo pratiche direttamente con le F.S. per ottenere quanto le E.E. potranno dare.

14. Linea Massa Marittima-Follonica Porto- Lunghezza km.25, scartamento normale, trazione a vapore.

-Sospesa.

-Distrutti i principali ponti, e danneggiati la sede e molti impianti e rotabili.

-In particolare l'autolinea che era sussidiaria della ferrovia, non è in grado di riprendere servizio perché dei 3 suoi autobus, uno fu asportato, un secondo è stato danneggiato sensibilmente ed il terzo manca di gomme.

15. Linea Orbetello-Porto S.Stefano. Mancano notizie. L'Administratore delegato della Società Nazionale Ferrovie e Tranvie (Roma Via Monteverde 12) ha comunicato che la Direzione di esercizio è ancora isolata.

16. Linea Centrale Umbra- Lunghezza km.113, scartamento normale, trazione elettrica.

-Servizio attuale ridotto al tratto Terni-Todi, km.42, a trazione a vapore.

-E' stata danneggiata la sede per m.4000.

-Operare d'arte maggiori demolite: ponte in muratura a 7 luci da m. 14 ciascuna sul torrente Assina; e ponte in muratura a 3

Con la potenza massima di 360 kW si renderebbe possibile un servizio sulla ferrovia, la quale, nei dieci mesi anteriori all'occupazione tedesca, ha trasportato fra l'altro, 415.000 viaggiatori e 36.000 tonn. di carbone e legna, e che ora dovrebbe, fra l'altro, trasportare il legname da un bosco vicino alla stazione di Borgo Cerreto a Spoleto per fornire i puntelli della galleria della miniera di lignite di Morgnano. La Società starebbe facendo pratiche direttamente con le F.S. per ottenere quanto le F.S. potranno dare.

14. Linea Massa Marittima-Follonica Porto- Lunghezza km.25, scartamento normale, trazione a vapore.

-Sospesa.

-Distrutti i principali ponti, e danneggiati la sede e molti impianti e rotabili.

-In particolare l'autolinea che era sussidiaria della ferrovia, non è in grado di riprendere servizio perché dei 3 suoi autobus, uno fu asportato, un secondo è stato danneggiato sensibilmente ed il terzo manca di gomme.

15. Linea Orbetello-Porto S.Stefano. Mancano notizie. L'Amministratore delegato della Società Nazionale Ferrovie e Tranvie (Roma Via Monteverde 12) ha comunicato che la Direzione di esercizio è ancora isolata.

16. Linea Centrale Umbra- Lunghezza km.113, scartamento normale, trazione elettrica.

-Servizio attuale ridotto al tratto Terni-Todi, km.42, a trazione a vapore.

-L'è stata danneggiata la sede per m.4000.

-Opere d'arte maggiori demolite: ponte in muratura a 7 luci da m. 14 ciascuna sul torrente Assina; e ponte in muratura a 3

luci da m. 15 ciascuna sul torrento Massino.

-Opere d'arte maggiori danneggiate gravemente: quattro ponti in ferro e due in muratura.

-Opere d'arte minori: 5 prevalentemente danneggiate, 10 demolite; varie gallerie e muri di sostegno danneggiati o distrutti. Rabricati prevalentemente circa 60 e distrutti 10.

-Armamento: prevalentemente danneggiato m. 6000 circa di rotaie e distrutti circa 200 scambi. Linea elettrica danneggiata o distrutta circa 20 Km. Materiale mobile distrutto o asportato: otto locomotori, dodici carrozze, cento carri merci.

-Sottostazioni: gravemente danneggiati gli impianti di trasformazione di Fapigno e di Marsuino.

-Sono in corso i lavori di ricostruzione di 2 opere d'arte all'progressive 50+360 e 50+554 e alcune riparazioni ai fabbricati della stazione di Massino. Ultimati questi lavori sarà possibile aprire il servizio a vapore da Fratta Todina (a circa Km. 49 da Terni, ossia Km. 7 da Todi) fino a Ponte S. Giovanni (a circa Km. 79 da Terni), oltre che la diramazione Ponte S. Giovanni Perugia, mediante una locomotiva che trovasi alla stazione di Massino nel detto tratto Fratta T. - Ponte S. Giovanni. Per tal modo il servizio sarà completo da Terni alle città di Perugia, eccetto che sul tratto intermedio Todi - Fratta Todina di Km. 10. Per completare il servizio da Terni a Perugia occorrerà ricostruire il ponte a travata metallica sul Tevere alla progressiva 50,567.

La riapertura, poi, dell'ultimo tratto da Ponte S. Giovanni a Umbertide (Km. 29) esigerà molto tempo e molti mezzi, perché ivi si lamentano le distruzioni più gravi.

17. Linea Roms-Civita Castellana-Viterbo-Inghezza Km. 103, scartamento normale, trazione elettrica.

varie gallerie e muri di sostegno danneggiati o distrutti 10.  
 bricati rovinati e distrutti circa 60 e distrutti 10.  
 --Armaiento: gravemente danneggiato n. 6000 circa di rotaie e di  
 strutti circa 200 scambi. Linea elettrica danneggiata o distrut  
 circa 20 Km. Materiale mobile distrutto o asportato: otto lo-  
 comotori, dodici carrozze, cento carri merci.  
 --Sottostazioni: gravemente danneggiati gli impianti di trasfor-  
 mazione di Fapigno e di Marsuino.

--Sono in corso i lavori di ricostruzione di 2 opere d'arte all  
 progressive 50+360 e 50+854 e alcune riparazioni ai fabbricati  
 della stazione di Masciano. Ultimati questi lavori sarà possi-  
 bile aprire il servizio a vapore da Fratta Todina (a circa Km.  
 49 da Terni, ossia Km. 7 da Todi) fino a Ponte S. Giovanni (a ci-  
 ca Km. 79 da Terni), oltre che la diramazione Ponte S. Giovanni  
 Perugia, mediante una locomotiva che trovasi alla stazione di  
 Masciano nel detto tratto Fratta T.-Ponte S. Giovanni. Per tal  
 modo il servizio sarà completo da Terni alla città di Perugia,  
 eccetto che sul tratto intermedio Todi-Fratta Todina di Km. 10.  
 Per completare il servizio da Terni a Perugia occorrerà ricos-  
 truire il ponte a travata metallica sul Tevere alla progressiv  
 50,567.

La riapertura, poi, dell'ultimo tratto da Ponte S. Giovanni a  
 Umbertide (Km. 29) esigerà molto tempo e molti mezzi, perché ivi  
 si lamentano le distruzioni più gravi.

17. Linea Roma-Civitacastellana-Viterbo-Langhezza Km. 103, scartamento normale,  
 trazione elettrica.  
 --Servizio ripristinato sulla intera linea, a trazione elettrica

ma con orari limitatissimi.

-Sede e fabbricati: nel corpo stradale si ebbero interruzioni circa in cento punti differenti.

-Danneggiate e demolite delle travate, spalle epile del ponte sul Tevere a 5 luci di m.24 al Km.3.900, ed al ponte sul Treia ed 1 luce di m.25 al Km.51.534, e delle arcate e pile ai viadotti della Selva, delle Fornacchia e di Bagnais; distrutte 3 opere d'arte minori e danneggiato un cavalcavia di m.8 ed una galleria.

Danneggiati 24 fabbricati specie ai tetti, infissi, vetri,intonaci, pavimenti, impianti elettrici e idraulici.  
-armamento distrutto per tonn.180 di rotaie e materiale minuto, 3600 traverse e due scambi.

-Impianti fissi: distrutto l'impianto centrale elettromeccanico di manovra ogni calcolato del valore di circa 4 milioni di lire, nonché n.20 apparecchi telefonici, nonché oltre tonn.5 di filo telefonico, relativi accessori, attrezzi e mobili.

-Linea elettrica:distrutto o asportato filo di contatto tonn.14, alimentatore tonn.10, corde per tiranti e trasversali 1/2 ton.5;pali, mensele ed archetti tonn.42, e relativi morsetti, isolatori, interruttori da palo ecc.

-Sottostazioni: attrezzi e materiali per le sottostazione sotto tratto dai militari per un valore attuale di f.65.000.

-Materiale mobile: sofferite avarie ai tender, caldaie, serbatoi, tubi ed apparecchi di distribuzione di due locomotive a vapore; nonché avarie agli impianti elettrici, assi, balestre, boccole, tubazioni, vetri, porte, parti in legno, vernici, ecc. di un locomotore ed una autotrice elettrica, di 2 vetture ed 8 carri.

-Distrutti 4 carri, e perdute le vestigia di altri 2 carri.

-Lavori eseguiti : per ripristinare il servizio molto ridotto  
Materiale resteso a tutta la linea, la Società ha ese-

ad 1 luce di m. 25 al Km. 51.524, e delle arcate e pile di via-  
dotti della Selva, della Fornecchia e di Bagnina; distrutte 3  
opere d'arte minori e danneggiato un cavalcavia di m. 6 ed una  
galleria.

Danneggiati 24 fabbricati specie ai tetti, infissi, vetri, in-  
tonaci, pavimenti, impianti elettrici e idraulici.

-Armagno distrutto per tonn. 186 di rotaie e materiale minuto,  
3600 traverse e due scambi.

-Impianti fissi: distrutto l'impianto centrale elettromeccanico  
di manovra oggi calcolato del valore di circa 4 milioni di lire,  
nonché n. 20 apparecchi telefonici, nonché oltre tonn. 5 di  
filo telefonico, relativi accessori, attrezzi e mobili.

-Linea elettrica: distrutto o esportato filo di contatto tonn.  
14, alimentatore tonn. 10, corde per tiranti e trasversali 1/2  
tonn.; pali, mansole ed archetti tonn. 42, e relativi morsetti,  
isolatori, interruttori de palo ecc.

-Sottostazioni: attrezzi e materiali per la sottostazione sot-  
tratto dai militari per un valore attuale di f. 65.000.

-Materiale mobile: sofferte avarie ai tender, caldaie, serba-  
toi, tubi ed apparecchi di distribuzione di due locomotive a  
vapore; nonché avarie agli impianti elettrici, assi, balestre,  
beccole, tubazioni, vetri, porte, parti in legno, vernici, ecc.  
di un locomotore ed una autotrice elettrica, di 2 vetture ed  
3 carri.

-Distrutti 4 carri, e perute le ventiglia di altri 2 carri.

-Lavori eseguiti : per ripristinare il servizio molto ridotto  
come l'attuale, ma esteso a tutta la linea, la Società ha ese-

guito riparazioni parziali alla sede, opere d'arte, ornamento ed alcuni impianti e rotabili per quasi 17 milioni, sui 60 circa valutati per i danni subiti.

-Bisogni urgenti: la linea serve 110.000 abitanti sparsi in 16 comuni, nelle provincie di Roma e Viterbo, nonché la cittadina di Roma che ha necessità degli approvvigionamenti della zona a nord della città. Freperta studenti ed operai a Roma da Sacrofano, Riano, Castelnuovo, Morlupo, Mignano, S. Crete e Civitacastellana, ed altri a Viterbo da vari paesi. Nel 1943 ha trasportato, fra l'altro, quanto segue:

Alimentari e bestiame	tonn. 3.200
Combustibili	" 1.600
Foraggi	" 1.700
	" 2.000

materiale da costruzione e legname  
 Per riavviare un tale traffico, urge un servizio ben più intenso dell'attuale, e quindi, prescindendo, per il momento, da numerosi rifacimenti e approvvigionamenti, si chiede che l'attuale assegnazione di circa 4.000 kWh al giorno di energia elettrica sia portata almeno a 7.000 kWh.

18. Linea Roma-Lido-Lunghezza Km. 25, scartamento normale a doppio binario, trazione elettrica.

- Servizio: era stato iniziato sul tratto Roma-Acilia (Km.15) su binario unico, con trazione elettrica.
- Distrutti o quasi un binario sul tratto Roma-Acilia ed il corpo stradale ed entrambi i binari sul tratto Acilia-Lido, nonché la sottostazione di Acilia, soliti fabbricati, e pochi dei rotabili, che, in gran parte, si sono salvati.
- L'accennata ripresa delle trazione elettrica sul tratto Roma-Acilia fu resa possibile da un impianto di sottostazione di fortuna. Sarebbe da insistere presso gli Alleati perché il detto impianto fosse ripreso, almeno per il traffico viaggiatori, a ser-

16 comuni, nelle provincie di Roma e Viterbo, nonché la città-dinanza di Roma che ha necessità degli approvvigionamenti della zona a nord della città. Trasporta studenti ed operai a Roma da Sacrofano, Miano, Castelnuovo, Morlupo, Signano, S. Oreste e Civitacastellana, ed altri a Viterbo da vari paesi. Nel 1943 ha trasportato, fra l'altro, quanto segue:

Alimentari e bestiame	tonn. 3.200
Combustibili	" 1.500
Foraggi	" 1.700
Materie da costruzione e legname	" 2.000

Per riattivare un tale traffico, urge un servizio ben più intenso dell'attuale, e quindi, prescindendo, per il momento, da numerosi rifacimenti e approvvigionamenti, si chiede che l'attuale assegnazione di circa 4.000 kWh al giorno di energia elettrica sia portata almeno a 7.000 kWh.

18. Linea Roma-Lido-Janychezza Km. 25, scartamento normale a doppio binario, trazione elettrica.

-Servizio: era stato iniziato sul tratto Roma-Acilia (Km. 15) su binario unico, con trazione elettrica.  
 -Distrutti o quasi un binario sul tratto Roma-Acilia ed il corpo stredale ed entrambi i binari sul tratto Acilia-Lido, nonché la sottostazione di Acilia, molti fabbricati, e pochi dei rotabili, che, in gran parte, si sono salvati.  
 -L'accennata ripresa della trazione elettrica sul tratto Roma-Acilia fu resa possibile da un impianto di sottostazione di fortuna. Sarebbe da insistere presso gli Alleati perché il detto servizio fosse ripreso almeno per il traffico viaggiatori, a ser



vizio dell'importante borgata di Acilia, dove ora ci sono anche molti sfolliati.

. Linea Roma-Fiuggi-Alatri e diramazioni anche con linee automobilistiche-

-Lunghezza Km.110 su rotaie e Km.27 su strada, scartamento ridotto, trazione elettrica.

-Servizio attuale - Ripristinato servizio molto ridotto

-Sede e fabbricati: Si ebbero circa 47 interruzioni sulla linea per colpi in pieno, nonché distruzioni di recinzioni e cunette e fossi di guardia, danni lievi a 5 ponti ed alla galleria di Cave; danni gravi al viadotto di Cave, ed al ponte Ursino; distruzione di un ponte di m.S. di muri di sostegno, e opere accessorie.

-Distrutti: un fabbricato viaggiatori e 4 magazzini merci.

-Gravemente danneggiati: fabbricati viaggiatori 6, magazzini 6, fabbricati silloggi 1, officine e rimes 2.

-Lievemente danneggiati: fabbricati viaggiatori 29, magazzini 11, rimesse 5, ed altre opere minori.

-Armamento danneggiato: tonn.164 di rotaie e materiale minuto e traverse 500.

-Impianti fissi: danni ed apparati di segnalazione, manovre, telefonici e telegrafici, valutati per L. 950.000.

-Linea elettrica: linea di contatto distrutta per Km.82. Pali da sostituire n.100, mensoli e portali da sostituire 150. Alimenti da ricostruzione Km.12.500.

-Sottostazione: perduto olio per 4 trasformatori kg.3.500.

-Materiale mobile: danneggiato 27 automotrici, 6 locomotori, vetture 52, carri 23, autobus 8.

-Fabbisogno: la linea fa anche servizio urbano molto intenso e unisce a Roma molti paesi della provincia di Roma e Frosinone privi di altre comunicazioni. Dei danni valutati in circa 46 miliardi di lire, l'esercente ha riparato una parte per quasi 6 mi-

dotto, trazione elettrica.

- Servizio attuale - Ripristinato servizio molto ridotto
- Sede e fabbricati: Si ebbero circa 47 interruzioni sulla linea per colpi in pieno, nonché distruzioni di recinzioni e cunette e fossi di guardia, danni lievi a 5 ponti ed alla galleria di Cave; danni gravi al viadotto di Cave, ed al ponte Orsino; distruzione di un ponte di n.3, di muri di sostegno, e opere accessorie.
- Distrutti: un fabbricato viaggiatori e 4 magazzini merci.
- Gravemente danneggiati: fabbricati viaggiatori 6, magazzini 6, fabbricati alloggi 1, officine e rimes e 2.
- Lievemente danneggiati: fabbricati viaggiatori 29, magazzini 11, rimesse 5, ed altre opere minori.
- Armamento danneggiato: tonn. 164 di rotaie e asterisole minuto e traverse 500.
- Impianti fissi: danni ed apparati di segnalazione, manovre, telefonici e telegrafici, valutati per £. 950.000.
- Linea elettrica: linea di contatto distrutta per Km.32. Pali da sostituire n.100, mensoli e portali da sostituire 150. Alimentatori da ricostruzione Km.12.500.
- Sottostazione: perduto olio per 4 trasformatori kg.3.500.
- Materiale mobile: danneggiate 27 autotrici, 6 locomotori, vetture 52, carri 23, autobus 8.
- Fabbisogno: la linea fa anche servizio urbano molto intenso e unisce a Roma molti paesi della provincia di Roma e Frosinone privi di altre comunicazioni. Dei danni valutati in circa 46 milioni di lire, l'esercente ha riparato una parte per quasi 6 mi-

lioni di lire. Prescindendo, al momento, di quanto occorre per la sistemazione definitiva, urge, per ora, una maggiore assegnazione di energia perché si possa intensificare il servizio, eliminando nelle vetture i sopra affollamenti che assumono, su quella linea, un grave carattere di pericolosità e deterioramento del materiale.

20. Linea Agnone-Pescocostanzo-Lunghezza Km. 38, scartamento ridotto, trazione elettrica.  
-Mancano notizie.

21. Linea Benevento-Cancello-Lunghezza Km. 48, scartamento normale, trazione a vapore e motorizzata.  
-Servizio sospeso.

-Alla sede ed alle opere vi furono danni che sono stati riparati mediante l'erogazione di 11 milioni fatta dal concessionario e dal Banco di Napoli. Rovinò inoltre l'importante ponte promiscuo fra le stazioni di Benevento Appio e Benevento F.S.; ponte tuttora in rovina.

-Mancano, poi, circa Km 8 di binario che sarebbe importante dare alla Società perché questa, con tale aiuto, ripristinerebbe la quasi totalità del servizio che faceva prima cioè quello da Napoli e Cancello sulle F.S. (Km.21), e quello da Cancello a Benevento Appio in sede propria (Km.45) restando così sospeso solo il tratto di circa Km.3 da Benevento Appio a Benevento F.S. La mancanza del servizio in questo tratto renderebbe purtroppo impossibile il servizio cumulativo, a Benevento, con le F.S., ma quello che più importa per il momento è il servizio locale viaggiatori e merci, che può essere fatto benissimo con la limitazione a Benevento Appio, perché tale stazione si trova ben situata rispetto al centro di Benevento.

quelle linee, un grave carattere di pericolosità e deterioramento del materiale.

20. Linea Agnone-Pescolenne-Lunghezza Km. 38, scartamento ridotto, trazione elettrica.  
-Mancano notizie.

21. Linea Benevento-Cancello-Lunghezza Km. 48, scartamento normale, trazione a vapore e motorizzata.  
-Servizio scospeso.

