

ACC AG 54/TN 4 10000/1H 2063 DAMAGES AND REPAIRS TO
AUG. 1944 - JUL. 1945

DAMAGES AND REPAIRS TO RAIL WAGONS -
AUG. 1944 - JUL. 1945

Allied Force
MILITARY RAILWAY SERVICE-ITALY
Office of Director

453 T

A.F.O. 512
27 July 1945

SUBJECT: Recovery of Equipment

TO: DAD Tn 3 (M), Building
ADD-Equipment, 774th RGD, Building
AC Tn S/C, Rail Division, Building

1. Reference the undersigned's letter, file 453 T, of 18 January 1945, subject as above.
2. Effective at once, you may discontinue furnishing the information requested.

FOR THE DIRECTOR:

S. E. London
S. E. LONDON
Major, T.C.
Supt. Transportation

*Let me see the
reference.*

3666

UNITED COMMISSION
AC TRANSPORTATION OFFICER
PALERMO

54/33

IL/er

Ref : RST/45
Date 16 May 1945.

SUBJECT: Recovery of Equipment.

TO : Trans Sub-Commission AC (Rail Section)
C/o Trans Increment C.M.F. HQ.

1. Following is the Recovery of Equipment report which covers the period 16 to 31 March 1945.
2. It is very regretted for the delay due to the difficulties in obtaining figures:

	Coach	Bag	Box	Gon	Gon	Flat	Refr	Tank	Others	Total
(a) Number cars on hand receiving and awaiting light repairs.										Nil
(b) Number cars on hand receiving and awaiting heavy repairs	11	10	107	67	69		10	61	7	430
(c) Number cars available for recovery which can be repaired	62	92	622	920	647		66	84	99	2630

IRVING-LINCH; S/Capt.R.E.
Transportation Officer
Sicily.

Major London MRS.

3665

54/32

PGM/10

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

10 May 1945

Tel. 643230
Ref. AC/241/1/1m 4

SUBJECT: Wine Tankers

TO: DMS - Bldg.

1. The ISR do not have the proper facilities for the repair of private owned wooden barrel wine tankers.

2. Private owners are equipped to make such repairs.

3. Wine tankers are deteriorating due to the lack of attention received under present arrangements whereby ISR make repairs.

4. Attached is a copy of a letter from the ISR proposing the following:

- (a) private owners to be entrusted with repair and maintenance of their own cars.
- (b) they shall keep them in good condition and at ISR disposal.
- (c) all financial transactions arising from such arrangements shall be handled by ISR and private owners.
- (d) all empty wine tankers to be re-~~ooled~~ in pre-determined localities where maintenance and repairs will be carried out.
- (e) New tariff arrangement will cause a slight increase in the price of wine which will range from 0.16 to 0.56 per litre.

5. We are agreeable to the proposal but would like to insert

TO : DERS - Bldg.

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3. Wine tankers are deteriorating due to the lack of attention received under present arrangements whereby ISR make repairs.

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(a) private owners to be entrusted with repair and maintenance of their own cars.

(b) they shall keep them in good condition and at ISR disposal.

(c) all financial transactions arising from such arrangement shall be handled by ISR and private owners.

(d) all empty wine tankers to be pooled in pre-determined locations where maintenance and repairs will be carried out.

(e) New tariff arrangement will cause a slight increase in the price of wine which will range from 0.15 to 0.55 per litre.

5. We are agreeable to the proposal but would like to insert a proviso that the repairs be subject to supervision and inspection by ISR.

6. Your approval of the plan is solicited as it will increase the efficiency of the tankers by hastening repairs and it will relieve ISR shops from doing work for which they are not equipped.

For the Chief Commissioner :

cc: Movement's Rail Tn Sub-Comm.
Food Sub-Commission HQ AC
Major Baister - Bldg.

P.C. NATHAN, Major

Rome, 3 May 1945
N.331/12777/251

Mr. Mr. 2/Commission A.C.
Rail Division

MINISTRY OF TRANSPORTS
GEN. DIRECTION INC.

SUBJECT: Regulation of private
wine tankers.

1. Reference is made to your letter AC/243/1/Tn.4 dated 23 January 1945.

2. In compliance with the instructions issued by Allied Authorities on June 1944, all private tankers registered into IMR Rolling Stock Book were requisitioned, for the wine tankers a fixed charge of 500 lire per trip, plus a mileage rate of 300 lire every 100 indivisible km., both to be collected at the departure of the tanker, were established.

3. In view of the difficulties arising for repair and maintenance of the wine tankers, equipped with wooden barrels for which IMR Administration has no particularly trained personnel available, it was successively decided in November last, to return said wine tankers to the respective owners, while latter agreed to establish following rate of hire, to be paid by all users of above wooden-barreled wine tankers:

For distances up to 100 km.	Lire 2000
" " from 101 to 500 km.	" 8000
" " beyond 500 km.	" 10000

plus a fixed charge of 800 lire per tanker.