-Alla sede ed alle opere vi furono danni che sono stati riparati mediante l'erogazione di 11 milioni fatta dal concessionario e dal Banco di Napoli. Rovinò inoltre l'importante ponte provvisorio fra le stazioni di Benevento Appio e Benevento P.S.; ponte tuttora in rovina.

-Mancano, poi, circa Km 8 di binario che sarebbe importante dare alla Società perché questa, con tale aiuto, ripristinerebbe la quasi totalità del servizio che faceva prima cioè quello da Napoli a Cancello sulle P.S. (Km.21), e quello da Cancello a Benevento Appio in sede propria (Km.45) restando così scospeso solo il tratto di circa Km.3 da Benevento Appio a Benevento P.S. La mancanza del servizio in questo tratto renderebbe purtroppo impossibile il servizio cumulativo, a Benevento, con le P.S., ma quello che più importa per il momento è il servizio locale viaggiatori e merci, che può essere fatto benissimo con la limitazione a Benevento Appio, perché tale stazione si trova ben situata rispetto al centro di Benevento.

22. Linea Napoli-Pozzuoli-Torre Gaveta.

- Servizio ridotto su tutta la linea.
- Non si hanno notizie di danni.

23. Linea Napoli-Piedimonte d'Alife-Lunghezza Km. 81, scartamento ridotto, trazione elettrica sul tratto Napoli-Bifercazione-Capua (Km. 49), a vapore sul tratto Bifercazione-S. Angelo-Piedimonte (Km. 33).

- Servizio attuale: Solo per le Forze Armate sul tronco S. Angelo-Scandigliano (Km. 37) a trazione mista.
- Distrutti 14 Km. di binario con parziale ricupero delle rotaie, 23 ponti, parecchi fabbricati e 8 Km. di linea aerea; e danneggiati altri impianti non che una decina di rotabili di trazione e rimorchiati.

-L'attuale Gestione provvisoria governativa ha provveduto a delle riparazioni per circa 3 milioni di lire. Si pregano vivamente le Autorità Alleate perché concedano che sul tratto utilizzabile, venga effettuato il servizio pubblico di grande necessità ed una popolazione agricola e operaria di circa 160.000 persone sparse in vari paesi, da Capua a Napoli, che non hanno più le comunicazioni verso il capoluogo e centro di lavoro neppure e mezzo delle ferrovie provinciali in gran parte scese, mentre le ferrovie dello Stato si trovano distanti dai paesi a cui si si riferisce, ed hanno un servizio ridottissimo.

24. Linea Circumvesuviana-Lunghezza Km. 130, scartamento ridotto, trazione elettrica.

- Funzionano regolarmente.
- I danni subiti sono stati provvisoriamente riparati.
- In separata sede verranno richiesti i mate tali necessari per le riparazioni definitive.

Linea Vesuvio-Lunghezza Km. 9, scartamento ridotto, trazione elet-

zione elettrica sul tratto Napoli-Biforcazione-Capua (Km. 48), a vapore sul tratto Biforcazione-S. Angelo-Fidelmonte (Km. 33).  
 -Servizio attuale: Solo per le Ferze Armate sul tronco S. Angelo-S. Annaigliano (Km. 37) a trazione mista.  
 -Distrutti 14 Km. di binario con parziale recupero delle rotaie, 20 ponti, parecchi fabbricati e 8 Km. di linea aerea; e danneggiati altri impianti non hé una decina di rotabili di trazione e rimorchiati.

-L'attuale Gestione provvisoria governativa ha provveduto a delle riparazioni per circa 3 milioni di lire. Si pregano vivamente le Autorità Alleate perché concedano che sul tratto utilizzabile, venga effettuato il servizio pubblico di grande necessità ed una popolazione agricola e operaia di circa 100.000 persone sparsa in vari paesi, da Capua a Napoli, che non hanno più le comunicazioni verso il capoluogo e centro di lavoro neppure a mezzo delle tramvie provinciali in gran parte sospese, mentre le Ferrovie dello Stato si trovano distanti dai paesi a cui ci si riferisce, ed hanno un servizio ridottissimo.

24. Linee Circumvesuviane-Lunghezza Km. 130, scartamento ridotto, trazione elettrica.  
 -Funzionano regolarmente.  
 -I danni subiti sono stati provvisoriamente riparati.  
 In separata sede verranno richiesti i mate in li necessari per le riparazioni definitive.

25. Linea Pugliano-Vesuvio-Lunghezza Km. 9, scartamento ridotto, trazione elettrica.  
 -Servizio sospeso.

270

-Mancano notizie circa i danni.

26. Linea S. Severo-Rodi-Peschici-Lunghezza Km. 79, scartamento normale, trazione elettrica.

-Servizio ridotto a vapore.

-Vi sono danneggiamenti non gravi alla sede stradale, e danni vari a 3 delle 7 vetture, e 2 dei 27 carri di dotazione, mentre 2 dei 4 locomotori elettrici da 400 cav. sono stati esportati dai tedeschi.

-Con le riparazioni già eseguite, e mediante i locomotori e le autotrici restanti si potrebbe riprendere il servizio elettrico, invece di quello a vapore che danneggia gravemente l'armamento, a motivo del peso delle locomotive F.S. a disposizione. La linea è in zona sottoposta al Comando Militare Alleato. Si potrebbe tuttavia interessare il detto Comando a concedere, ove possibile, la corrente necessaria per la trazione elettrica.

27. Linea S. Spirito-Bitonto-Lunghezza Km. 8, scartamento normale, trazione elettrica.

-Funziona regolarmente.

-Non si ha notizia dei danni.

28. Linee Pugliesi del Sud-Est-Lunghezza Km. 473, scartamento normale, trazione a vapore e motorizzata.

-Funzionano regolarmente.

-Non si ha notizia dei danni.

29. Linee Calabro-Lucane-Lunghezza Km. 737, scartamento ridotto, trazione a vapore e motorizzata.

-Funzionano con scarse corse e con trabocchi.

-Questa importante rete ferroviaria che, dal porto di Bari e

ne elettrica.

- Servizio ridotto a vapore.
- Vi sono danneggiamenti non gravi alla sede stradale, e danni vari a 3 delle 7 vetture, e 2 dei 27 carri di dotazione, mentre 2 dei 4 locomotori elettrici da 400 cav. sono stati asportati dai tedeschi.
- Con le riparazioni già eseguite, e mediante i locomotori e le automotrici restanti si potrebbe riprendere il servizio elettrico, invece di quello a vapore che danneggia gravemente l'armamento, a motivo del peso delle locomotive V.S. a disposizione. La linea è in zona sottoposta al Comando Militare Alleato. Si potrebbe tuttavia interessare il detto Comando a concedere, ove possibile, la corrente necessaria per la trazione elettrica.

27. Linea S. Spirito-Bitonto-Lunghezza Km.8, scartamento normale, trazione elettrica.

- funziona regolarmente.
- Non si ha notizia dei danni.

28. Linee Pugliesi del Sud-Est-Lunghezza Km.473, scartamento normale, trazione a vapore e motorizzata.

- Funzionano regolarmente.
- Non si ha notizia dei danni.

29. Linee Calabro-Lucano-Lunghezza Km.737, scartamento ridotto, trazione a vapore e motorizzata.

- Funzionano con scarse corse e con trasbordi.
- Questa importante rete ferroviaria che, dal porto di Bari e dai centri delle Provincie di Matera, Cosenza, Potenza, Catania



zaro e Reggio Calabria porta a paesi isolati della Calabria della Lucania, ha subito danni non numerosi, quantunque siano stati distrutti degli importantissimi viadotti quali quello di Lauria, sulla linea Lagonegro-Spezano, e del Petrace sulla linea Gioia Tauro-Sinipoli.

-Si dovranno esrtento avere i materiali per la ricostruzione di quelle importanti opere, e, per ora, si chiedono di urgenza, per migliorare il servizio, 20 autotrici con motore a combustione della capacità di 100 viaggiatori ciascuna e 6 locomotori anche con motore a combustione, della potenza di 1000 cav.

30. Linea Catania-Giarre-Riposto-Lunghezza Km.119, scartamento ridotto, trazione a vapore e motorizzata.

-Servizio ridotto sul tronco Catania-Lunghezza (Km.100)  
-Mancano notizie dei danni.

31. Linea Siracusa-Burgas-Vizzini-Lunghezza Km.124, scartamento ridotto, trazione a vapore e motorizzata.

-Servizio ridotto.  
-Non risulta che vi siano danni di guerra, ma il materiale è molto deteriorato e la Società ha chiesto aiuti per riparare le 7 locomotive di dotazione ed altro materiale.  
Per il momento, per corrispondere alle più importanti esigenze del traffico viaggiatori e merci, occorrerebbe elevare a 180 ton di carbone l'attuale assegnazione di 110. tone.

32. Strada Ferrate Garde-Lunghezza Km.162, scartamento ridotto, trazione a vapore.

-Servizio ridotto.  
-Mancano notizie dei danni.

Giola Teuro-Sinipoli.

--Si dovranno pertanto avere i materiali per la ricostruzione di quelle importanti opere, e, per ora, si chiedono di urgenza, per migliorare il servizio, 20 automotrici con motore a combustione della capacità di 100 viaggiatori ciascuna e 6 locomotori anche con motore a combustione, della potenza di 1000 cav.

30. Linea Catania-Giarre-Riposto-Lunghezza Km.112, scartamento ridotto, trazione a vapore e motorizzata.

--Servizio ridotto sul tronco Catania-Linguaglossa (Km.100)

--Mancano notizie dei danni.

31. Linea Siracusa-Ragusa-Vizzini-Lunghezza Km.124, scartamento ridotto, trazione a vapore e motorizzata.

--Servizio ridotto.

--Non risulta che vi siano danni di guerra, ma il materiale è molto deperito e la Società ha chiesto aiuti per riparare le 7 locomotive di dotazione ed altro materiale.

Per il momento, per corrispondere alle più importanti esigenze del traffico viaggiatori e merci, occorrerebbe elevare a 180 ton di carbone l'attuale assegnazione di 110. ton.

32. Strada Ferrata Sarde-lunghezza Km.162, scartamento ridotto, trazione a vapore.

--Servizio ridotto.

--Mancano notizie dei danni.

2484

33. Ferrovie Complementari Sarde-Lunghezza Km.691, scartamento ridotto, tra-

zione a vapore e motorizzata.

-Servizio regolare, e su alcune linee, ridotto.

-Mancano notizie di danni.

34. Ferrovie Meridionali Sarde- Lunghezza km.113, scartamento ridotto, trazione a vapore e motorizzata.

-Servizio regolare.

-Danni subiti: i danni subiti per i bombardamenti riguardano m.250 di sede stradale, m.260 di linee elettriche e m.320 di linee telegrafiche e telefoniche, nonché una casa cantoniera, una locomotiva ed alcuni carri ferroviari. Quasi tutti i danni sono stati notevolmente riparati dalla Società senza interruzione di servizio.

-Fabbisogno: Occorre ricostruire la casa cantoniera ed intensificare il servizio della ferrovia che serve la regione del Sulcis con i suoi 130.000 abitanti e con le importanti miniere di Carbonia, Baku Abis e Cortoghiano. Il trasporto di carbone che nel 1942 ha raggiunto tonn.1.050.000, dovrà raggiungere secondo il programma fatto, le 100.000 tonn. mensili.

IL DIRETTORE GENERALE

Sto: De Cupis

34. Ferrovie Meridionali Sarde- Lunghezza km.113, scartamento ridotto, trazione a vapore e motorizzata.

-Servizio regolare.

-Danni subiti: i danni subiti per i bombardamenti riguardano m.250 di sede stradale, m.260 di linee elettriche e m.320 di linee telegrafiche e telefoniche, nonché una casa cantoniera, una locomotiva ed alcuni carri ferroviari. Quasi tutti i danni sono stati notevolmente riparat*o* dalla Società senza interruzione di servizio.

-Fabbisogno: Occorre ricostruire la casa cantoniera ed intensificare il servizio della ferrovia che serve la regione del Sulcis con i suoi 130.000 abitanti e con le importanti miniere di Carbonia, Baku Abis e Cortogliano. Il trasporto di carbone che nel 1942 ha raggiunto tonn.1.050.000, dovrà raggiungere secondo il programma fatto, le 100.000 tonn. mensili.

IL DIRETTORE GENERALE

*Sto: De Cupis*

0146

/mf

44/10

Ministry of Transports  
General Inspectorate  
of Civil Motorization and  
Transports in concession

Rome 15th January 1945

Ref. n. 59/60

Serv. 1

Reply to letter N.A.C./44/106/Tn. dated 12th January 1945

TO : Allied Commission  
Transportation Sub-Commission  
(Rail Section)

SUBJECT : Railways and tramways operated by the private industry.

Reference to what has been requested by the Sub-Commission in order to give a definition of the railways, we point out:

- 1) That pp 1 (a) ought to be corrected in 'public railways in concession to the private industry'. In fact the private railways are only those which are considered at the comma (b) of the same pp. no. 1.
- 2) At the beginning of the second period of the Italian Text it is opportune to substitute the word "construction" to the word "installation"; in the English text it is already said "construction"
- 3) At the third period it is necessary to add, after the words "permanent installations", the phrase "when the concession elapses."
- 4) At the fourth period instead of "rolling installations" it is better to use 'rolling stock'.
- 5) Therefore the Italian text of the pp 1 (a) is the following:

Public railways in concession to private industry.

operated by private organizations for the transport of passengers and commodities.  
The construction and the operation are normally accorded by the State for a period of time of 70 years.  
When the concession elapses the State becomes the owner of the lines of the permanent installations and can also purchase the

(Rail Section)

SUBJECT : Railways and tramways operated by the private industry.

Reference to what has been requested by that Sub-Commission in order to give a definition of the railways, we point out:

- 1) That pp 1 (a) ought to be corrected in 'public railways in concession to the private industry'. In fact the private railways are only those which are considered at the comma (b) of the same pp. no. 1.
- 2) At the beginning of the second period of the Italian Text it is opportune to substitute the work "construction" to the word "installation"; in the English text it is already said "construction"
- 3) At the third period it is necessary to add, after the words "permanent installations", the phrase "when the concession elapses."
- 4) At the fourth period instead of "rolling installations" it is better to use 'rolling stock'.
- 5) Therefore the Italian text of the pp 1 (a) is the following:

Public railways in concession to private industry.

operated by private organizations for the transport of passengers and commodities.

The construction and the operation are normally accorded by the State for a period of time of 70 years.

When the concession elapses the State becomes the owner of the lines of the permanent installations and can also purchase the rolling stock.

There is no distinction between heavy and light railways.

- 6) Nothing else to change.

2482

The Minister  
(sgd Cerabona)

ACP/19

INTER-OFFICE MINUTE

Our Reference: AC/44/106/Tn 4

TO : Deputy Director,  
Tn Sub-Commission

SUBJECT : Private Railways, Extra-Urban Tramways, Tramways,  
Filobuses, Funicular Railways.

1. There exists at the Ministry of Communications a special department, the Ispettorato Generale della Motorizzazione Civile e dei Trasporti in Concessione, which deals in the main, not only with the above varying services, but also motor-bus routes, and as far as I understand it, also the foundation of ENAC.
2. It might be emphasized that the Chief Commissioner has in certain correspondence emphasized the desirability of maintaining the basic nature of private enterprise in the railway industry, and every endeavour has been made in the past by this Sub-Commission to keep the affairs of the private railways separate from those of the State Railways. As an instance, steps were taken when the MRS issued a circular in regard to Stores in the Bari Compartimento, to ensure that separate arrangements were made for the private railways concerned, in this particular case the Sud Est and the Bari Barletta Tramway, together with other smaller lines.
3. All private railways and extra-urbane tramways are in concession from the State, over varying periods of years, and for the purpose of protecting the interests of the tax payer, who is undoubtedly interested in ensuring that the private railways are run efficiently, otherwise a State subsidy is required, the country is divided into 16 compartimenti, with a representative in each.
4. In the past, this Section of the Sub-Commission has interested itself, in the requirements of the extra-urbane tramways because they are very much like private railways of the type found in Belgium, but apparently no central authority has concerned itself about tramways to any great extent, although possible Public Works Sub Commission has sponsored the rebuilding of such lines through the Regional Engineers.
5. Some time ago, we were faced with a request from Military Movements for the free conveyance of civilians working for allies (filobuses) of Salerno, similar demands have been made

department, the Ispettorato Generale della Motorizzazione Civile e dei Trasporti in Concessione, which deals in the main, not only with the above varying services, but also motor-bus routes, and as far as I understand it, also the foundation of EMAC.

2. It might be emphasized that the Chief Commissioner has in certain correspondence emphasized the desirability of maintaining the basic nature of private enterprise in the railway industry, and every endeavour has been made in the past by this Sub-Commission to keep the affairs of the private railways separate from those of the State Railways. As an instance, steps were taken when the MRS issued a circular in regard to Stores in the Bari Compartimento, to ensure that separate arrangements were made for the private railways concerned, in this particular case the Sud Est and the Bari Barletta Tramway, together with other smaller lines.

3. All private railways and extra-urbane tramways are in concession from the State, over varying periods of years, and for the purpose of protecting the interests of the tax payer, who is undoubtedly interested in ensuring that the private railways are run efficiently, otherwise a State subsidy is required, the country is divided into 16 compartimenti, with a representative in each.

4. In the past, this Section of the Sub-Commission has interest itself, in the requirements of the extra-urbane tramways because they are very much like private railways of the type found in Belgium, but apparently no central authority has concerned itself about tramways to any great extent, although possible Public Works Sub Commission has sponsored the rebuilding of such lines through the Regional Engineers.

5. Some time ago, we were faced with a request from Military Movements for the free conveyance of civilians working for allies on the trolleybuses at Balerno, similar demands have been made in respect of the urban trams of Rome, and this Sub-Commission endeavoured to regularise the procedure through Economic Section, so far without success.

6. Last year, when the Decree to increase railway rates and fares was dealt with, at the request of the Minister, it was agreed to include the private railways and extra-urban tramways in the 100% permitted increase, but the Decree included a statement that

./.



a subsequent Decree would indicate the position of trolleybuses and urban tramways. It is not known if any further action has been taken.

7. It is suggested that the rail section of the Transportation Sub Commission should limit its activities in this respect to covering the needs of the State Railways, Private Railways, and defined extra-urban tramways, and that separate arrangements be made in respect of urban tramways, funiculars, etc. so that their interests in regard to reconstruction, operation, and rates and fares are satisfactorily covered.

8. It may be added that a separate decree is in existence covering the repair of private railways and extra urban tramways, by which money is advanced by the Government to assist in reconstruction.

*AL.*

O.H. LINDBERG  
Lt. Col. R.E.,  
Chief, Rail Section.

Transportation Sub-Commission (Rails)  
22 January 1945  
Tel: 643238

T R A N S L A T I O N

Ministry of Transporte  
General Inspectorate MOICG

Roma, 17 Jan. 1945

TO

In. S/Commission AC  
Rail Section

our ref.: Serv. 1 N/59/90  
reply to: AC 44/106/In of 12 Jan. ult.

Bldg.

Subject: Railways & Tramways operated by private concerns.

With reference to above letter, we want to point out what follows in so far as the definition of the railways is concerned:

1. Sub-para 1(a) ought to be altered, for sake of accuracy, as follows:  
" Public Railways in concession to private concerns". As a matter of fact, private railways are only those whereof sub-para. 1(b).
2. At the beginning of the second comma of the Italian text, the word "impianto" would be better replaced by the word "costruzione" (construction) as said in the English text.
3. At the third comma, after the words "impianti fissi" it is necessary to add "allo scadere della concessione" (at the end of the concession).
4. At the fourth comma, instead of "impianti mobili" it is better to write "materiale mobile"
5. Summarizing, the Italian text of the whole sub-para 1(a) should sound as follows:

Ferrovie pubbliche concesse all'industria privata  
Esercitate dall'industria privata, svolgentisi totalmente o in parte su sede propria, per trasporto di viaggiatori e di merci.  
La costruzione e l'esercizio sono dati in concessione dallo Stato, per un periodo di tempo normalmente di 70 anni.  
Lo Stato diviene proprietario delle linee e degli impianti fissi allo scadere della concessione e può acquistare il materiale rotabile e l'altro materiale mobile.  
Non vi è distinzione tra ferrovie pesanti e leggere.

Public Railways in concession to private concerns  
Operated by private concerns, running totally or in part on their own permanent way, for transportation of passengers and freight.  
Construction and operation are a concession of the State, usually for a period of 70 years.

At the end of the concession the State becomes owner of lines, fixed plants & equipments, and may purchase rolling stock and other moveable equipment.

No distinction is made between heavy and light railways.

6. No alterations are suggested for the remaining text.

2499

Public Railways in concession to private concerns". As a matter of fact, private railways are only those whereof sub-para 1(b).

2. At the beginning of the second comma of the Italian text, the word "impianto" would be better replaced by the word "costruzione" (construction) as said in the English text.

3. At the third comma, after the words "impianti fissi" it is necessary to add "allo scadere della concessione" (at the end of the concession).

4. At the fourth comma, instead of "impianti mobili" it is better to write "materiale mobile"

5. Summarizing, the Italian text of the whole sub-para 1(a) should sound as follows:

Ferrovie pubbliche concesse all'industria privata  
Esercitate dall'industria privata, svolgentisi totalmente o in parte su sede propria, per trasporto di viaggiatori e di merci.  
La costruzione e l'esercizio sono dati in concessione dallo Stato, per un periodo di tempo normalmente di 70 anni.  
Lo Stato diviene proprietario delle linee e degli impianti fissi allo scadere della concessione e può acquistare il materiale rotabile e l'altro materiale mobile.  
Non vi è distinzione tra ferrovie pesanti e leggere.

Public Railways in concession to private concerns  
Operated by private concerns, running totally or in part on their own permanent way, for transportation of passengers and freight.  
Construction and operation are a concession of the State, usually for a period of 70 years.

At the end of the concession the State becomes owner of lines, fixed plants & equipments, and may purchase rolling stock and other moveable equipment.

No distinction is made between heavy and light railways.

6. No alterations are suggested for the remaining text.

2479

for the Minister

sg. De Cupis

0153

44/6

CG/ic

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

Tel: 843238  
Our Reference: AC/44/106/Tu  
12 January 1945.

TO : Ministry of Communications  
Ispettorato Civile dei Trasporti in Concessione.

SUBJECT : Definitions of Privately Owned Railways and Tramways.

1. In order to obtain a clear definition of each of the above, it is requested that you agree the attached interpretation of the information you have already given.
2. Your early reply will be appreciated.

C.E. LINDBERG  
Lt.Col. R.E.,  
Chief, Rail Section

2478

MINISTRY OF COMMUNICATIONS  
General Inspectorate MCTC

Ref. Service 10 N.18/Gro 5 January 1945

1. (a) Private Railways (in concession)

Operated by private concerns, totally or in part, on their own permanent way for transportation of passengers and freights. Construction and operation are a concession of the State usually for a period of 70 years. The State becomes owner of lines, fixed plants and equipment and may purchase rolling stock and other moveable equipment. No distinction is made between heavy and light railways.

(b) Private Sidings, branches of lines, etc.

Private railways or sidings constructed by a private citizen or concern for private activity, such as commerce, industry, etc. or the linking up of a private factory with a State or private railway, publicly operated. These are authorised by the State, but remain private property and owners are free to dismantle them.

2. Extra-Urbane Tramways

These are those running along ordinary roads for their entire length or most of it, for public service, transporting passengers and freight. Constructed and operated by concession of the State, concession of owners of ground upon which they run must be obtained. Duration of both concessions the same, and on termination all fixed plants and equipment of the lines become the property of the owners of the roads, provided financial support has been afforded. When no financial support has been afforded, and no special agreement has been entered into, at the end of concession period, the owner of the line must remove all fixed plant and equipment which remains his property, as does all rolling stock.

Extra-urban tramways, as well as privately owned and operated railways are under State supervision and control as regards construction safety of operation, fares, timings, etc. are concerned.

3. Urban Tramways

(a) Urban Tramways are those operating only within the communal limits of the city or town concerned. Definition TRAMWAY or RAILWAY is established by Ministry

and they purchase rolling stock.

No distinction is made between heavy and light railways.

(b) Private Sidings, branches of lines, etc.

Private railways or sidings constructed by a private citizen or concern for private activity, such as commerce, industry, etc. or the linking up of a private factory with a State or private railway, publicly operated.

These are authorized by the State, but remain private property and owners are free to dismantle them.

2. Extra-Urbane Tramways

These are those running along ordinary roads for their entire length or most of it, for public service, transporting passengers and freight.

Constructed and operated by concession of the State, concession of owners of ground upon which they run must be obtained.

Duration of both concessions the same, and on termination all fixed plants and equipment of the lines become the property of the owners of the roads, provided financial support has been afforded.

When no financial support has been afforded, and no special agreement has been entered into, at the end of concession period, the owner of the line must remove all fixed plant and equipment which remains his property, as does all rolling stock.

Extra-urban tramways, as well as privately owned and operated railways are under State supervision and control as regards construction safety of operation, fares, timings, etc. are concerned.

3. Urban Tramways

(a) Urban Tramways are those operating only within the communal limits of the city or town concerned.

Definition TRAMWAY or RAILWAY is established by Ministry of Transports at the time when concession arrangements are made, and agreements entered into.

247

(b) Provincial and inter-provincial Tramways.

Provincial tramways are those operating only within the province. Inter-provincial tramways operate between provinces.

0156

106/10/45  
Roma, Jan. 5th 1945  
444/5

TRANSLATION  
Ministry of Transports  
General Inspectorate M.C.T.C.  
our ref. Serv. I<sup>o</sup> - N. 18/G o

TO  
Tn. S/Commission AC  
Rail Section  
Bldg.

Subject:  
Railways and Tramways operated by  
private concerns

Your letter dated Dec. 7th was delivered to this Inspectorate only on Dec. 22nd ult.

In so far as the distinction btw. extra-urbane tramways and railways in concession to private concerns, is concerned, we point out what follows:  
1<sup>o</sup> Public Railways operated by private concerns are those running on their own P.W. either for the entire length or for the most of it, destined to public services for transportation of both passengers and freight.  
Both construction and operation are given in concession by the State; it is at State's faculty to grant a financial support; at the end of the concession (usually 70 years) the State becomes owner of the lines as well as of fixed plants & equipments, and it has moreover the faculty to buy, at ~~whichever~~ the right prices, both the rolling stock and the other movable equipments.  
There is no distinction btw. heavy and light railways.  
Distinction must be made btw. above railways, which have been constructed ~~by~~ for public service and are operated by private concerns, and the private railways, that is those railways which have been constructed by a private citizen or by a private concern for the purpose of carrying out a private activity (commerce, industry, etc.) or of lining up a private factory with a public railway.  
The private railways are constructed and operated upon State's authorization, but they are still private property and the owners can freely dismantle them when they are no longer needed.

2<sup>o</sup> Extraurbane Tramways are those running along ordinary roads for the entire length or for the most of it, destined to public service for transportation of passengers and also of freight.  
They are constructed and operated upon concession of the State, above concession to be preceded by the concession of the ground from the Bodies who own the roads.  
At the end of the concession, whose duration correspond to the duration of the concession of the ground from the owners of the roads, all fixed plants & equipments of the Tramway-line become property of the owner of the roads, provided that a financial support had been granted for said plants & equipments.  
Whenever no financial support had been granted and no special agreements btw. the owner of the roads and the grantees of the Tramway-line had been made, the grantee must remove all fixed plants & equipments while the materials remain grantee's property.  
Extra-urbane Tramways as well as privately operated Railways are under

in concession to private concerns, is concerned, we point out what follows:

1° Public Railways operated by private concerns are those running on their own P.W. either for the entire length or for the most of it, destined to public services for transportation of both passengers and freight.

Both construction and operation are given in concession by the State; it is at State's faculty to grant a financial support; at the end of the concession (usually 70 years) the State becomes owner of the lines as well as of fixed plants & equipments, and it has moreover the faculty to buy, at ~~whatever~~ the right prices, both the rolling stock and the other movable equipments.

There is no distinction btw. heavy and light railways.

Distinction must be made btw. above railways, which have been constructed for public service and are operated by private concerns, and the private railways, that is those railways which have been constructed by a private citizen or by a private concern for the purpose of carrying out a private activity (commerce, industry, etc.) or of lining up a private factory with a public railway.

The private railways are constructed and operated upon State's authorization, but they are still private property and the owners can freely dismantle them when they are no longer needed.

2° Extra-urban Tramways are those running along ordinary roads for the entire length or for the most of it, destined to public service for transportation of passengers and also of freight.

They are constructed and operated upon concession of the State, above concession to be preceded by the concession of the ground from the Bodies who own the roads.

At the end of the concession, whose duration correspond to the duration of the concession of the ground from the owners of the roads, all fixed plants & equipments of the Tramway-line become property of the owner of the roads, provided that a financial support had been granted for said plants & equipments.

Whenever no financial support had been granted and no special agreements btw. the owner of the roads and the grantees of the Tramway-line had been made, the grantee must remove all fixed plants & equipments while the materials remain grantee's property.

Extra-urban Tramways as well as privately operated Railways are under State's supervision and control in so far as construction, safety of operation, fares, timings, etc. are concerned.

2470

for THE MINISTER  
sgt. De Cupis



11/1/44

AGP/10

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

Tel: 483238

Our Reference: AG/44/Tn

22 December 44.

TO : Minister of Communications  
ISR General Direction

SUBJECT : Private Railways

1. Will you please let me know what arrangements you have in hand for receiving up to date information in regard to the conditions of the various private railways throughout Southern Italy, what statistics you receive from them in regard to tonnage and passengers moved, and if you are checking the rates and fares to ensure that the increase recently granted is not being exceeded.
2. In the near future it is anticipated that statistical information such as is readily obtainable from the ISR will be required in respect of private railways, and it is hoped your organization will be available for the supply of such information without long waiting.
3. This Sub Commission is anxious that the source of information for such statistical data as is required should be through your Ministry, and it is assumed that by this time you have arranged satisfactory machinery for ensuring that regular returns are received from the various private railways through your local representatives.
4. An early reply would be appreciated.

*aut*

O. H. LINDBERG  
Lt. Col. R. S. S.  
Chief, Rail Section

2475

Tel: 4832236

Car Reference: AC/44/Tn

22 December 44.

TO : Minister of Communications  
ISB General Direction

SUBJECT : Private Railways

1. Will you please let me know what arrangements you have in hand for receiving up to date information in regard to the conditions of the various private railways throughout Southern Italy, what statistics you receive from them in regard to tonnage and passengers moved, and if you are checking the rates and fares to ensure that the increase recently granted is not being exceeded.

2. In the near future it is anticipated that statistical information such as is readily obtainable from the ISB will be required in respect of private railways, and it is hoped your organisation will be available for the supply of such information without long waiting.

3. This Sub Commission is anxious that the source of information for such statistical data as is required should be through your Ministry, and it is assumed that by this time you have arranged satisfactory machinery for ensuring that regular returns are received from the various private railways through your local representatives.

4. An early reply would be appreciated.

*act*

O. H. LINDBERG  
Lt. Col. R. E.  
Chief, Rail Section

2475

44/5  
ACP/ic

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

Tel: 483338  
Our Reference: AC/106/Tn

21 December 44.

TO: Minister of Communications  
Rome

SUBJECT: Railways and Tramways

1. May a reply now be received please to my letter of 7 December which reads as under

Will you please set out clearly your exact definition of what constitutes

- (a) Private Railways, (heavy or light)
- (b) Extra-Urban Tramways

O. H. LINDBERG  
Lt. Col. R.S.,  
Chief, Rail Section

44/2

ACF/ic

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

Tel: 842207  
Our Reference : AC/44/106/Tr 7 December 1944

TO : Minister of Communications  
Rome.

SUBJECT : Railways and Tramways.

Will you please set out clearly your exact definition  
of what constitutes

- (a) Private Railways, (heavy or light)
- (b) Extra-Urbane Tramways.

*af*  
O. H. LINDBERG,  
Lt. Col. R.E.,  
Chief, Rail Section.

Tel: 843207

Our Reference : AC/41/106/Tn

7 December 1944

TO : Minister of Communications  
Rome.

SUBJECT : Railways and Tramways.

Will you please set out clearly your exact definition of what constitutes

- (a) Private Railways, (heavy or light)
- (b) Extra-Urbane Tramways.

*avp*

O. H. LINDBERG,  
Lt. Col. R.E.  
Chief, Rail Section.

2473

1/aa  
44/1

T R A N S L A T I O N

Eng. BINI ERNANI  
Rome

Rome 16th November 1944

Ref : CA/61 R

TO : Allied Control Commission Communications  
Via Veneto  
ex Ministry of Corporations  
Rome

The undersigned following his letter dated of the 31th October 1944, reference CA/51R, informs you of this:  
Reference to a letter no 3700/50 dated of the 9th November the general Inspectorate of civil motorization and transports in concession, answering to my letter, informs me that he is not concerned about contracts for the reoperation of rail sections and rail-bridge, but he has only the supervision of transports in concession.

Therefore he suggests me to offer directly my co-operation to the enterprises which have in concession rail sections.

On account of what has been written above, the undersigned begs to inform that S/Comm. that he already submitted his offers to following Administrations, so that that S/Comm. may negotiate with concerned Grantees, as to what belongs to that S/Commission's competency:

- 1) Società ferroviaria mediterranea (Mediterranean railway Company) V. Nizza 35v Rome with letter CA/52.R. dated of 31/10/44
- 2) Ferrovia Anonima per le ferrovie viciniali (Suburban railways Limited) Rome - with letter CA/53.R. of the 13/11/44
- 3) Società Anonima Strade Ferrate Meridionali (South railroads Limited) with letter CA/54 R. of the 13/11/44
- 4) Società Subalpina di Imprese Ferroviarie (Spoleto - Nocera) Subalpin Company of rail Enterprises) Spoleto - with letter CA/55.R. of the 13/11/44.
- 5) Società elettro Ferroviaria Italiana (Roma-Lido) (Italian electric rail Company) Rome - with letter CA/56.R. of 13/11/44
- 6) Società Italiana per le Strade Ferrate (Fenevento - Cancellara) (Italian rail road Company) Benevento - with letter CA/57.R. of the 13/11/44
- 7) Società Romana per le Ferrovie del Nord (Rome-Viterbo) (Roman Society for railways of North) Rome

Yours truly

242

The undersigned following his letter dated of the 31th October 1944, reference CA/51R, informs you of this: Reference to a letter n° 3700/50 dated of the 9th November the General Inspectorate of civil motorization and transports in concession, answering to my letter, informs me that he is not concerned about contracts for the reoperation of rail sections and rail-bridge, but he has only the supervision of transports in concession.

Therefore he suggests me to offer directly my co-operation to the enterprises which have in concession rail sections.

On account of what has been written above, the undersigned begs to inform that S/Comm. that he already submitted his offers to following Administrations, so that that S/Comm. may negotiate with concerned Grantees, as to what belongs to that S/Commission's competency:

- 1) Società ferroviaria mediterranea (Mediterranean railway Company) V. Nizza 35v Rome with letter CA/52.R. dated of 31/10/44
- 2) Ferrovia Ancona per le ferrovie vicinali (Suburban railways Limited) Rome - with letter CA/53.R. of the 13/11/44
- 3) Società Anonima Strade Ferrate Meridionali (South rail roads Limited) with letter CA/54 R. of the 13/11/44
- 4) Società Subalpina di Imprese Ferroviarie (Spoleto - Norcia) (Subalpin Company of rail Enterprises) Spoleto - with letter CA/55.R. of the 13/11/44.
- 5) Società elettro Ferroviaria Italiana (Roma-Lido) (Italian electric rail Company) Rome - with letter CA/56.R. of 13/11/44
- 6) Società Italiana per le Strade Ferrate (Benevento - Cancello) (Italianrail road Company) Benevento - with letter CA/57.R. of the 13/11/44
- 7) Società Romana per le Ferrovie del Nord (Rome-Viterbo) (Roman Society for railways of North) Rome

Yours truly

2472

Eng. Emami Bini

01651

A CP/rg

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Transportation Sub-Commission  
APO 394

Tele: 478701

ACC TN/44/47.

17 September 1944

SUBJECT : Financing of Italian State Railways.

TO : Finance Sub-Commission, HQ. A.C.C.

1. Copies of correspondence are attached hereto  
in respect of this matter for your information.

*adp*

D.S. ADAMS,  
Colonel, C.E.,  
Director, Tptn. S.C.

Encls. (2)

2471



COPY

REGION IV  
ALLIED MILITARY GOVERNMENT  
A.P.O. 394 U.S. ARMY

Finances Division

F/7

12 September 1944

Subject : Financial arrangements I.S. R. and  
Private Railways, Rome Region.

To : Transportation Sub-Commission  
Hq. Allied Control Commission  
for attention Col. D.S. Adams

1. Reference is made to your letter ACC Tn/44/dated 26  
August 1944 to the Regional Commissioner HQ. Region IV.

2. The undersigned is unaware of any arrangements made with  
the Railways concerned but he would point out that for the month of  
June 1944 a sum of Lit. 133.450.000 was placed at the disposal of the  
Intendente di Finanza, Rome, for the financial requirements of I.S.R.  
in Rome Region.

3. Financing for July 1944 and subsequently was provided by the  
Chief Budget Officer, HQ.ACC.

/s/  
/t/ E.R. Legh-Jones  
W/Cdr. R.A.F  
Regional Finance Officer

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Transportation Sub-Commission  
APO 394

*File*  
ACP/re

Our reference : ACG Tn/44/44  
Date : 26 Aug. 1944.

TO : Regional Commissioner, Region IV.

SUBJECT : Financial arrangements I.S.R. and Private Railways,  
Rome Region.

1. Attached hereto is an extract from British Transportation Report for month of July.

2. Please let me know what arrangements were made with the Railways concerned, and why the matter was not referred to Economic Section A.C.C. for guidance and policy.

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

Copy To : Finance Sub-Commission.

(ii) Interim Financial Arrangements re I.S.R. by ACC.(Rome Reg.)

Arrangements have been made by ACC (Rome Region) for funds to be placed at the disposal of the I.S.R., to cover salaries, wages and normal operating expenses in areas which have not been taken over financially by the existing I.S.R., H.Q.

Accordingly, all Tn Railway units have been notified that no payments in respect of wages etc., should be made to either privately-owned or state-owned railway employees.

0169

*Adams*

CONFIDENTIAL

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Transportation Sub-Commission  
APO 394

CG/re

Our reference : ACC TM/44/42  
Date : 26 Aug. 1944.

TO : Capt. S.C. Hall,  
Div. Supt., ACC.  
C/O Mov Tr. East Italy, CMF

SUBJECT : Privately Owned Railways.

1. Please see the attached translation of letter which has reached this office.
2. The request and contents are not clear, and additional information is sought.
3. Please supply such data as you are able to indicate at an early date

D.S. ADAMS  
Colonel, C.E.  
Tr. Sub-Comm.