4. An order confirming the requisition was successively issued on Dec. 5th by Allied Authorities but, having all owners strongly objected, mainly on account of the fact IMR would not have been able to keep above tankers in full efficiency owing to the lack of specially trained personnel, the same Allied Authorities asked this IMR General Direction, with letter AC/243/1/Tn.4 dated 22 January 1945, to investigate the opportunity to entrust private firms with the maintenance and repair of said tankers.

5. At a meeting held on February 14th ult. the representative of one of the most important Commerce owner of said tankers, speaking also on behalf of other similar firms, stated that they were willing to take care of both repair and maintenance, while the responsibility for allocation of the tankers to the consignors rested with IMR and with competent Allied Bodies; they submitted following suggestions:

- a) all owners of wine tankers to be entrusted with repair and maintenance of their own cars; they shall keep them in full operating condition and always at IMR disposal.
- b) following rate of hire to be enforced (instead of that whereof para 3 above); for each consignment the sum of 10000 lire per car to be deposited as a security in order to compel the user to return the car within 16 hours from the arrival at destination,

were requisitioned, for the wine tankers a fixed charge of 500 lire per trip, plus a mileage rate of 300 lire every 100 indivisible km., both to be collected at the departure of the tanker, were established.

3. In view of the difficulties arising for repair and maintenance of the wine tankers, equipped with wooden barrels for which the Administration has no particularly trained personnel available, it was successively decided in November last, to return said wine tankers to the respective owners, while latter agreed to establish following rate of hire, to be paid by all users of above wooden-barrelled wine tankers:

For distances up to 100 km.	Lire 1000
" " From 101 to 500 km.	" 8000
" " Beyond 500 km.	" 10000

plus a fixed charge of 500 lire per tanker.

4. An order confirming the requisition was successively issued on Dec. 8th by Allied Administration but, having all owners strongly objected, mainly on account of the fact that they could not have been able to keep above tankers in full efficiency owing to the lack of specially trained personnel, the same Allied authorities asked this IIR General Direction, with letter AC/243/1/Sm.4 dated 22 January 1945, to investigate the opportunity to entrust private firms with the maintenance and repair of said tankers.

5. A meeting held on February 14th ult., the representative of one of the most important Genoese owner of said tankers, speaking also on behalf of other similar firms, stated that they were willing to take care of both repair and maintenance, while the responsibility for allocation of the tankers to the consignors rested with IIR and with competent Allied Bodies; they submitted following suggestions:

- a) all owners of wine tankers to be entrusted with repair and maintenance of their own units; they shall keep them in full operating condition and always at IIR disposal.
- b) following rate of hire to be enforced (instead of that whereof para 3 above); for each consignment the sum of 10000 lire per car to be deposited as a security in order to compel the user to return the car within 36 hours from the arrival at destination, and to comply with the special rules laid down to safeguard this particular type of vehicles:

For distances up to	100 Km.	Lire 2000
" " From 101 to 200 Km.	"	3000
" " " 201 " 300 Km.	"	4000
" " " 301 " 400 Km.	"	5000
" " " 401 " 500 Km.	"	6000
" " Beyond 500 Km.	"	8000

./././.

(2)

The fixed sum of Lire 500 per car to be charged in addition to above mileage base.

The same representative presented to this purpose a statement undersigned by him 200 among the most important firms concerned with wine business where they agree on above charges.

(c) All stations to accept and dispatch the wine tankers only when the consignee has produced the receipts issued by the owner of the tanker stating that the payment of both charges and security has been effected; the car is to be accepted also when the consignee produces a statement in writing, issued by the owner payment.

(d) All empty wine tankers to be loaded in pre-established facilities, to be indicated by the owners, where the necessary maintenance and repairs will be carried out.

(e) The owners are prepared to take delivery of all cars, without exception provided that they are willing not to claim for the payment of any repair that might have been effected in the meantime. It went to point out, to this purpose, that when requisitioning the tankers, the official report was laid down, so that, should they reject above propositions, the owners of the tankers might claim for an indemnification from IRI Administration when the time will have come to return the cars to the owners.

As for the rate of hire, thereof para 4-b above, we point out that, being said rate lower than that established in For. Inst (see para 3 above), it is a reasonable one, both in account of the diminished buying power of the money and considering the high cost of materials and man-power required for the maintenance of the vehicles and particularly for the wooden barrels to be considered also that in 1949 a 1000-Lire rate of hire was requested for distances beyond 500 km.