CONFIDENTIAL

2408

0170

CG/hl

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Transportation Sub-Commission  
APO 394

Our reference: ACC.In/44/41  
Date: 25 August 44.

- TO : (1) Director General Military Railway Service  
Ministry of Communications Building, Rome
- (2) D.C.M.G. (M)  
HQ A.A.I.  
C.M.F.

SUBJECT: Privately owned Railways

1. Attached is report forwarded by Ministry of Communications, on the subject of the ~~Planning~~ of privately owned Railways.
2. Such matters as are necessary for discussion will be put before the Transportation Committee meeting to be held on Monday 28 Aug. 1944.

*D.S. Adams*  
D.S. ADAMS  
Colonel, C.W.  
Tr. Sub-Comm.

2467

BBB/lr

444/40.

MINISTRY OF COMMUNICATIONS  
GENERAL INSPECTORATE OF CIVIL MOTORIZATION  
AND FOR TRANSPORTS IN CONCESSION

Rome, August 19th 1944.

Ref. 1 PG 6/3765  
Several Enclosures

TO : AGC., Transportation Sub-Commission  
R O M E

SUBJECT : Railways concerned to private enterprises.

1. I beg to submit to your kind examination the attached report concerning requests of intensification of operating programmes of railways conceded to private enterprises.

The Minister

Gerabona

*See file Acc Tm / 44A for Louis Stables.*

REB/lr

*ra*

REPORT CONCERNING THE REQUESTS TO INCREASE THE OPERATING PROGRAMMES, SUBMITTED BY ENTERPRISES OPERATING RAILWAYS AND INTER-URBANE TRAMWAYS IN CONCESSION.

Ref. 1/PG/3765

Rome, August 18th 1944.

FOR THE MEETING OF AUGUST 28th 1944 OF TRANSPORTATION S/C.

Present operating programmes of railways and inter-urbane tramways conceded to private enterprises, is shown by attached time-tables of concerned enterprises.

As for increasing of above programmes, in connection with the requirements of the civil population, is concerned, we submit following proposals, pointing out that it has not been possible to take into consideration all lines supervised by this General Inspectorate because of the time which would have been necessary to get in touch with all concerned enterprises. This Inspectorate will in due time submit complete programme to ACC. Meeting following the next one. The proposals, divided according to regions and enterprises, are as follows: -

A) CAMPANIA.

1.) Circumvesuviana Railway - (Electric).

Owing to the great importance of the zone served by above railway and to the present overcrowding of its trains, following trains, besides those presently operating, are suggested:

- Line Napoli-Mole-Belano: daily two couples of passenger trains; trains-Km. 156
- Line Napoli-Castellammare di Stabia: daily two couples of passenger trains; trains-Km. 124
- Line Napoli-Ottaviano-Sarno: daily two couples of passenger trains; trains-Km. 156
- Line Napoli-Pompei-Sarno: daily one couple of passenger trains; trains-Km. 240.88

Total amount of trains-Km. 524

Above trains would bear an estimate increase of 2.100 Kw-hrs of daily power consumption.

2.) Cumana Railway - Napoli-Pozzuoli-Torre Gaveta (electric).

*Depends on power - 1944 same as before*

*P*

trains... time-tables of concerned enterprises.

As for increasing of above programmes, in connection with the requirements of the civil population, is concerned, we submit following proposals, pointing out that it has not been possible to take into consideration all lines supervised by this General Inspectorate because of the time which would have been necessary to get in touch with all concerned enterprises. This Inspectorate will in due time submit complete programme to ACC, Meeting following the next one. The proposals, divided according to regions and enterprises, are as follows: -

A) CAMPANIA.

1.) Circumvesuviana Railway - (Electric).

Owing to the great importance of the zone served by above railway and to the present overcrowding of its trains, following trains, besides those presently operating, are suggested:

- Line Napoli-Nola-Baiano: daily two couples of passenger trains; trains-Km. 156
- Line Napoli-Castellammare di Stabia: daily two couples of passenger trains; trains-Km. 124
- Line Napoli-Ottaviano-Sarno: daily two couples of passenger trains; trains-Km. 156
- Line Napoli-Pompei-Sarno: daily one couple of passenger trains; trains-Km. 240.88

*Depends on Power - but have in the*

Total amount of trains-Km. 524  
Above trains would bear an estimate increase of 2,100 Kw-hrs of daily power consumption.

2.) Cumana Railway - Napoli-Pozzuoli-Torre Gaveta (electric).

Having cancelled all trains operating local service between Napoli and Bagnoli, from 0930 to 1530 hrs, all remaining trains of above line have become overcrowded.

Since above railway carries prevailingly works employed by yards or factories requisitioned by Allied Armed Forces, we suggest to operate said line also during above interval, increasing present program by seven couples daily between Napoli and Bagnoli totalling 112 trains-Km.

*P. M.*



Estimate daily extra - consumption of elective power:  
670 Kw-hrs.

3.) Alltana Railway - Napoli-Capua-Piedimonte d'Alife.  
(electric and steam).

Above railway, whose only the electric section from Napoli to Capua has been repaired, presently operates exclusively transports of troops and materials for Allied Armed Forces.

Owing to the great importance of the zone served by said railway, we suggest to operate also a passenger service according to following reduced program: Electric Section Napoli-Capua: three couples daily of passenger trains: trains Km 264. Estimate daily extra consumption of electric power: 250 Kw Hrs.

4.) Inter-urbane tramways - Sorrento (electric)

Complying with the orders issued by Allied Authorities, the daily service upon the Castellammare-Sorrento line is presently interrupted from 0900 to 1600 hrs. Above restriction causes overcrowding of the cars during the operating periods.

Since the Sorrento zone is densely inhabited, we suggest to operate said line also during above interval increasing present program as follows:

-Line Castellammare di Stabia-Sorrento eight couples daily: trains Km. 304.

Estimate daily extra consumption of electric power  
320 Kw. hrs.

5.) Provincial Tramways - Napoli (electric)

It has been allowed to operate above tramways only from Naples to Aversa and on the branch-line to Giuliano; the service is interrupted from 0900 to 1500 hrs. Above restriction caused overcrowding over the cars during the operating period and we therefore suggest to operate said line also during above interval, increasing present program as follows:

-Line Napoli-Aversa and branch line to Giuliano: twelve couples daily; totalling 258 trains - Km

Estimate daily extra consumption of electric power: 180 Kw. hrs.

B) PUGLIE

1.) Sud-Est Railway (steam)

a) line Maglie-Otranto: but one couple of trains presently operates along said line, according to following

2464

*No more*

*all*

*same*

*Power*

*Local Tramway*

*Local Tramway*

*8*

Estimate daily extra consumption of electric power: 250 kw hrs.

4.) Inter-urbane tramways - Sorrento (electric)

Complying with the orders issued by Allied Authorities, the daily service upon the Castellammare-Sorrento line is presently interrupted from 0900 to 1600 hrs. Above restriction causes overcrowding of the cars during the operating periods.

Since the Sorrento zone is densely inhabited, we suggest to operate said line also during above interval increasing present program as follows:

-Line Castellammare di Stabia-Sorrento eight couples daily: trains Km. 304.

Estimate daily extra consumption of electric power 320 Kw. hrs.

5.) Provincial Tramways - Napoli (electric)

It has been allowed to operate above tramways only from Naples to Aversa and on the branch-line to Giuliano; the service is interrupted from 0900 to 1500 hrs. Above restriction caused overcrowding over the cars during the operating period and we therefore suggest to operate said line also during above interval, increasing present program as follows:

-Line Napoli-Aversa and branch line to Giuliano: twelve couples daily; totalling 258 trains - Km

Estimate daily extra consumption of electric power: 180 Kw. hrs.

B) PUGLIE

1.) Sud-Est Railway (steam)

a.) line Maglie-Otranto: but one couple of trains presently operates along said line, according to following schedules Otranto dep at 0551 hrs. Maglie arr. at 0631 hrs. Maglie dep at 1800 hrs Otranto arr. at 1834 hrs. If somebody must travel from Maglie to Otranto, he is therefore forced to spend two nights and one whole day in this latter town, instead of a few hours. We therefore suggest following additions:

-Line Maglie-Otranto: one couple daily of passenger trains: trains Km 36.

Estimate daily extra consumptions: coal, 0,540 tons; Lubricants 1,440 Kg.

2404

*Local Tramway*

*Local Tramway*

*Adabit*

*Adabit  
non - madant line  
mille anni  
no  
adit  
1/1000 prof  
to all*

2.) Inter-urban tramway: Bari-Buvo-Barletta (steam)  
 The zone served by said tramway is densely inhabited. We suggest to add one couple daily of mixed trains (passenger and freight) with a corresponding increase of 130 trains - Km. Estimate daily extra-consumptions: coal, 2 tons and lubricants 10 Kg.

3.) Calabro - Lucane Railways - Bari Group (steam)  
 This important railways-system serves an agricultural zone where other railway communications are very scarce besides it is highly useful to increase the traffic especially as for agricultural products, nowadays indispensable to the Nation's life, are concerned.

- Following proposals are therefore submitted:
- Line Bari-Matera-Montealbano Jonico: one couple daily of freight trains from Vesuvio to Montealbano Jonico: trains - Km. 150; coal 2,5 tons and lubricants 5 Kg.
  - Line Altamura-Avigliano-Potenza: one couple daily of freight trains; trains Km. 200; coal 2,800 tons and lubricants 6,5 Kg.
  - Line Avigliano-Laurenzana another three-weekly couple of freight trains: daily trains - Km 46, coal consumption 3,7 tons and lubricants 1,5 Kg.

*Napas  
 Single  
 mixed  
 trains*

C) SARDEGNA

1.) Complementary Sardinian Railways (steam and diesel engine)  
 This railway system serves very important zones of Sardegna where no other railway lines are operating.

- Following program increasing is therefore suggested: for every line daily extra consumption of coal and lubricants are given.
- Line Cagliari-Mandas-Sorgono: two couples daily of mixed trains; trains Km. 332, coal 5,4 tons. Lubricants 23 Kg.
  - Line Mandas-Arbatax: one couple daily of mixed trains; trains - Km 318; coal 4,2 tons, lubricants 18 Kg.
  - Line Isili-Villamar-Villacidro: one couple three-weekly of mixed trains; trains Km. 70; coal 1 ton, lubricants 4 tons.
  - Line Villamar-Ales: one couple daily of mixed trains; trains Km. 54, coal 0,8 tons, lubricants 3 Kg.
  - Line Gairo-Jerzu, one couple daily of mixed trains;

10

agricultural products, nowadays indispensable to the Nation's life, are concerned.

Following proposals are therefore submitted:

-Line Bari-Matera-Montealbano Jonico: one couple daily of freight trains from Vesuvio to Montealbano Jonico: trains - Km. 150; coal 2,5 tons and lubricants 5 Kg.

-Line Altemura-Avigliano-Potenza: one couple daily of freight trains; trains Km. 200; coal 2,800 tons and lubricants 6,5 Kg.

-Line Avigliano-Laurenzana another three-weekly couple of freight trains: daily trains - Km 46, coal consumption 0,7 tone and lubricants 1,5 Kg.

C) SARDEGNA

1.) Complementary Sardinian Railways (steam and diesel engine)

This Railway system serves very important zones of Sardegna where no other railway lines are operating.

Following program increasing is therefore suggested: for every line daily extra consumption of coal and lubricants are given.

-Line Cagliari-Mandas-Sergono: two couples daily of mixed trains; trains Km. 132, coal 5,4 tons. Lubricants 23 Kg.

-Line Mandas-Arbatax: one couple daily of mixed trains; trains - Km 118; coal 4,2 tons, lubricants 18 Kg.

-Line Ialili-Villamar-Villacidro: one couple three-weekly of mixed trains; trains Km. 70; coal 1 ton, lubricants 4 tons.

-Line Villamar-Ales: one couple daily of mixed trains; trains Km. 54, coal 0,8 tons, lubricants 3 Kg.

-Line Gairo-Jergu, one couple daily of mixed trains; trains Km. 18; coal 0,3 tons, lubricants 1 Kg.

-Line Tiro-Ozieri-Chilivani: one couple three-weekly plus only between Ozieri and Chilivani, one couple daily of mixed trains; trains Km. 79 + 18 = 97; coal 1,3 tons, lubricants 5,5 Kg.

-Line Bosa-Macomer: one couple daily of mixed trains plus three couples daily of diesel cars; steam trains Km. 98, diesel trains Km. 294; coal 1,3 tons; oil 50 Kg. lubricants 5,5 Kg.

-Line Macomer-Tirso-Nuoro: one couple daily of mixed trains; trains Km. 126, coal 2,7 tons, lubricants 7 Kg.

*Nasus  
Sangre  
imp. elytr  
hans*

40

2.) Sardinian Railroads (steam)

The operating conditions of this railways system are similar to those of preceding system. We therefore suggest following program - increasing.

- Line Sassari-Tempio-Palau: one couple three-weekly of mixed trains; trains Km. 150; coal 2 tons, lubricants 8,2 Kg.
- Line Sassari-Borso: one couple daily of mixed trains; trains Km. 22, coal 0,2 tons, lubricants 1,2 Kg.
- Line Monti-Tempio: one couple daily of mixed trains; trains Km. 80, coal 1,1 tons, lubricants 4,4 Kg.
- Line Sassari-Alghero: two couples daily of mixed trains; trains Km. 140; coal 1,9 tons, lubricants 3,76 Kg.

D) CALABRIA

1.) Calabro-Lucane Railways - Catanzaro Group (steam)

Also in this zone the service, operated by above railways, completes that operated by I.S.R. The present freight-service being very poor, despite of its importance especially as for transportation of agricultural products is concerned, we suggest following increasing of the freight service only.

- Line Lagonegro-Spenzano-Albanese: one couple daily of freight trains between Castrovillari and Lauria (where the freight service must be necessarily interrupted because of the demolition of the viaduct near Lauria, still unrepaired) trains Km. 128, coal 2,7 tons, lubricants 4,5 Kg.
- Line Grotone city-Petilia Policastro: one couple daily of mixed trains; trains Km. 80, coal 1,2 tons, lubricants 5,5 Kg.
- Line Vibo Valentia-Mileto: one couple daily of freight trains between Vibo Valentia Marina and Vibo Valentia city; trains Km. 30; coal 0,5 tons, lubricants 1 Kg.

E) Lazio

1.) Interurbane tramways "Castelli Romani" (electric)

Above tramways' service is a very important one, for it completes that operated by I.S.R. south of Rome, especially at present, being I.S.R. lines still non-operating.

The enterprises operating above lines has immediately repaired, by itself, all damages; as soon as allied troops entered Rome and since the very first days they were able to carry on the service along the section Lione-Grottaferrata (20 Km.)

*OK*

*OK*

*Linker here*

*OK*

trains km. 60, coal 1,1 tons, lubricants 4,4 kg.

-Line Sassari-Alghero: two couples daily of mixed trains; trains km. 140; coal 1,3 tons, lubricants 3,75 kg.

D) CALABRIA

1.) Calabro-Lucane Railways - Catanzaro Group (steam)

Also in this zone the service, operated by above railways, completes that operated by I.S.P. The present freight-service being very poor, despite of its importance especially as for transportation of agricultural products is concerned, we suggest following increasing of the freight service only.

-Line Lagonegro-Spezzano-Albanese: one couple daily of freight trains between Castrovillari and Lauria (where the freight service must be necessarily interrupted because of the demolition of the viaduct near Lauria, still unrepaired) trains km. 128, coal 2,7 tons, lubricants 4,5 kg.

-Line Crotone city-Petilia Policastro: one couple daily of mixed trains; trains km. 80, coal 1,2 tons, lubricants 5,5 kg.

-Line Vibo Valentia-Mileto: one couple daily of freight trains between Vibo Valentia Marina and Vibo Valentia city; trains km. 30; coal 0,5 tons, lubricants 1 kg.

E) LAZIO

1.) Interurbane tramways "Castelli Romani" (electric)

Above tramways' service is a very important one, for it completes that operated by I.S.E. south of Rome, especially at present, being I.S.R. lines still non-operating.

The enterprises operating above lines has immediately repaired, by itself, all damages; as soon as allied troops entered Rome and since the very first days they were able to carry on the service along the section Rome-Grottaferrata (20 km.) with 20 couples of trains daily, and along the urbane sections Rome-Quadraro (km. 7,5) and Rome - Staturio (km. 10,2) with a total daily consumption of 7000 Kw. hrs. of electric power.

We therefore suggest to definitively confirm above service, very useful indeed for civil population, and we will in due time submit to other ACC meetings, proposals to re-operate further sections of above mentioned tramways-lines.

*Di Pietro*

*OK*

*Under Rome*

*OK*

2.) Railway Rome-Fingri (electric)

Above railway line has been seriously damaged and therefore, as soon as allied troops entered Rome, it was possible to operate but urbane sections, like Rome-Termini-Fian del Verdi (38 couples daily) and Centocelle-Grotte Celoni (7 couples daily). The working period for above services was limited by AMC from 0600 hrs and from 1400 to 1530 hrs, with a total daily power consumption of 1800 Kw. hrs. Since the zones served by above sections are densely inhabited, especially by workers, we suggest to increase above service by operating above mentioned lines also between 1000 hrs and 1400 hrs (with 32 couples on the former line and 5 couples on the latter). The daily consumption of electric power would be of 3200 Kw. hrs with an increase of only 400 Kw. hrs.

*Phy.*

3.) Railway Rome-Civitacastellana-Viterbo (electric)

Also in this case the enterprise operating above line has been able to carry on its service as soon as allied troops entered Rome, having immediately repaired, by itself, the less serious damages. The enterprise has presently following program: two couples daily of passenger trains between Rome and Viterbo (with train chngement at Km. 51, where the Treia bridge is still interrupted) and one couple daily of freight trains between Rome and Ponzano (Km. 49) operating only in night time (from 0000 to 0600 hrs.).

*Phy.*

We suggest to confirm above program which requires a daily consumption of 3000 Kw. hrs electric power.

Since above program is absolutely inadequate to the large, densely inhabited zone served by above railway, we suggest to allow also a day time service and we therefore submit following proposals :

New maximum program - electric power to be supplied from 0500 to 2100 hrs 5 couples of passenger trains and 1 couple of freight trains between Rome and Viterbo; trains Km. 1224, total power consumption 9000 Kw. hrs daily.

New minimum program - electric power to be supplied from 1800 to 0900 hrs. 3 couples of passengers trains and one couple of freight trains between Rome and Viterbo; trains Km. 316, total power consumption 6000 Kw-hrs, daily.

4.) Rome - Ostia Railway - presently not operating -

It is possible to re-operate above line between Rome and Ostia. Daily of freight trains Km. 1284

workers, we suggest to increase above service by operating above mentioned lines also between 1000 hrs and 1400 hrs (with 32 couples on the former line and 5 couples on the latter). The daily consumption of electric power would be of 3200 Kw. hrs with an increase of only 400 Kw. hrs.

3.) Railway Rome-Civitacastellana-Viterbo (electric)

Also in this case the enterprise operating above line has been able to carry on its service as soon as allied troops entered Rome, having immediately repaired, by itself, the less serious damages. The enterprise has presently following program: two couples daily of passenger trains between Rome and Viterbo (with train change at Km. 51, where the Treia bridge is still interrupted) and one couple daily of freight trains between Rome and Ponzano (Km. 49) operating only in night time (from 0000 to 0600 hrs.).

We suggest to confirm above program which requires a daily consumption of 3000 Kw. hrs electric power.

Since above program is absolutely inadequate to the large, densely inhabited zone served by above railway, we suggest to allow also a day time service and we therefore submit following proposals:

New maximum program - electric power to be supplied from 0500 to 2100 hrs 5 couples of passenger trains and 1 couple of freight trains between Rome and Viterbo; trains Km. 1224, total power consumption 9000 Kw. hrs daily.

New minimum program - electric power to be supplied from 1800 to 0900 hrs. 3 couples of passenger trains and one couple of freight trains between Rome and Viterbo; trains Km. 816, total power consumption 6000 Kw-hrs, daily.

4.) Roma - Ostia Railway - presently not operating -

It is possible to re-operate above line between Rome and Acilia with four couples daily of trains; trains Km. 128; daily power consumption 4200 Kw-hrs.

The Chief of the Department

2061

Regin 4  
all



Tel. 478701

ACT/lr

444/

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Transportation Sub-Commission  
APO 394

Our reference: ACC Tn/44/37  
Date : 22 August 1944

TO : Minister of Communications  
Inspector General for Motorization  
and Transports in Concession

SUBJECT : Rome-Viterbo, Terni-Perentillo, Rome-Lido, Rome-Alatri,  
Alatri-Prosinone, railway lines.

1. Reference is to your letter Serv. V. Off. 3 No 2020 of 9 August 1944.
2. In respect of the Rome-Viterbo Railway, a careful examination is being made, in conjunction with your Inspecting Engineer, upon the merits of this line and the desirability of making facilities available for the re-construction of the Tiber and Treja Bridges to enable a through service to operate to Viterbo.
3. It is not intended, at the moment, to close the section which is operating on power made available between 2400 and 0500 hours, but the question is one which will form the subject of another letter to you shortly.
4. In respect of the Rome-Lido, no case has been made out to justify the operation of the line on coal, which is in very short supply, and it is therefore not possible to provide fuel for the working. If the Company can make out a satisfactory case for re-opening under electric current when available, based on what are fundamental requirements at the present time, a contribution to the war effort by the movement of passengers working for war purposes or essential foods for feeding the people, and will submit through you a detailed statement of repairs needed, with particulars of material and stock on hand, consideration will be given.
5. As to the Terni-Perentillo and Rome-Alatri lines, you will undoubtedly be able to submit full particulars as to their present usefulness based on the requirements outlined in paragraph 4, and on your submission further consideration will be given to the continuance of the Services.

SUBJECT : Rome-Viterbo, Terni-Ferentillo, Rome-Lido, Rome-Alatri, Alatri-Frosinone, railway lines.

1. Reference is to your letter Serv. V. Off. 3 No 2020 of 9 August 1944.

2. In respect of the Rome-Viterbo Railway, a careful examination is being made, in conjunction with your Inspecting Engineer, upon the merits of this line and the desirability of making facilities available for the re-construction of the Tiber and Treja Bridges to enable a through service to operate to Viterbo.

3. It is not intended, at the moment, to close the section which is operating on power made available between 2400 and 0500 hours, but the question is one which will form the subject of another letter to you shortly.

4. In respect of the Rome-Lido, no case has been made out to justify the operation of the line on coal, which is in very short supply, and it is therefore not possible to provide fuel for the working. If the Company can make out a satisfactory case for re-opening under electric current when available, based on what are fundamental requirements at the present time, a contribution to the war effort by the movement of passengers working for war purposes or essential foods for feeding the people, and will submit through you a detailed statement of repairs needed, with particulars of material and stock on hand, consideration will be given.

5. As to the Terni-Ferentillo and Rome-Alatri lines, you will undoubtedly be able to submit full particulars as to their present usefulness based on the requirements outlined in paragraph 4, and on your submission further consideration will be given to the continuance of the Services.

6. When writing further, please give full particulars of the railways concerned, their staff, stock, type of railway, system of rates and fares, and all other relevant information.

*D.S. Adams* 26/8/44

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

Ministry of Communications.  
General Inspectorate  
of civil motorization and  
of transports in concession.

Rome, 9 August 1944.

To: Allied Control Commission  
Transportation Subcommittee  
APO 394.

Refer: Serv.V. off.3.  
Prot.No.2020.  
Reply to letter ACC.Tn.44/29.  
of 24/7/44.

*57/3* *57/* *57/1* *57/14*  
Sub: Rome-Viterbo, Terni-Ferentillo, Rome-Lido, Rome-Alatri;  
Alatri-Frosinone, railway-lines.

In order to assure you of having given proper orders to these companies, so that in future every measure concerning the operation of their own railways should be first approved by this Commission, through General Inspectorate; we beg you to let us know if the statement made by this Commission, reference the above mentioned letter, had the purpose to call the attention of these societies or to stop also the operation of railway-lines Rome-Viterbo and Terni-Ferentillo.

We take the opportunity of asking you if this Subcommittee must approve also orders concerning the operation of railway-lines or those concerning tramway and bus lines or even those concerning the re-operation of lines.

The general director.

2459

Tel: 478471

ACE/at


HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Transportation Sub-Commission  
APO 394

Our Ref : ACC Tn/44/32

Date : 27 July 44

TO : Societa RomanaSUBJECT : Privately Owned Railways.

1. Reference is your letter of 9 July 44.
2. All correspondence in respect of Privately Owned Railways is dealt with through the Minister of Communications.
3. I must point out however, that your suggestion that traffic must be increased to ensure your original revenue is entirely out of place, for on such an agreement if only one passenger travelled, he would have to bear the entire cost of running your railway.
4. I have referred your letter to the Minister of Communications, who will deal with the matter and submit a considered statement to me in due course.

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

Copy to : Minister of Communications.

248

0186

Telephone : 4764

AGS/gm

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Transportation Sub-Commission  
APO 994

*File*

Our Reference : AGC 12/44/29

Date : 24 July 44

TO : Minister of Communications,  
for Undersecretary of State for Railways & Highways.

SUBJECT : Privately Owned Railways.  
(a) S.N.F. del Nord Rome (Rome-Viterbo) *57/31*  
(b) Terni-Ferentino *57/1*  
(c) Rome-Rome Lido *57/1*  
(d) S.A.F.V. Rome-Alatri, Alatri-Frosinone. *57/1*

1. I am enquiring into the condition of these railways, and find that through a misapprehension authority was given locally for the re-commencement of services limited in character on the Rome-Viterbo line as far as Santa sul Trigo, and that the Terni-Ferentino railway is operating a limited service.
2. Will you please communicate with the Companies concerned and advise them that application for any services must be submitted to ACC., through your appropriate department, in view of the many complications and requirements which may arise.

*Collected to  
Correct text  
S.N.F. del Nord*

*[Signature]*  
D. S. HARRIS,  
Colonel, U.S.A.,  
Director, Transportation Sub-Comm.

Copy to :- Lt. Col. Birchett, I.C.S. Division, Rome Region,  
Regional Engineer, Region IV.

*2457*

*From Sec (Transp.)*  
*4-2108*

Subject: Privately owned Railway  
Rolling Stock.

Headquarters,  
Allied Armies in Italy.  
Mov. 3/117.  
19 June, 44.

*HH/26*

To: H. Movements, East Italy.  
" " West Italy.  
" " Railroad Sub Area (East) Ortona.  
" " Railroad Sub Area (West) Roccasolca.  
Movements Reg. Co.  
Movements Zone.

HEADQUARTERS  
21 JUN 1944  
A. C. C.

1. It has been decided that all privately owned railway rolling stock (box wagons, open wagons, and cistern wagons etc) will be brought into use as common user stock.
2. Up to the present, the owners or their reps. have in some measure controlled the use of this rolling stock, but this practice will cease immediately.
3. All railway rolling stock will now come under the control of I.S.R. and will be used in any service for which they are suitable under the direction of M.I.W., Movements, or A.C.C.
4. D.C.M. S. has issued the necessary orders to all concerned.

*[Signature]*  
Brig.  
D. C. M. S. (M)

Copies to: Mov. Rear 3 Arty.  
Mov. Concepts.  
Mov. Bari.  
Mov. Corlette.  
Mov. Brindisi.  
Mov. Foggia.  
Mov. Salerno.  
Mov. Taranto.  
Mov. Vainano.

En. (A)  
HQ. A.A.I. (Rear Adm. Ech)  
En. Officer P.D.S. *[initials]*  
Tr. Sub Commission A.C.C.

*21 Jun 44*

0188



114/25

SOTTOSEGRETARIO DI STATO  
PER LE  
FERROVIE - MOTORIZZAZIONE CIVILE  
E TRASPORTI IN CONCESSIONE

Naples, 9 March 1944

Dear Colonel,

according to our verbal agreements I send  
you copy of the memorandum submitted by me to  
Lt.Col. Densmore of the A.C.C. concerning the  
control of the italian privately owned rail-  
ways.

sig. Gen. G.di Raimondo

\*\*\*\*\*

Colonel S.A.Fitch  
Chief Internal Transportation Subcomissione  
AFHQ  
NAPLES

2455

14 COPY

SCITTOGGIAMENTO DEL STATO  
PER LE COMUNICAZIONI TELEFONICHE  
E TRAMVIE E CONCESSIONI  
SECRETARIA

reference 587/1.0/1/seg. n.

11 January 1944

SUBJECT: Control over the Italian private railways.-

Memorandum for Col. Deismore  
ACC Headquarters  
Communications Section

B R I N D I S I

\*\*\*\*\*

1.- According to the laws actually in force in Italy, all the railways, the construction and exploitation of which are committed to private (Companies - Trains - etc.), are under the control and vigilance of the State.

2.- The laws which regulate the concession, control and vigilance are the following:

a) - "Unique text of the law provisions regarding the railways in concession to private" Approved with Royal Decree dated 3 May 1912, n° 1747;

b) - R. Decree 4 August 1929, n° 2150 "Amendments to laws in force regarding the concessions of railways and other transportation means".

3.- The State accomplishes its duties of control and vigilance through the Ministry of Communications. - "General Inspectorship of Civil Motor Activity and Transports in Concession."  
At present they are being exercised, in the four provinces of Apulia under the direct administration of the Italian Government, by this Undersecretaryship.

In the other provinces the control cannot be carried on, because they are not directly administered by the Italian Government.

4.- The Ministry of Communications exercises its control over the railways in concession to private through the "Departmental Inspectorships of Civil Motor-activity and Transports in Concession" which have nothing in common with the "Departments of the State Railways".  
In the territory freed from German troops there are the "Departmental Inspectorships" of Bari, Naples, Pescara, Sicily and Sardinia.  
To each of these Inspectorships belongs a specific territorial jurisdiction and they must take knowledge of the economical conditions and the state of efficiency of the existing private railways.

5.- All the news and details necessary for the ACC on the matter of private railways may be communicated by this Undersecretaryship. But it must be remembered that the achievement of laws upon the post-construction of



DPYNEISI

Communications Section

- 1.- According to the laws actually in force in Italy, all the railways, the construction and exploitation of which are committed to private (Cunhaes - Tracts - Firas - etc.), are under the control and vigilance of the State.
- 2.- The laws which regulate the concession, control and vigilance are the following:
  - a) - "Unique text of the law provisions regarding the railways in concession to private" approved with Royal Decree dated 9 May 1912, n° 1447;
  - b) - R. Decree 2 August 1926, n° 2150 "amendments to laws in force regarding the concession of railways and other transportation means".
- 3.- The State accomplishes its duties of control and vigilance through the Ministry of Communications. - "General Inspectorship of Civil Motor Activity and Transports in Concession." At present they are being exercised, in the four provinces of Apulia under the direct administration of the Italian Government, by this Undersecretaryship.
- 4.- In the other provinces the control cannot be carried on, because they are not directly administered by the Italian Government.
- 5.- The Ministry of Communications exercises its control over the railways in concession to private through the "Departmental Inspectorships" of Civil Motor-activity and Transports in Concession which have nothing in common with the "Compartments of the State Railways". In the territory freed from German troops there are the "Departmental Inspectorships" of Bari, Naples, Catanzaro, Sicily and Sardinia. To each of these Inspectorships belongs a specific territorial jurisdiction and they must take knowledge of the economical conditions and the state of efficiency of the existing private railways.
- 6.- All the news and details necessary for the ACC on the matter of private railways may be communicated by this Undersecretaryship. But it must be remembered that the adjournment of news upon the post armistice situation takes sometimes a long time because of the not yet working conditions of telegraph, telephone and ordinary mail. It'll be sufficient to mention that letters employ ten days for the trip from Naples to Bari.
- 7.- It is not necessary to put under the State railways control also the private railways. It would be, on the contrary, a prejudicial provision

.....

as the State Railways have never interested themselves in the private railways and don't own the indispensable for the new heavy charge personnel.

7.- The financial help is put into effect by the State, through this Undersecretaryship, according to the above mentioned law provisions, under the form of subsidies, varying from a line to another, after having examined every single Company's budget.

The State Government provides already to repair, on his own expenses, some of the war-damages.

It would be, furthermore, advisable to prevent that the State Railways administration should help with money the secondary railways, because it owns a separate budget and the subventions are drawn from the State's cashes.

8.- Also the requests of the Allied Government in regard of the private railways should, in my opinion, be transmitted exclusively to this responsible Undersecretaryship.

In order to satisfy them promptly in the highest possible measure it is indispensable to give to this Undersecretaryship the possibilities of a normal functioning, that is:

a)- the full power to exercise inspection and watch functions as they are described in the Italian laws now in force in all the provinces, of course under the control of an unique Allied forces' office which could be the General Direction of Military Railway Service, a technical office as it is, excluding the intervention of any other office or HC so that should not be created prejudicial interferences, lack of uniformity in the accepted criterions, differences of treatment.

b)- allow this Undersecretaryship to send service-messages through the telephone and telegraph allied military communications. The messages could be transmitted in english, upon authorization of one of the Railways Military Service offices.

c)- put under the disposal of this Undersecretaryship, by the care of an allied military authority (which could be the same I.G.M.R.S.), a some small cars with the necessary fuel so that it would be possible to send to the various concerned localities, dependent officials to get news, control and transmit orders for the satisfaction of allied requests.

9.- It would be right that the above described procedure should be followed on the State Railways too, with exclusion of the lines of military operations' concern.

THE UNDERSECRETARY OF STATE  
sig. Gen. C. di Reimondo

Some of the war-damages, It would be, furthermore, advisable to prevent that the State Railways administration should help with money the secondary railways, because it owns a separate Budget and the subventions are drawn from the State's cashes.

8.- Also the requests of the Allied Government in regard of the private railways should, in my opinion, be transmitted exclusively to this responsible Undersecretaryship. In order to satisfy them promptly in the highest possible measure it is indispensable to give to this Undersecretaryship the possibilities of a normal functioning, that is:

- a)- the full power to exercise inspection and watch functions as they are described in the Italian laws now in force in all the provinces, of course under the control of an unique Allied forces' office which could be the General Direction of Military Railway Service, a technical office as it is, excluding the intervention of any other office or HQ so that should not be created prejudicial interferences, lack of uniformity in the adopted criteria, differences of treatment.
- b)- allow this Undersecretaryship to send service-messages through the telephone and telegraph allied military communications. The messages could be transmitted in english, upon authorization of one of the Railways Military Service offices.
- c)- put under the disposal of this Undersecretaryship, by the case of an allied military authority (which could be the same I.G.M.R.S.), some small cars with the necessary fuel so that it would be possible to send to the various concerned localities, important officials to get news, control and transmit orders for the satisfaction of allied requests.

9.- It would be right that the above described procedure should be followed on the State Railways too, with exclusion of the lines of military operations' concern.

THE UNDERSECRETARY OF STATE  
sig. Gen. G. di Raimondo



0193

44/23

Internal Transportation Sub-Commission, ACC  
C/o Mov & Tr.,  
HQ AAI (Adm Echelon),  
C.M.F.

Our reference : ACC Tn/44/23

Date : 18 Mar 44.

TO Main HQ ACC,  
Economic Section.

SUBJECT: Control of privately owned railways.

1. There is attached all papers which were passed to this office for preparation of reply to General Hamblen's 1st Indorsement, dated 6 Feb 44, on basic letter from DGMRS dated 3 Feb 44, concerning control of privately owned railways.

2. A reply, in form of a 4th indorsement, is included, ready for your signature.

*S.A. Fitch*  
S.A. FITCH,  
Colonel,

Director, Internal Transportation Sub-Commission, ACC.

*Delivered, and explained to  
Reg Thompson, who undertook to  
present to Col Adams, and get signed  
today - 19-3-44 - 1000th -*

9178

4th Indorsement.  
Headquarters  
ALLIED CONTROL COMMISSION  
Economic Section  
APO 394.

18 Mar 44.

TO : DD/CAG  
HQ AAI (Adm Echelon),  
G.M.F.

SUBJECT: Privately owned railways.

1. Reference your 1st indorsement, dated 6 Feb 44, concerning control of privately owned railways of Italy.
2. Copies of following letters are attached :-
  - A Letter ACC Tn/44/1 dated 4 Jan 44 from Internal Transportation Sub-Commission to HQ ACC initiating proposal that control of privately owned railways be vested in Italian State Railways. (Draft of this letter had been submitted to DGMRS.)
  - B Letter from DGMRS dated 1 Jan 44 giving condition of concurrence with letter A above. (Condition duly included in letter A above).
  - C Letter ACC Tn/44/21 dated 13 Mar 44 from Internal Transportation Sub-Commission to Italian Undersecretary of State for Railways and Highways. (This was written as result of interim correspondence and discussions);
  - D Letter 1390/20/3 Segr. dated 14 Mar 44 confirming terms of letter C above.
3. Position set out in letters C and D above considered satisfactory so far as ACC is concerned.

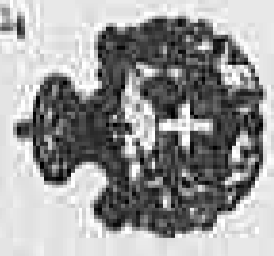
B.S. ADAMS  
Colonel, C.E. 272  
Chief Staff Officer  
Economic Section.

0195

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

44/22

po/TRANSLATION



MINISTERO DELLE COMUNICAZIONI  
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE  
TRASPORTI IN CONCESSIONE

OGGETTO:

all.....

~~SENZA~~ Naples, 14 March 1944

N. 1390/2.0/3.lega

at N. .... del .....

SUBJECT: Control of Privately Owned Railways.-

TO : Colonel S.A. Fitch  
Director Internal Transportation Subcommittee, ACC  
HQ = AOMF (Adm. Ech.)

N A P I E S

\*\*\*\*\*

I confirm what is stated in your letter file ACC/Tn/44.21 dated 12 March, about the control of privately owned railways. The officials of the "Ispettorati della Motorizzazione Civile e Trasporti in Concessione" (Inspectorships for Civil Highways Transportation and Privately owned Railways) will be assigned to the offices of the Capo Compartimento when you will request it.

THE UNDERSECRETARY OF STATE  
sig. Gen. C. di Ramondo

2451

OGGETTO:

all.

SUBJECT: Control of Privately Owned Railways.-

TO : Colonel S.A.Fitch  
Director Internal Transportation Subcommittee, ACC  
HQ = ACHM (Adm.Ech.)

N A P L E S

\*\*\*\*\*

I confirm what is stated in your letter file ACC/Tn/44.21 dated 12 March, about the control of privately owned railways.

The officials of the "Ispettorati della Motorizzazione Civile e Trasporti in Concessione" (Inspectorships for Civil Highways Transportation and Privately owned Railways) will be assigned to the offices of the Capo Compartimento when you will request it.