If we moreover consider that the average capacity of one tanker is abt. 15000 lt. wine, the total charges resulting from the application of the new rates thereof para-4 above correspond to Lire 0,16 to 0,56 per lt. wine, according to the distances of the transport.

We are therefore of the opinion that the suggestions submitted by the owners of the wine tankers be accepted and we await that the Commission's remarks on this subject.

The Director General

G. DE LUCA

3602

1899
produce a statement in writing, issued by the owner payment.

(2) All empty wine tankers to be pooled in pre-established localities, to be indicated by the owners, where the necessary maintenance and repairs will be carried out.

(a) The owners are prepared to take delivery of all cars, without exception provided that they are willing not to claim for the payment of any repairs that might have been effected in the meantime. We want to point out, to this purpose, that when requisitioning the tankers, the official report was laid down, so that, should the request above proposition, the owners of the tankers might claim for an indemnification from the Administration when the time will have come to return the cars to the owners.

5. As for the rate of hire, thereof para 4-b above, we point out that, being said rate lower than that established in Rev. Inst. (see para 3 above), it is a reasonable one, both on account of the diminished buying-power of the money and considering the high cost of materials and man-power required for the maintenance of the vehicles and particularly for the wooden barrels to be considered also that in 1940 a 1000-litre rate of hire was requested for distances beyond 500 km.

If we moreover consider that the average capacity of one tanker is abt. 15000 lt. wine, the total charges resulting from the application of the new rates whereof para-4 above correspond to 1 lire 0,16 to 0,56 per lt. wine, according to the distance of the transport.

6. We are therefore of the opinion that the suggestions submitted by the owners of the wine tankers be accepted and we await that H/Commission's remarks on this subject.

The Director General
G. M. B. L. 1940

3862

Allied Force
MILITARY RAILWAY SERVICE-ITALY
Office of Director

SEL/cd

453 T

A.P.O. 512
12 May 1945

SUBJECT: Recovery of Railway Rolling Stock

TO:

D MRSI
DD MRSI
ADD MRSI
DD-Operations
ADD-Equipment
CO, 701 RGD
CO, 715 ROB
CO, 719 ROB
AD Tn 3 (M)
DAD Tn 3 (C)
Supt Car Service
AC Tn S/C, Rail Division
Director General, ISR

1. Table "A" below shows the number of cars placed in service by the various divisions on the Italian Mainland during April 45. Table "B" indicates the total number of cars which have been returned to service during the six months that the recovery program has been under way.

TABLE "A"

AREA	BCX	HSG	LSG	FLAT	REFS	TNKS	CARS	OTHERS	TOTAL
Rome	94	91	38	11	0	9	20	1	264
Naples	68	53	23	14	9	22	4	6	199
E. Italy	0	0	0	0	0	1	0	0	1
C. Italy	99	77	17	9	3	8	9	6	228
Calabria	129*	0	0	0	0	0	0	0	129
Florence	40	57	12	9	6	5	6	0	135
Total	430	278	90	43	18	45	39	13	956

1 May 1945 - Total Cars on Hand Italian Mainland 29,784
Based on official car census of 15 March 1945.

* USA cars from North Africa

TABLE "B"

MONTH	BOX	HSG	LSG	FLAT	REFS	TNKS	CARS	OTHERS	TOTAL
Nov	145	160	41	30	3	10	0	3	392
Dec	213	179	26	18	3	13	0	6	458

1. Table "A" below shows the number of cars placed in service by the various divisions on the Italian Mainland during April 45. Table "B" indicates the total number of cars which have been returned to service during the six months that the recovery program has been under way.

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E. Italy	0	0	0	0	0	1	0	0	1
C. Italy	99	77	17	9	3	8	9	6	228
Calabria	129*	0	0	0	0	0	0	0	129
Florence	40	57	12	9	6	5	6	0	135
Total	430	278	90	43	18	45	39	13	956

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Dec	213	179	26	18	3	13	0	6	458
Jan	270	155	58	20	6	15	41	15	580
Feb	359	258	94	62	1	38	16	12	840
Mar	370	271	132	48	0	36	29	8	894
Apr	430	278	90	43	18	45	39	13	956
Total	1787	1301	441	221	31	157	125	57	4120*

* Includes 285 cars from North Africa and 213 from Sardinia

AC London
S. E. LONDON
Major, T.C.
Supt. Transportation

54

PGM/10

54/30

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

Tel. 643238
Ref. AC/243/1/Tn 4

17 May 1945

SUBJECT : Wine tankers .

TO : ISR - Bldg.

1. Reference M.331/12777/251 of 3 May.
2. The proposal as set forth in regard to private owners repairing their own wooden barrel wine tankers is approved.
3. It must be definitely understood that the LSE are ultimately responsible for the tankers being road worthy after repairs have been carried out by the private owner.