THE UNDERSECRETARY OF STATE

sig. Gen. C.di Reimondo

2651

Internal Transportation Sub-Commission, ACC.,  
S/O Mr & Mrs.  
H. C. M. F. (idu. Nobelon),  
C.E.F.

*Delivered in person to  
Gen. Dir. 13 March 44 (in  
course of a conference). Passed  
for final concurrence by 16-3-44.  
Wentz. H.  
1944/21*

Our reference : ACC Ta/44/21  
Date : 12 March 44.

**TO :** General di Reinsono,  
Undersecretary of State for Italian Railways & Highways,  
Naples.

**SUBJECT :** Control of Privately Owned Railways.

1. As a result of your letter dated 7 March 44, reference 1005/2.0/3/sect, in response to Communications Section reference 20 521/Ta/21/5-11 dated 12 Feb 44 and our interim discussions, will you please confirm that we now have the following definite understanding in respect of control of all privately owned railways by the Italian Government :

- (a) The technical supervision and financial control of all privately owned railways is administered by "Ispettorato Generale delle Motorizzazioni Civili e dei Trasporti in Concessione".
  - (b) The Inspectorate General has its own staff of specialised employees, and takes all necessary technical and financial measures for the operations as required of any privately owned railways.
  - (c) The Inspectorate General is part of the Ministry of Communications and carries on its activities under your (Undersecretary of State for Railways and Highways) direction, through its regional offices situated at such points as are vitally concerned with the operation of these lines, which at the present time are at Naples, Bari, Catanzaro, Palermo and Cagliari.
  - (d) It is necessary to deal only with you (Undersecretary of State for Railways and Highways) in respect of any Italian railway matters, whether the particular matter concerns state railways or privately owned railways; and you will instruct private railway managements accordingly.
  - (e) The control exercised and to be exercised will be co-ordinated with the Director General Military Railway Service; or, as and when applicable will be under the supervision of Allied Control Commission.
2. It is further definitely understood that upon return of railway operations to Italian Railway Administration under Allied Control Commission supervision, you will arrange to post an official representative from Inspectorate General at the office of each Capo di Compartimento of the Italian State Railways, to the end that representatives of Allied Control Commission will be required to contact only the Capo di Compartimento concerned in order to initiate any operational action required, whether that action shall involve state or private railways, or both.



1. As a result of your letter dated 7 March 44, reference 100572, 9/2/44, in response to Communications Section reference 10131/PA/21/5-11 dated 12 Feb 44 and our interim discussions, will you please confirm that we now have the following definite understanding in respect of control of all privately owned railways by the Italian Government:

(a) The technical supervision and financial control of all privately owned railways is administered by "Ispettorato Generale delle Motorizzate Civili e dei Trasporti in Concessione".

(b) The Inspectorate General has its own staff of specialized employees, and takes all necessary technical and financial measures for the operations as required of any privately owned railways.

(c) The Inspectorate General is part of the Ministry of Communications and carries on its activities under your (Undersecretary of State for Railways and Highways) direction, through its regional offices situated at such points as are vitally concerned with the operation of these lines, which at the present time are at Naples, Bari, Catanzaro, Palermo and Cagliari.

(d) It is necessary to deal only with you (Undersecretary of State for Railways and Highways) in respect of any Italian railway matters, whether the particular matter concerns state railways or privately owned railways; and you will instruct private railway managements accordingly.

(e) The control exercised and to be exercised will be co-ordinated with the Director General Military Railway Service; or, as and when applicable will be under the supervision of Allied Control Commission.

2. It is further definitely understood that upon return of railway operations to Italian Railway Administration under Allied Control Commission supervision, you will arrange to post an official representative from Inspectorate General at the office of each Capo di Compartimento of the Italian State Railways, to the end that representatives of Allied Control Commission will be required to contact only the Capo di Compartimento concerned in order to initiate any operational action required, whether that action shall involve state or private railways, or both.

3. As the above conforms with your letter referred to in para 1 and includes the points upon which we reached agreement during our discussions will you please let us have a short letter of formal agreement, quickly.

MA 26.7

Col. PUGH,  
Colonel,  
Director, International Transportation Sub-Commission, ACC.

(Translation)

MINISTRY OF COMMUNICATIONS. OFFICE OF THE UNDERSECRETARY OF STATE.

SUBJECT: Control of Private Lines.

TO: Capt. USMR E.W. Stone.

FILE: 1065/2.0/3/segr.

DATE: 7 March 1944.

1. Having studied accurately the letter No AC 591/Tu/21/5-II, dated 12 February, 1944, from the Allied Control Commission, I wish to give you the following information.

2. Technical supervision and financial control of the network of privately owned railways in Italy rests with the "Ispettorato Generale delle Motorizzazioni Civili e dei Trasporti in Concessione" (General Inspectorate for Civil Highway Transportation Railways in Concession). This inspectorate is part of the Ministry of Communications, and carries on its activities under my direction, through its Regional Offices situated at such points as are vitally concerned with the operation of these lines. (In liberated Italy they are at Naples, Bari, Catanzaro, Palermo and Cagliari.)

This Inspectorate General has its own staff of specialized employees. It supervises the development of each railway line from the time the concession for it has been granted, through its construction, down to the operative phase. It is concerned with the problems connected with it, and the requirements of the private lines. It is therefore in the position to provide information and take all measures, technical and financial as may be necessary for the regular and continued operation thereof. This is illustrated by the job done by the Ispettorato Compartimentale of Naples, in conjunction with ASG for the rehabilitation of the operation of those railways which were considered vital to the public welfare, and necessary to the Allied Armed Forces; also the work of the Ispettorato Compartimentale of Bari for the Calabro-Lucane Railway to which financial advances have been made to insure the continued operation, while, at present, financial arrangements are being made for the complete rehabilitation of the line, within a short time.

In view of the above, the transfer of the control of the private lines from the Inspectorate General, to the State Railway Administration, which is not equipped nor is competent to undertake, would, I believe, not only modify old and proven methods considerably, but would also cause a departmental confusion which would be prejudicial to the regular operation, which ASG justly desires.

If the proposal made by your HQ. was prompted by the necessity of affording some of the private companies, sufficient financial aid to ensure continued operation of their lines, it should be pointed out that such assistance is being given by the Ispettorato, as a part of its regular functions, from funds allotted for that purpose by the Ministry of Communications.

It should be borne in mind that the budgets of the private railways, although supervised by the Ispettorato, are wholly autonomous and distinct from that of the States Railways, and the transfer from one administrative branch to another would produce technical and financial confusion.

The fact that the Inspectorate General for Civil Highway Transportation and Private Railways, as well as the Directorate General of the State Railways are both part of the Ministry of Communications, and more especially under the direct control of the Undersecretary for Railways, Highways and Transportation, ensures complete and uniform solution of all matters affecting both organizations.

243

and carried on its activities under my direction, through its regional offices, at such points as are vitally concerned with the operation of these lines. (In liberated Italy they are at Naples, Bari, Catanzaro, Palermo and Cagliari.)

This Inspectorate General has its own staff of specialised employees. It supervises the development of each Railway line from the time the concession for it has been granted, through its construction, down to the operative phase. It is conversant with the problems connected with it, and the requirements of the private lines. It is therefore in the position to provide information and take all measures, technical and financial as may be necessary for the regular and continued operation thereof. This is illustrated by the job done by the Ispettorato Compartimentale of Naples, in conjunction with ANI for the rehabilitation of the operation of those railways which were considered vital to the public welfare, and necessary to the Allied Armed Forces; also the work of the Ispettorato Compartimentale of Bari for the Calabro-Lucane Railway to which financial advances have been made to insure the continued operation, while, at present, financial arrangements are being made for the complete rehabilitation of the line, within a short time.

In view of the above, the transfer of the control of the private lines from the Inspectorate General, to the State Railway administration, which is not equipped nor is competent to undertake, would, I believe, not only modify old and proven methods considerably, but would also cause a departmental confusion which would be prejudicial to the regular operation, which ANI justly desires.

If the proposal made by your HQ. was prompted by the necessity of affording some of the private companies, sufficient financial aid to ensure continued operation of their lines, it should be pointed out that such assistance is being given by the Ispettorato, as a part of its regular functions, from funds allotted for that purpose by the Ministry of Communications.

It should be borne in mind that the budgets of the private railways, although supervised by the Ispettorato, are wholly autonomous and distinct from that of the State Railways, and the transfer from one administrative branch to another would produce technical and financial confusion.

243

The fact that the Inspectorate General for Civil Highway Transportation and Private Railways, as well as the Directorate General of the State Railways are both part of the Ministry of Communications, and more especially under the direct control of the Undersecretary for Railways, Highways and Transportation, ensures complete and uniform solution of all matters affecting both organisations.

I shall strongly urge the private railway companies to submit all questions of an administrative nature to this Undersecretariat, for necessary measures.

All the conditions which the Allies consider necessary for such financial control, as per your letter, can be applied through the Inspectorate General, which, as stated above, is more competent to carry them out.

In conclusion, we consider that the continuation of the existing bureaucratic and administrative structure will better ensure the unified channel of communication with the Italian Railway Communication System, as considered desirable by your commission. Moreover, it will not complicate the measures of financial control which it may be necessary to arrange between the Allied Authority and the responsible Italian Commission.

V. PURCELL

PO/TRANSLATION



MINISTERO DELLE COMUNICAZIONI  
SOTTOSEGRETARIATO DI STATO

~~BARL~~ Naples, 7 March 194

N. 1065/2.C/3/segr.

al N. \_\_\_\_\_ del \_\_\_\_\_

FERROVIE - MOTORIZZAZIONE CIVILE  
TRASPORTI IN CONCESSIONE

OGGETTO:

all.

SUBJECT: Control of Privately Owned Railways.-

To Captain E.W.STONE  
D. President Communications Section, ACC S A L E R N O  
  
To Colonel S.A.FITCH  
Chief Of Subcommittee Internal Transportation N A P L E S

\*\*\*\*\*

After having accurately considered the letter file SO 531/Tn/21/5-II dated 12 February 1944 sent by the Allied Control Commission, I report what follows:

The technical supervision and the financial control of the system of the privately owned railways in Italy is matter of the "Ispettorato Generale della Motorizzazione Civile e dei trasporti in Concessione". (General Inspectorship for civil Highway transportation and granted Railways). This Inspectorship is a part of the Ministry of Communications and develops his activity under my direct orders, through the regional offices which are located on the points most interested by these private railways (Naples-Bari-Catanzaro-Palermo and Cagliari for the free Italy);-

The General Inspectorship through his own staff of officials follows the development of each railway from its adjudication and building to its operation and knows all the problems inherent to this railway and the requirements of the private companies. It can therefore furnish every information and take all the technical and financial measures fit to secure the regularity of the operation of the railways, as shown by the job done by the Divisional Inspectorship of Naples, in collaboration with AMG in order to re-habilitate the railways which were on public interest and necessary for the Allied Forces effort; so far what has been done by the Divisional Inspectorship of Bari for the Calabro-Lucane railways to which advances have been given in order to secure the continuing of the operation, while financial arrangements for the complete re-habilitation of the lines will be taken with

OGGETTO:

SUBJECT: Control of Privately Owned Railways.--

To Captain E.W. STONE

D. President Communications Section, ACC

S A L E R N O

To Colonel C.A. FITCH

Chief Of Subcommittee Internal Transportation

N A P L E S

\*\*\*\*\*

After having accurately considered the letter file AC 531/Tn/21/5-II dated 12 February 1944 sent by the Allied Control Commission, I report what follows:

-- The technical supervision and the financial control of the system of the privately owned railways in Italy is matter of the "Ispettorato Generale della Motorizzazione Civile e dei trasporti in Concessione". (General Inspectorship for civil Highway transportation and granted Railways).-- This Inspectorship is a part of the Ministry of Communications and develops his activity under my direct orders, through the regional offices which are located on the points most interested by these private railways (Naples-Bari-Catanzaro-Palermo and Cagliari for the free Italy);--

The General Inspectorship through his own staff of officials follows the development of each railway from its adjudication and building to its operation and knows all the problems inherent to this railway and the requirements of the private companies. It can therefore furnish every information and take all those technical and financial measures fit to secure the regularity of the operation of the railways, as shown by the job done by the Divisional Inspectorship of Naples, in collaboration with AMG in order to re-habilitate the railways which were on public interest and necessary for the Allied Forces effort; so for what has been done by the Divisional Inspectorship of Bari for the Calabro-Lucene railways to which advances have been given in order to secure the continuing of the operation, while financial arrangements for the complete re-habilitation of the lines <sup>244</sup> will be taken with in a few time.

In connection with what above the transmission of the control from the General Inspectorship for Civil Highway Transportation and Transportation in Grant to the State Railway Administration, which has not the necessary

/....

elements to effect it, more than modificate profoundly the arrangement of old and experimented rules, would provoke, as I suppose, a disorder into the competences, prejudicing the efficacy of the control, of the regularity of the operation, which the AMG intends to keep.-

If the proposal made by your Command has been provoked by the necessity to allow to some private companies financial helps in order to keep the regularity of operation of these privately owned railways, these allowances are already given beyond competence of the General Inspectorship, with the funds which are being assigned to the Ministry of Communications.

It's to note that the budgets of the privately owned railways which are under control of the Inspectorship are budget plainly autonomous and separated from that of the State Railways and the transfer from an administrative branch to another could only provoke technical-financial disorders.

The fact that as the General Inspectorship for Civil Highway Transportation and Granted Railways as the General Direction of the State Railways are under the orders of the Ministry of Communications and more directly under the orders of the Undersecretary of State for Railways, Highways and Transportation in Grant ensures the complete and uniform solution of all the questions which interest both the organizations. I'll particularly recommend to the privately owned railways to submit all the questions of administrative size to this Undersecretaryship so that it'll be possible to take the necessary arrangements.

All the conditions which the Allies think to put upon the financial control rules, as shown in your letter, will be applied with the already mentioned higher competence by the General Inspectorship for Civil Highway Transportation and Granted Railways.

To conclude, we think, that it'll better to let the actual administration system, as it will help more to obtain the results which your Commission wishes, than for what regards the communications system of free Italy and as it will not involve the measures of financial control which will be necessary to agree between the allied authorities and the responsible Italian offices.-

THE UNDERSECRETARY OF STATE  
 sig. Gen. G. di Reimondo

Internal Transportation Sub-Commission, ACC.,  
 C/o Mov & Tr.,  
 AFHQ Advanced Administrative Echelon,  
 C.M.F.

Our reference : ACC In/44/19

Date : 15 Feb 44.

TO : Main HQ. ACC.,  
 Naples.

SUBJECT: Control of privately owned railways - Italy.

1. Reference our 3rd endorsement ACC In/44/17 dated 14 Feb 44.
2. Since writing reference endorsement we have received your inter office memo advising that the proposed letter to Gen di Raimondo, as recommended by this Sub-Commission and approved by your office in letter to Communications Section dated 8 Feb 44, reference ES/JMT/dem, had now been signed and despatched to Gen. di Raimondo.

*Rob*  
 S.A. PITCH,  
 Colonel,  
 Director, Internal Transportation Sub-Commission, ACC.

2427

*Approved by  
 Staff of 15/2/44  
 14/2*

02051

ALLIED MILITARY GOVERNMENT  
INTER OFFICE MEMO

From: Economic Section

SUBJECT: Control of Privately Owned Railways  
TO: Int. Tptn. Sub-commission

Your refce ACC Dv/44/16 of  
FILE No. ES/44 11 Feb 44.  
12 February 1944

The letter to Gen di Raimondo was despatched today from SALERNO by Capt. STONE,  
USMP, Deputy Chief Commissioner, and a copy has been forwarded to you by him.

M. HAY  
Capt., R.A.  
Staff Officer, Economic Section

2448



3rd In-Corsement

Internal Transportation Sub-Commission, ACC.,  
 c/o Mov & Tr.,  
 AFHQ Advanced Administrative Echelon,  
 S.M.P.

Our reference : ACC Tn/44/17

Date : 15 Feb 44.

TO : Main HQ., ACC.  
 (Economic Section).

SUBJECT : Control of Privately Owned Railways - Italy.

1. Reference is made to your 63/JBT/dem, dated 8 Feb 44, addressed to Communications Section.

2. The letter referred to in para 2 of reference letter is the view and recommended course of action initiated by this Sub-Commission in its letter of 4 Jan 44, reference ACC/Tn/44/1 to HQ. ACC., and HQ. AEG., copy attached. This position was restated in letter dated 22 Jan 44, reference ACC Tn/44/12 to HQ. ACC., Communications Section, copy attached.

3. This Sub-Commission considers that the plan which it recommended in the letters referred to in para 2 above, and which established the control policy for the whole of privately owned lines is essential for the reasons given. The Sub-Commission also considers that the original plan is likely to be preferable to the Italian Government, rather than they should be requested to assume control as and when particular privately owned companies find themselves unable to carry out the required functions with their own resources.

*RAF*

S.A. FITCH,  
 Colonel,

Director, Internal Transportation Sub-Commission, ACC.

2455

1st Ind.

ALH/jra

AFHQ ADVANCE ADMINISTRATIVE ECHELON, APO 400, U.S. ARMY,  
6 FEBRUARY 44.

TO: headquarters Allied Control Commission, APO 394, U.S. Army.

Request comment and recommendation.

A.L. HAMBLIN  
Brigadier General, U.S.A.  
DD/CAO

2nd Ind.

Director  
Internal Transportation Sub-Commission  
AdvAFHQ

Would you please forward your recommendations

12 Feb 44.

M. HAY  
Capt; RA.  
Staff Officer Economic Sect.

26 1/2

0208

COPY

Allied Force  
MILITARY RAILWAY SERVICE  
Office of Director General

A.P.C. 400  
3 February, 1944

Subject: Railway Material Accounting.

To : Deputy Chief Administrative Officer;  
Advance Administrative Echelon, AFHQ, A.F.C. 400, U.S. Army.  
(Attn: General Hamblen)

1. Reference is made to letter DQMG (Movements) to DGMRS, 23 January 1944, subject: "Railway Material Accounting"; and to paragraph 4 quoted for ready reference as follows:

"The question also arises of the ability of privately-owned railways to continue to operate for the Allied Forces indefinitely without some financial assistance. It is considered that; as these private railways ought to be allowed to operate in the interests of the Allied Forces, they should be taken over by the Italian State Railways. Perhaps you will examine the possibility of this with A.C.C. and A.M.G."

2. The Director General realizes that the Italian State Railway are fully occupied with their own properties without being burdened with moribund private railways. However, the only other available agencies who would administer these properties are the Military Railway Service, A.C.C. and A.M.G., none of whom have a clerical set-up to handle such details which involve Italian rate structures etc. It would therefore appear desirable for the DGMRS under provisions of AFHQ General Order No. 60, to direct the Italian State Railway to take over such specific private railways as are declared vital to the war effort and exercise the degree of control necessary to keep them in operating condition. It is anticipated that this will involve only a study of their budget setup and the advancement of funds to make up their deficits. These funds in turn will appear as items of the operating expense of the Italian State Railways to be handled in the same manner as other items on that statement.

3. Three private railways are presently involved. A copy of a directive placing these under the Italian State Railway is attached. Informal discussion with AMG (Finance Col. Nielson) indicated that the proposal was acceptable to that office. Unless advice from your office is received to the contrary, subsequent cases arising will be handled under this policy as outlined above.

4. Any railway recommended by A.C.C. or A.M.G. as necessary for the war effort can be handled in a similar manner if your headquarters will advise this of in the premises.

"The question also arises of the ability of privately-owned railways to continue to operate for the Allied Forces indefinitely without some financial assistance. It is considered that; as these private railways ought to be allowed to operate in the interests of the Allied Forces, they should be taken over by the Italian State Railways. Perhaps you will examine the possibility of this with A.C.C. and A.M.G."

2. The Director General realizes that the Italian State Railway are fully occupied with their own properties without being burdened with moribund private railways. However, the only other available agencies who would administer these properties are the Military Railway Service, A.C.C. and A.M.G., none of whom have a clerical set-up to handle such details which involve Italian rate structures etc. It would therefore appear desirable for the DGWRS under provisions of AFHQ General Order No. 60, to direct the Italian State Railway to take over such specific private railways as are declared vital to the war effort and exercise the degree of control necessary to keep them in operating condition. It is anticipated that this will involve only a study of their budget setup and the advancement of funds to make up their deficits. These funds in turn will appear as items of the operating expense of the Italian State Railways to be handled in the same manner as other items on that statement.

3. Three private railways are presently involved. A copy of a directive placing these under the Italian State Railway is attached. Informal discussion with AMG (Finance Col. Nielson) indicated that the proposal was acceptable to that office. Unless advice from your office is received to the contrary, subsequent cases arising will be handled under this policy as outlined above.

4. Any railway recommended by A.C.C. or A.M.G. as necessary for the war effort can be handled in a similar manner if your headquarters will advise this of in the premises.

1 Incl: Directive to ISR.  
cc. Major Goodings, DAD Tn  
Finance Bldg.  
AMG III, Col. Neilson.

242  
CARL R. GRAY, JR  
Brigadier General, USA  
Director General

COPY

Allied Force  
MILITARY RAILWAY SERVICE  
Office of Director General

A.P.O. 400  
3 February, 1944.

Subject: Financial Situation - Privately Owned Railways.

To : General Di Raimondo - Under Secretary of State - I.S.R.

1. Due to financial difficulties experienced by certain privately owned railway lines which are of importance in the war effort, the Director General, Allied Forces, Military Railway Service, directs that you take control over such of these railways as may be specified by this office in order to insure their continued operation. Possibly this will involve only supervising the financial policy and providing necessary working funds for these railways to continue to operate.

2. Any funds <sup>advanced</sup> will be included as an operating expense item in the period budget of the Division of the Italian State Railway in which the privately owned line operates. The amount actually advanced for the period of the budget will be shown as a separate item, with a further subdivision indicating the amount of estimated revenue for that period.

3. All auditing of operating revenue and expense bills and vouchers of the privately owned line will be accomplished by the Division of the Italian State Railways making the advance of funds for operation.

CARL R. GRAY, JR  
Brigadier General, USA  
Director General.

242

0 2 1 1

Assistant Financial Adviser *WJ*  
Advanced Administrative School,  
Allied Force Headquarters. C.I.F.

Subject: - Railway Material Accounting

C.I.F./A.F.S.

D.G.M.A. (M)

SECRET

1. With reference to D.G.M.A.'s letter attached, and our conversation, I enclose a suggested draft reply.
2. I think there can at present be no question of cash recovery by D.G.M.A. either from State or privately-owned railways in respect of goods and services necessarily provided from Allied sources.
3. The records being maintained appear to be adequate but I will consult Financial Adviser (A.F.S.) as to the best way of passing the information to A.M.G. (see para 3 of draft).
4. ✓ Para 4 of the draft was agreed by Col. Pitch of A.C.G.

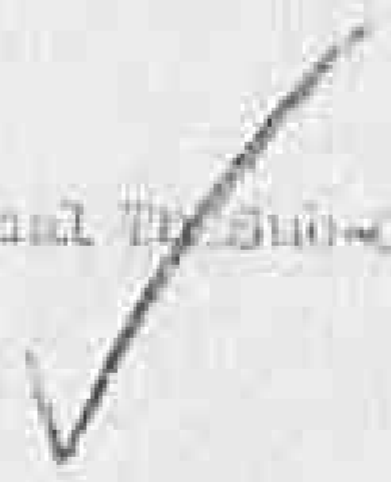
*H. Harris*

Lt. Col.  
Assistant Financial Adviser.  
Central Mediterranean Forces.

19 January 1944

JUL/44

✓ Copy to: - C.I.F. Internal File Sub-Comdation A.C.G.



DRAFT  
Lentoo

Comments AFHA  
Asst. Asst. Editor  
Nov 2/118  
23 Jan 24

Subject: - Railway Material Accounting.

SECRET

D.G.M.R.

1. With reference to your memorandum of 6th January, 1944, on the subject of Railway Material Accounting, it is agreed that no payments should be made by the Allied Governments in respect of military traffic of any kind carried on either State owned or privately-owned railways.
2. It is noted that records are being maintained of supplies furnished, or work provided for the rehabilitation of the Italian State Railways. With regard to the supply of coal and other materials such as lubricants, necessarily issued for the running of the State and private railways, it is not agreed at present that cash payments should be demanded from the Railways for these supplies. The coal Section at this H.Q. records the bulk allotment of coal made for railway purposes and it is understood that your Directorate has agreed to furnish the Coal Section with information as to the actual issues to each Railway organisation. With regard to the other materials, and services rendered, the British Transportation Directorate is required to notify such services rendered by British Units or from British stocks periodically to the Financial Adviser (British), so that any necessary adjustment can be made through A.M.G. No doubt the U.S. Transportation act in a similar manner regarding transactions between U.S. units and the Railways.
3. The records mentioned above should continue to be maintained, and no financial adjustment is required to be made by your Directorate. The means of enabling A.M.G. to make any necessary adjustments in their accounts will however be considered and you will be informed if any amendment to the present procedure becomes necessary.

subject of Railway Material Accounting, it is agreed that no payments should be made by the Allied Governments in respect of military traffic of any kind carried on either State owned or privately-owned railways.

2. It is noted that records are being maintained of supplies furnished, or work provided for the rehabilitation of the Italian State Railways. With regard to the supply of coal and other materials such as lubricants, necessarily issued for the running of the State and private Railways, it is not agreed at present that cash payments should be demanded from the Railways for these supplies. The coal Section at this H.Q. records the bulk allotment of coal made for railway purposes and it is understood that your Directorate has agreed to furnish the Coal Section with information as to the actual issues to each Railway organisation. With regard to the other materials, and services rendered, the British Transportation Directorate is required to notify such services rendered by British units or from British stocks periodically to the Financial Adviser (British), so that any necessary adjustment can be made through A.M.G. No doubt the U.S. Transportation act in a similar manner regarding transactions between U.S. units and the Railways.

3. The records mentioned above should continue to be maintained, and no financial adjustment is required to be made by your Directorate. The means of enabling A.M.G. to make any necessary adjustments in their accounts will however be considered and you will be informed if any amendment to the present procedure becomes necessary.

4. The question also arises of the ability of privately-owned Railways to continue to operate for the Allied Forces indefinitely without some financial assistance. It is considered that these private railways ought only to be allowed to operate in the interests of the Allied Forces, they should be taken over by the Italian State Railways. Perhaps you would examine the possibility of this with A.C.C. and A.M.G.

Sgt - Brigadier  
DAME (McMinn)



COPY

U.S. ARMY HEADQUARTERS BRITISH ARMY

SECRET  
CLASSIFIED BY GARY  
DATE: 6 January 1994  
DETAILS:

ALLIED FORCES  
RAILWAY RAILWAY SERVICE  
SECTION OF THE DIRECTOR GENERAL

A. P. O. 400  
6 January 1944

Subject: - Railway Material Accounting

To: Major General Sir Brian H. Robertson  
Deputy Chief Administrative Officer  
Advanced Administrative School  
A.P.O. 400, U.S. Army

1. It is my understanding that:  
a. The Italian Government of the King under the existing terms is to furnish free transportation to the Allied Governments.

b. Major General Order No 60, AFM, 22 October 1943, the operation of all Italian State and privately-owned Railways is under the direction of the Director General, Military Railway Service, AFM.

c. The practical financial policy to date has been that the three Italian Compartimenti are paying their bills from their known income so that income will go.

d. The Director General has only been called upon to certify the reasonableness of the estimates of the Naples Compartimento and has stated in that certificate that the expenses are in line with the desires of the Director General and that they are reasonable and that the Italian Government should furnish the Italian State Railways with the amount of money necessary to satisfy the estimate.

e. It is my understanding further that if the Italian Government doesn't put money that AFM is allowing the army and engaging the Italian Government, insofar as the Naples Compartimento is concerned.

2. The Director General originally recommended and it is believed that this financial policy was in general approved, that there would be no commercial billing as between the Allied Governments and the Italian Government covering the transportation of Allied equipment and that and personnel furnished as by the terms of the armistice, the Allied Government would reimburse transportation there and that there would be no liability or money contribution included on the face of the warrants transporting supplies and equipment originating destination of Naples and so forth.

3. There are two problems confronting us:

a. Material and supplies for privately-owned railroads.  
b. Material and supplies used by the Italian State Railways in the

ASAC, SAC, U.S. Army

1. It is my understanding that:
  - a. The Italian Government of the King under the existing terms is to furnish free transportation to the Allied Cominterns.
  - b. From General Order No. 60, July 23 October 1943, the treatment of all Italian state and privately-owned railways is under the direction of the Director General, Military Railway Service, AFM.
  - c. The practical financial policy to date has been that the three Italian Cominterns are paying their bills from their income insofar as that income will go.
  - d. The Director General has only been called upon to certify the reasonableness of the estimate of the Italian Government and has stated in that certification that the estimates are in line with the desires of the Director General and that they appear reasonable and that the Italian Government should furnish the Italian state railways with the amount of funds necessary to subsidize the estimate.
  - e. It is my understanding further that if the Italian Government hands the money, that all is advancing the Army and charging the Italian Government, insofar as the Italian Cominterns is concerned.
  2. The Director General originally recommended and it is believed that this financial policy was in general approved, that there would be no commercial billing as between the Allied Cominterns and the Italian Government covering the transportation of Italian Government material and personal effects on by the terms of the estimate. The Allied Cominterns would reimburse transportation free and that there would be no losses or more consideration included on the face of the invoice indicating commodity, origin, destination, classification of freight and weight.
  3. There are two problems confronting us:
    - a. Material and supplies for privately-owned railroads.
    - b. Material and supplies used by the Italian State Railways in the handling of commercial freight and passengers for which they collect from the civilians the authorized tariff published by the railroad.
    - c. Specific point at issue is that accounting should be established in connection with furnishing coal fuel.
    - d. Privately-owned Railroads
    - e. Italian State Railways

2420

.....5. The Director General

5. The Director General is keeping account of, by project, amount and conditions, and is to submit to the Director General a report on the work provided for the maintenance of the Italian State Railways. It would appear that since the Italian Government is required under the armistice terms to furnish to the British Government, under the armistice terms, a sum of £100 million for the Italian Government, that any material such as coal should be charged to the Italian Government by the Director General, and is to be included in the bill submitted to the Allied Control Commission by the Director General.

6. The agreed settlement price has not been determined and published, but in order to enable accountants to Director General will be an accurate account of all coal furnished to the Italian Railways of the Italian State Railways, but it is believed that the Italian Government should pay for all material and labor furnished by the Italian Government to rehabilitate and maintain and operate their system of railways and that privately-owned lines should be required to pay in cash monthly the value of the coal furnished them the preceding month.

7. It is requested that the Director General be advised of the decision with respect to the handling from the a working standpoint, the coal, lubricants, and other material furnished to the Italian State Railways and the privately-owned railways.

CARL E. GUNN, JR.  
 Brigadier General, USA  
 Director General.

U.S. Army Board British Forces.

0 2 1 7

US SOURCE - BRITISH SECRET  
Allied Force  
MILITARY RAILWAY SERVICE  
Office of Director General

A P O 400  
6 January 1944

Subject: Railway Material Accounting.

TO : Major General Sir Brian H. Robertson  
Deputy Chief Administrative Officer  
Advance Administrative Echelon  
A P O 400, U.S. Army

*This is a copy received  
from Mr. Williams Terminal  
with him 1/11/44 from P.A.  
Dept. Railway 17/1 1944*

1. It is my understanding that:  
a. The Italian Government of the King under the armistice tends to furnish free transportation to the Allied Governments.  
b. Under General Order No. 60, AFM, 22 October 1943, the operation of all Italian State and Privately-Owned Railways is under the direction of the Director General, Military Railway Service, AMRQ.

c. The practical financial policy to date has been that the three Italian Compartimenti are paying their bills from their income insofar as that income will go.

d. The Director General has only been called upon to certify the reasonableness of the estimate of the Naples Compartimento and has stated in that certification that the expenses are in line with the desires of the Director General and that they appear reasonable and that the Italian Government should furnish the Italian State Railways with the amount of money necessary to satisfy the estimate.

e. It is my understanding further that if the Italian Government has not that money, that AMRQ is advancing the money and charging the Italian Government, insofar as the Naples Compartimento is concerned.

2. The Director General originally recommended and it is believed that this financial policy was in general approved, that there would be no commercial billing as between the Allied Governments and the Italian Government covering the transportation of Allied Government material and personnel inasmuch as by the terms of the armistice, the Allied Governments would secure this transportation free and that there would be no tariff or money consideration included on the face of the warrants indicating consignee, consignor, origin, destination, classification of freight and weight.

3. There are two problems confronting us :
- a. Material and supplies for privately-owned railroads.
  - b. Material and supplies used by the Italian State Railways in the handling of commercial freight and passengers for which they collect from the civilians the authorized tariff published by the railroad.
4. Specific point at issue is what accounting should be evidenced in connection with furnishing coal for :

9/1/44

b. Under General Order No. 60, Army, 22 October 1943, the operation of all Italian State and Privately-Owned Railways is under the direction of the Director General, Military Railway Service, AFM.

c. The practical financial policy to date has been that the three Italian Compartimenti are paying their bills from their income insofar as that income will go.

d. The Director General has only been called upon to certify the reasonableness of the estimate of the Regies Compartimento and has stated in that certification that the expenses are in line with the desires of the Director General and that they appear reasonable and that the Italian Government should furnish the Italian State Railways with the amount of money necessary to satisfy the estimate.

e. It is my understanding further that if the Italian Government has not that money, that AFM is advancing the money and charging the Italian Government, insofar as the Regies Compartimento is concerned.

2. The Director General originally recommended and it is believed that this financial policy was in general approved, that there would be no commercial billing as between the Allied Governments and the Italian Government covering the transportation of Allied Government material and personnel inasmuch as by the terms of the armistice, the Allied Governments would secure this transportation free and that there would be no tariff or money consideration included on the face of the warrants indicating consignee, consignor, origin, destination, classification of freight and weight.

3. There are two problems confronting us :

a. Material and supplies for privately-owned railroads.

b. Material and supplies used by the Italian State Railways in the handling of commercial freight and passengers for which they collect from the civilians the authorized tariff published by the railroad.

4. Specific point at issue is what accounting should be evidenced in connection with furnishing coal for :

2439

a. Privately-Owned Railroads.

b. Italian State Railways.

5. The Director General is keeping account of, by project number and estimated man hours, bill of material for all supplies furnished or work provided for the rehabilitation of the Italian State Railways. It would appear that since the Italian Government is required under the armistice terms to furnish transportation free to the Allied Governments, that any material such as coal should be charged to the Italian Government by the Director General through such means and in such manner as the Allied Control Commission may desire.

6. No agreed delivered price has yet been determined and publicized, but in order to minimize accounting, the Director General will keep an accurate account of all coal furnished the Italian Railways of the State and privately-owned railways, but it is believed and recommended that if the premises on which this recommendation are based and which is set forth above is correct, then the Italian Government should pay for all material and labor furnished by the Allied Governments to rehabilitate and maintain and operate their system of railroads and that privately-owned lines should be required to pay in cash monthly the value of the coal furnished them the preceding month.

7. It is requested that the Director General be advised of the decision with respect to the handling from the accounting standpoint, the coal, luorinants, materials and supplies furnished the Italian State Railways and the privately-owned railways.

CARL R. GRAY, JR.  
 Brigadier General, USA  
 Director General.

268

44-116

Internal Transportation Sub-Commission, ACC.,  
C/o Mov & Tr.,  
AFHQ Advanced Administrative Echelon,  
C.R.F.

Our reference : ACC En/44/16

Date : 11 Feb 44.

TO : Main HQ, ACC.,  
(Economic Section for Mr Grady).

SUBJECT: Control of Privately owned railways.

1. Reference your ES/JBT/dem dated 8 Feb 44.
2. In view of the recent change whereby this Sub-Commission is now part of the Economic Section, it may be that the letter to Gen. di Raimondo referred to in your communication as above has not yet been sent.
3. The matter is urgent and it will be appreciated if you will please ensure that the a-reed communication is sent to Gen di Raimondo quickly, and that a copy is furnished to this Sub-Commission for information.

*[Signature]* Colonel,  
Chief of Internal Transportation Sub-Commission, ACC.

2437

0221

Internal Transportation Sub-Commission, ACC., *2/4/44*  
c/o Mov & Tr.,  
AFHQ Advanced Administrative Echelon,  
C.M.F.

Our reference : ACC Tn/44/14

Date : 6 Feb 44.

TO : Main H.Q., ACC.,  
(Economic ~~and Administrative~~ Section).  
*(For Mr. Brady)*

SUBJECT : Control of Privately Owned Railways - Italy.

1. Reference Communications Section letter of 27 Jan 44, reference Tn/21/5-12, to you, copy to this office.
2. Early action in this matter has been strongly recommended by this Sub-Commission.
3. Will you please let me know how the matter stands.

*WJ*

Colonel,  
Chief of Internal Transportation Sub-Commission, ACC.



Internal Transportation Sub-Commission, ACC.,  
C/O Gov & Tn.,  
AFHQ Advanced Administrative Echelon,  
C.M.F.

Our reference : ACC Tn/44/12

Date : 22 Jan 44.

TO : HQ, ACC.,  
(For Vice-President, Communications Section).

SUBJECT : Control of privately owned railways - Italy.

1. Reference your Tn 21/5-7 dated 17 Jan 44, para 2.

2. On receipt of your letter as above, the opinion of the Legal Sub-Commission was sought. By letter dated 20 Jan 44 that Sub-Commission states :-  
"It is our opinion that the Italian Government can take over and operate through its own agencies any privately owned railway during the state of emergency, by administrative action and that a Royal Decree is not required to achieve this object. Such administrative action can take various forms none of which is complicated and such action could be taken without any delay."

3. In view of this opinion it is considered that further discussions with General di Reimondo on the matter are not likely to serve any useful purpose. It is strongly recommended that you arrange for the Italian Government to be requested to issue the necessary instructions for administrative action to be taken without delay, whereby the Italian State Railways become responsible for the complete control of all the privately owned railways as submitted in this Sub-Commission letter ACC Tn/44/1 dated 4 Jan 44. The form which the administrative action should take is a matter for the Italian Government.

4. The kind of difficulties which are arising under present conditions are illustrated by the copies of letters enclosed.

- (A) DCMPS to Gen. di Reimondo, 18 Jan 44, regarding railway siding agreements.
- (B) Gen. di Reimondo to DCMPS dated 13 Jan 44 ) Regarding Suda Est railway
- (C) DCMPS to this Sub-Commission, dated 19 Jan 44. )

*RAF*

Colonel,  
Chief of Internal Transportation Sub-Commission, ACC.

SUBJECT : Control of privately owned railways - Italy.

1. Reference your Tn 21/5-7 dated 17 Jan 44, para 2.
2. On receipt of your letter as above, the opinion of the Legal Sub-Commission was sought. By letter dated 20 Jan 44 that Sub-Commission states :-  
 "It is our opinion that the Italian Government can take over and operate through its own agencies any privately owned railway during the state of emergency, by administrative action and that a Royal Decree is not required to achieve this object. Such administrative action can take various forms none of which is complicated and such action could be taken without any delay."
3. In view of this opinion it is considered that further discussions with General di Raimondo on the matter are not likely to serve any useful purpose. It is strongly recommended that you arrange for the Italian Government to be requested to issue the necessary instructions for administrative action to be taken without delay, whereby the Italian State Railways become responsible for the complete control of all the privately owned railways as submitted in this Sub-Commission letter ACC Tn/44/1 dated 4 Jan 44. The form which the administrative action should take is a matter for the Italian Government.
4. The kind of difficulties which are arising under present conditions are illustrated by the copies of letters enclosed,

- (A) DGMEPS to Gen. di Raimondo, 18 Jan 44, regarding railway siding agreements.
- (B) Gen. di Raimondo to DGMEPS dated 13 Jan 44 )  
 ) Regarding Sud Est railway
- (C) DGMEPS to this Sub-Commission, dated )  
 ) 19 Jan 44.

*RAF*

Colonel,  
Chief of Internal Transportation Sub-Commission, ACC.

2436

Allied Force  
MILITARY RAILWAY SERVICE  
Office of Director General

A.F.O. 400  
18 January 1944.

Subject: Railway Sidings Agreement.

To: General di Raimondo, Italian State Railways  
Attn: Sig. Orestano, Chief of Div. Mov., Bari.

1. Reference is made to your letter of December 28th, to Major Fairhead, Hq. No. 2 Railway Operating Group.
2. When the Allies occupied Italy and took over operation of the railroads, that taking over included all facilities in connection with the railroads, including these so called private sidings. It is not understood that the Allies will reimburse the Italian State Railways for use of any of their facilities. Any such payment will come from the Italian Government under the terms of the Armistice.
3. In view of there being no compensation contemplated for use of railroad facilities, we see no necessity for maintaining voluminous records as to use of so-called private sidings. Such charges or rentals to be paid by private companies are a matter for the Italian State Railways to press for collection, but not through Military Railway Service, who are not concerned in the matter.

(Sgd) CARL F. GRAY, JR.  
Brigadier General, USA.  
Director General.

cc. DTN (Br)  
ACC Transp Sub Comm  
Attn: Col Fitch, Adv AFHQ

0225

"6"

COPY

COPY

MINISTERO DELLE COMUNICAZIONI

SOTTOSGREGARIATO DI STATO  
PER LE FERROVIE - MOTORIZZAZIONE CIVILE E TRASPORTI IN CONCESSIONE

Prot. N. 595 /1.0/1  
Allegati N

P.M. 151 13 January 1944

OGGETTO

Risposta al foglio N

del

Subject: South-east railways.

To: Colonel T.C., J.K. TULLY  
Executive Officer

A.I. - Military Railway Service  
Office of Director General

A.P.O. 400  
Napolis

I answer your letter on the subject dated the 6th January and received on the 10th.

The refusal of the South-east Railways to let their own cars circulate beyond the borders of their system is not admissible.  
The laws in force over the concession of lines to private exploitation establish the obligation to cumulative services between private and State railroads so that the equipment may freely circulate from one system to another.

The Railways Direction has never been informed of the matter. The refusal of the stationmaster is most probably in connection with the fact that nobody paid the transportation rates on the South-east lines.

The freight transportation on account of allied troops on the State railways is effected without any rates payment. That is a matter which should be examined between the Italian Government and the AMB.

The private companies set from the State a subvention varying from one line to another but it is not foreseen that the State should pay to the private companies the expenses for transportation on account of other persons.

No railway company, as richest as it maybe, is in a position to sustain exploitation expenses without getting an income, as it could occur if, eliminating or diminishing the civil traffic, transportation should be exclusively done, without payment, on account of the Allied Military Headquarters.

I confirm what I declared to the Transportation ACC Committee meeting on the 11th Dec. last.

I may add that on the South-east lines are circulating trucks of the company and trucks of the State Railways Administration.

Both may circulate from one to another system according to economical conventions and the payment of agreed between both administrations hires.

UNDERSECRETARY OF STATE  
Gen di Faimondo

2434

OPY.

"C"

Allied Force  
 MILITARY RAILWAY SERVICE  
 Office of Director General

A.F.O. 400  
 19 January 1944.

Subject: Sud Est Railway.

To: AFG Transportation Sub-Committee  
 Advanced Administrative Echelon, AFHQ, APO 400, US Army.  
 (Attn: Colonel Fitch).

1. With reference to copy of our letter of 6 January forwarded you, the attached reply from General di Raimondo is also forwarded to you for your information. It indicates agreement but points out that private railways will turn to someone for reimbursement.
2. It is our understanding that under the terms of the Armistice their recourse is to the Italian Government.

For the Director General:

(Sgd)

J. W. TULLY  
 Colonel, T.S.  
 Executive Officer.

1 Incl  
 Cy of Gen di Raimondo's  
 ltr of 13 Jan 1944.

247

0 2 2 7

44/10  
C

Allied Force  
MILITARY RAILWAY SERVICE  
Office of Director General

A. P. O. 400  
19 January, 1944

Subject: Sud Est Railway.

To : ACC Transportation Sub Committee  
Advance Administrative Echelon, AFHQ, APO 400, U.S.Army  
(Attn: Colonel Fitch)

1. With reference to copy of our letter of 6 January forwarded you, the attached reply from General di Raimondo is also forwarded to you for your information. It indicates agreement but points out that private railways will turn to someone for reimbursement.

2. It is our understanding that under the terms of the Armistice their recourse is to the Italian Government.

For the Director General:

*J. K. Tully*  
J. K. TULLY  
Colonel, T.C.  
Executive Officer

1 Incl  
Cy of Gen. di Raimondo's  
ltr of 13 Jan 1944.

2422

COPY

MINISTERO DELLE COMUNICAZIONI

COPY

SOTTOSCRIVENDI DI STATO  
PER LE FERROVIE - AUTORIZZAZIONE CIVILE E TRASPORTI IN CONCESSIONE

Prot. N. 595 /1.0/1  
Allegati 2

P.M. 151 13 January 1944

OGGETTO

Risposta al foglio N

dcl

Subject: South-east railways.

To: Colonel T.C., J.K. TULLY  
Executive Officer  
A.F. - Military Railway Service  
Office of Director General

A.P.C. 400  
Napoli

I answer your letter on the subject dated the 6th January and received on the 10th.

The refusal of the South-east Railways to let their own cars circulate beyond the borders of their system is not admissible.  
The laws in force over the concession of lines to private exploitation establish the obligation of cumulative services between private and State railroads so that the equipment may freely circulate from one system to another.

The Railways Direction has never been informed of the matter. The refusal of the station master is most probably in connection with the fact that nobody paid the transportation rates on the South-East lines.

The freight transportation on account of allied troops on the State railways is effected without any rates payment. That is a matter which should be examined between the Italian Government and the AMG.

The private companies get from the State a subvention varying from one line to another but it is not foreseen that the State should pay to the private companies the expenses for transportation on account of other persons.

No railway company, as richest as it may be, is in a position to sustain exploitation expenses without getting an income, as it could occur if, eliminating or diminishing the civil traffic, transportation should be exclusively done, without payment, on account of the Allied Military Headquarters.

I confirm what I declared to the Transportation ACC Committee meeting on the 11th Dec. last.

I may add that on the South-East lines are now circulating trucks of the company and trucks of the State Railways Administration.

Both may circulate from one to another system according to economical conventions and the payment of agreed between both administrations hires.

UNDER SECRETARY OF STATE  
Gen. di Reimondo

2401

2619

4419

A

Allied Force  
MILITARY RAILWAY SERVICE  
Office of Director General

A. P. O. 400  
18 January 1944

Subject: Railway Sidings Agreement.

To: General di Erimondo, Italian State Railways  
Attn: Sig. Orstano, Chief of Div. Mov., Bari

1. Reference is made to your letter of December 24th, to Major Fairhead, Hq. No. 2 Railway Operating Group.

2. When the Allies occupied Italy and took over operation of the railroads, that taking over included all facilities in connection with the railroads, including these so-called private sidings. It is not understood that the allies will reimburse the Italian State Railways for use of any of their facilities. Any such payment will come from the Italian Government under the terms of the Armistice.

3. In view of there being no compensation contemplated for use of railroad facilities, we see no necessity for maintaining voluminous records as to use of so-called private sidings. Such charges or rentals to be paid by private companies are a matter for the Italian State Railways to press for collection, but not through Military Railway Service, who are not concerned in the matter.

CARL E. GRAY, JR.  
Brigadier General, USA  
Director General

cc DTn (Br)  
AGC Transp Sub Comd  
Attn: Col Fitch, Adv AFHQ ✓

2420



Internal Transportation Sub-Commission, ACC.,  
C/o Mov & Tr.,  
AFHQ Advanced Administrative Echelon,  
C.M.F.

Our reference : ACC Tn/44/8

Date : 20 Jan 44.

TO : HQ., AMG - ACC,  
For Legal Sub-Commission.

SUBJECT : Control of privately owned Railways - Italy.

1. Reference following copies of letters :
    - (A) ACC Tn/44/1 dated 4 Jan 44
    - (B) Tn/21/5-7 dated 17 Jan 44 from HQ ACC to this Sub-Commission.
  2. Para 7 of attached letter (B) states :  
 "In view of the above it is suggested that you have a check made of the present Italian law and discuss this matter with General di Raimondo the next time he is in Naples. If it is found that an Executive Order or other action is necessary please inform me."
  3. Briefly, from the point of view of this Sub-Commission, it is essential that the Italian State Railways be responsible for the operational control of all the privately owned railways and that the control be arranged and exercised in such manner that the arrangement of all business between the Allied Governments and the privately owned railways be effected efficiently and without delay through the Italian Undersecretary of State for Railways and Highways, or through the Italian State Railway Administration.
- This Sub-Commission has no knowledge as to the correct procedure to bring this about. It may be that an Executive Order is not necessary. Your help and guidance is sought as to what is necessary in order to give the required results as a matter of great urgency.

*PAH*  
Colonel,  
Internal Transportation Sub-Commission, ACC.

*1500 hrs. 20 Jan 44  
Handed this letter to Col Wilber &  
discussed matter with him. He will  
let me have an official reply soon.  
PAH*

2423

*Rec'd 1720L  
7 Jan 44  
44/6*

ALLIED FORCES  
MILITARY RAILWAY SERVICE  
Office of Director General

A. F. O. 400  
6 January 1944

*Attache to the  
and return to  
21*

Subject: Sud Est Railway.

To : General di Balduino, Under Secretary of State  
Italian State Railway

1. A message from District #2 (British) of 2 January states that movement of coal from Callipoli is being interfered with by the refusal of the Sud Est to let their cars go off their system because they are a private concern and are given no financial assistance by Italian Government. The issuance of instructions by Director General Military Railway Service to direct the movement of these cars off-line was requested. Financial arrangements in this regard and in connection with the reduction of passenger travel were also referred to Director General Military Railway Service for consideration.

2. These Headquarters immediately replied directing that Sud Est cars be used through to destination at once pending financial arrangements being made at a later date if indicated.

3. The establishment of an interchange for equipment and motive power is being authorized by this office to replace cars on the Sud Est and to provide for continuous operation.

4. Your attention is invited to paragraph #4, Minutes #3 of the Transportation Committee Meeting of Allied Control Commission on 11 December which states that you confirmed the understanding that supplies and equipment of the Sud Est (although not a part of the Italian State Railway) could be used elsewhere if directed by the Director General Military Railway Service is necessary.

5. Your comments are desired as to a suggested means of financial adjustment. It would appear that if foreign cars and engines are supplied to interchange point to replace cars and engines moved off-line, no financial adjustment is necessary. It would further appear that if reduction of civilian traffic is necessary on account of shortage of fuel (a critical war material) that no financial adjustment is indicated in this instance either. It may, however, be necessary, after a study of the books of the company, to authorize financial assistance if it appears that the company is going bankrupt; that is, to keep the concern solvent and operating.

Will you please advise at an early date.

For the Director General:

*J. K. Tully*  
J. K. TULLY  
Colonel, T.C.  
Executive Officer

cc: AGF Group Sub Committee AFHQ  
Advtg Ech AFHQ 400, attn: Col Fitch  
Col. Ougherty - Transportation Dept.

0 2 3 2

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

Received 1700 hrs.  
3/11 R. 44/4

Allied Force  
MILITARY RAILWAY SERVICE  
Office of Director General

A. P. O. 400  
1 January 1944

Subject: Control of Privately Owned Railways, Italy.

To : Chief Internal Transportation Sub Commission ACC  
Attn: Colonel Fitch

1. The proposed letter to Headquarters ACC forwarded with your memo of 30 December is satisfactory if paragraph 4b is changed to read:

" 4(b) The control to be exercised by the I.S.R. as above, will be coordinated with the Director General Military Railway Service, or as and when applicable will be under the supervision of the ACC".

2. The Director General does not desire to be involved in the detailed arrangements but does desire to be posted as to contemplated actions that have a bearing on the over-all railroad situation.

For the Commanding General:

*J. K. Tully*  
J. K. TULLY  
Colonel, T.C.  
Executive Officer

2427

0 2 3 3

Internal Transportation Sub-Commission, ACC  
c/o Mov & Tr.,  
AFHQ Advanced Administrative Echelon,  
C. F.

Our Reference : ACC Fn/44/2  
Date : 30 Dec 43

TO : D.G.M.A.S.

SUBJECT : Control of Privately owned railways - Italy

1. Reference our conversation 19 Dec 43 regarding the above question.
2. It is proposed, subject to your approval, to send the enclosed letter to H.Q. Allied <sup>Control</sup> Commission so that the necessary Executive Order to the Italian Government may be issued.
3. Will you please let me know within the next day or two whether you require any alteration made to the proposed letter.

Colonel  
Chief of Internal Transportation Sub-Commission, ACC

2498

0234

Internal Transportation Sub-Committee, ACC.,  
C/O Coy & In.,  
AFH, Advanced Administrative Monelton,  
C.M.F.

Our reference : ACC Tr/44/1.  
Date : 30 Dec 43.

TO : MR., ACC.

SUBJECT : Control of privately owned railways - Italy.

1. The approximate lengths in kilometres of the Italian State owned and privately owned railways are given below :-

	Standard Gauge	Narrow Gauge	Totals
State Owned	16,600	650	17,250
Privately Owned *	2,850	3,100	5,950
<b>Totals</b>	<b>19,450</b>	<b>3,750</b>	<b>23,200</b>

\* Excluding tramways and other local transport.

(These figures were extracted from page 2 of the "Preliminary Draft of Civil Affairs Handbook on Italy - Section eleven.)

2. The privately owned lines, with few exceptions, consist of numerous short secondary lines, over half of which are narrow gauge. Many of them however, serve mountainous districts where good highways are non-existent and they provide important transportation links with the State Railway system. The majority may be required to operate to meet Allied Government and essential civil requirements, and it is important that their operations be co-ordinated efficiently with those of the State owned railways.

3. To secure efficient co-ordinated operation is difficult, because the disorganisation of civilian administrations, owing to war conditions, makes it impossible to obtain any really accurate information of ownership and control of the privately owned lines. Further, their most important administrative centres are still in enemy territory. It is therefore, important that arrangements be made for centralised control.

4. It is recommended that an Executive Order be issued to the Italian Government, in respect of all privately owned railways in territories which have been and will be transferred to Italian administration under the supervision of the Allied Control Commission, to give effect to the following:-

- (a) The Italian State Railways Administration will assume control of all the privately owned railways, including the arrangement of any financial assistance they may require. 2420
- (b) The control will be exercised, as in the case of the State owned railways, under the direction of the Director General Military Railway Services (Brigadier General Carl H Gray, Jnr.) or, as and

1. The approximate lengths in kilometres of the Italian State owned and privately owned railways are given below :-

	Standard Gauge	Narrow Gauge	Totals
State Owned	16,600	600	17,200
Privately Owned	2,850	3,100	5,950
<b>Totals</b>	<b>19,450</b>	<b>3,700</b>	<b>23,150</b>

\* Excluding tramways and other local transport. (These figures were extracted from page 2 of the "Preliminary Draft of Civil Affairs Handbook on Italy - Section eleven.")

2. The privately owned lines, with few exceptions, consist of numerous short secondary lines, over half of which are narrow gauge. Many of them however, serve mountainous districts where good highways are non-existent and they provide important transportation links with the state railway system. The majority may be required to operate to meet Allied Government and essential civil requirements, and it is important that their operations be co-ordinated efficiently with those of the State owned railways.

3. To secure efficient co-ordinated operation is difficult, because the disorganization of civilian administrations, owing to war conditions, makes it impossible to obtain any really accurate information of ownership and control of the privately owned lines. Further, their most important administrative centres are still in enemy territory. It is therefore, important that arrangements be made for centralised control.

4. It is recommended that an Executive Order be issued to the Italian Government, in respect of all privately owned railways in territories which have been and will be transferred to Italian administration under the supervision of the Allied Control Commission, to give effect to the following:-

(a) The Italian State Railways Administration will assume control of all the privately owned railways, including the arrangement of any financial assistance they may require.

*2420*

(b) The control will be exercised, as in the case of the State owned railways, under the direction of the Director General Military Railway Services (Brigadier General Carl I. Gray, Jnr.) or, as and when applicable, under the supervision of the Allied Control Commission.

4. (Contd).

- (c) The control to be arranged and exercised in such manner that the requirements of the Allied Governments affecting privately owned railways, which will be transmitted only to General di Belmonte, Undersecretary of State for Railways, or to the Italian State Railway Administration, are given effect to efficiently and without delay.
- (d) The financial terms of control to be a matter for the Italian Government to arrange with the parties concerned, but in any case where an appreciable part of the share capital of the undertaking is owned by any of the Allied Countries, the financial terms of control will be submitted to the Allied Control Commission for prior approval.

Colonel.  
Internal Transportation Sub-Commission, ABC.

Copy to:  
HQ. AMG.

2424

(Preliminary Draft).

Internal Transportation Sub-Commission, ACC.,  
c/o Mov & Tr.,  
AFHQ Advanced Administrative Echelon,  
C.M.F.

Our Reference : ACC Tr. /  
Date : Dec 43.

TO : H.Q., ACC.,  
(for Capt. Stone).

SUBJECT : Centralized Control for the Narrow Gauge Railways of  
Southern Italy.

1. There are thirteen privately owned narrow gauge rail lines south of the northern boundaries of the provinces of Salerno, Potenza and Bari. These lines were, prior to occupation, operated by The Societa Italiana per le Strade del Mediterraneo with headquarters in Milan, and a district office in Bari. Generally these rail lines are isolated from each other. They penetrate mountainous districts unserved by other railways, or form connecting links between two or more important government owned standard gauge railroads.
2. It is important that a number of these secondary lines operate in order to move essential commodities from their sources to the rail centres and seaports. It is also imperative that strict control be maintained so as to limit the operation to a bare necessity and thus conserve fuel and other materials and also to more effectively co-ordinate their operation with that of the main lines. It is believed that these objectives can be secured only under a single management. The Italian Government, Dept of Railways.
3. It is therefore recommended that the Italian Government under the supervision of the Internal Transportation Sub-Commission, ACC be made responsible for the management of and for necessary financial assistance to these narrow gauge railroads. That in the event that financial assistance is requested by the railroad and rejected by the government said petition together with reasons for such action shall be submitted to the Internal Transportation Sub-Commission, ACC.

2400



0 2 3 8 |