NATEAN
Champan Dinger
2 - Director

Copy to: Major Baister - Bldg
" " DMRS
" " Movements Rail Tn S/C

3660

Subject: - CLASSIFICATION OF WAGON REPAIRS

To: DDTH Rlys (Br), CME.

ADD - Equipment. (Bdg).
Director General, ISF. (Bdg).
2 Rly Op Gr RE. (Bdg).
(R&H) Comp Rly Op Coy, SABC.
Supt Transportation (Bdg).
Tn.3(c) (Bdg).

Military Railway Service

CME

Telephone: Pirekox 52

Outside Line 843867

Tn.4.3(M)/13

8 Apr 45

1. In order to standardize the classification of wagon repairs and have one uniform method throughout the system, the following procedure will be adopted.

2. Repairs will be classified under five main headings:-

(a) Running repairs. Any vehicle needing repairs which can be dealt with locally on a sick line or cripple siding. It must be thoroughly understood that such vehicles will NOT be sent to shops unless absolutely necessary.

(b) Light repairs. Any vehicle requiring less than 20 man hours to complete.

(c) Medium repairs. Any vehicle requiring 20 to 50 man hours inclusive.

(d) Heavy repairs. Any vehicle requiring over 50 man hours.

(e) Re-build. As per (d).

3. Shops which will undertake the above classified repairs in the Division under review are:-

FOLLIGNO

ANCONA

CIVITANOVA MARCHE

FOGGIA

FLORENCE

Light, Medium, Heavy.

Light, Medium.

All classifications.

" "

" "

4. To denote where the repairs and examinations were carried out, each vehicle will be stencilled on the right hand end of the solar bar, on each side of the vehicle, in white paint on a black background, showing:-

(a) The abbreviated name of the shop.

(b) The class of repair done.

(c) The date the repairs

procedure will be adopted.

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- (a) Running repairs. Any vehicle needing repairs which can be dealt with locally on a sick line or cripple siding. It must be thoroughly understood that such vehicles will NOT be sent to shops unless absolutely necessary.
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- (c) Medium repairs. Any vehicle requiring 20 to 50 man hours inclusive.
- (d) Heavy repairs. Any vehicle requiring over 50 man hours.
- (e) Re-build. As for (d).

3. Shops which will undertake the above classified repairs in the Division under review are:-

FOLIGNO	Light, Medium, Heavy.
ANCONA	Light, Medium.
CIVITANOVA MARCHE	All classifications.
FOGGIA	"
FLORENCE	"

4. To denote where the repairs and examinations were carried out, each vehicle will be stencilled on the right hand end of the sole-bar, on each side of the vehicle, in white paint on a black background, showing:-

- (a) The abbreviated name of the shop.
- (b) The class of repair done.
- (c) The date (by month and year only) on which the repairs were completed.

Abbreviations to be used are:-

FOLIGNO	=	FOL
ANCONA	=	ANC
CIVITANOVA	=	CIV
MARCHE	=	FOG
FOGGIA	=	FLO
FLORENCE	=	

300

Sheet Two.....

Sheet 2

M = Medium Repair.
 H = Heavy Repair.
 R = Re-build.
 X = Brake gear tested.

Thus EOL. MX 4.45 will denote that a vehicle received a medium repair and the brake gear was examined and tested at FOLIGNO in April 1945.

CIV. R 9.47 will denote that a vehicle was re-built at CIVITANOVA MARCHE in September 1947.

Stencilling of vehicles will only apply in the case of classifications M, H & R.

5. Each wagon dealt with under any of these classifications must be one which has been "Red Labelled", i.e. AF W.3025, British practice, or bearing corresponding American or ISR labelling. This restriction is applied to enforce the carrying out of austerity repairs only.

WEBSTER
W. Webster
 Wagon
 Prov. Adm. 3 (H)
 for Brigadier

Director Military Railway Service

1906

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

WEEKLY CAR SHOP AND SICKLINE REPORT

Week F

Division _____

SHOP	COACHES	TANKS	REFRIGERATOR	RS GONS	BOX	FLATS	LS GONS	MIS
	H : M : L	H : M : L	H : M : L	H : M : L	H : M : L	H : M : L	H : M : L	H : M : L

2-00

1907

200

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

SEL/cd

A.P.O. 512
4 April 1945

453 T

SUBJECT: Recovery of Railway Rolling Stock

TO:

DMRI
DDMRI
ADDMRI
DD-Operations
ADD-Equipment
CO, 701 RGD
CO, 715 ROB
CO, 719 ROB
AD Tn 3 (M)
DAD Tn 3 (O)
Supt Car Service
AC Tn Sub/Comm, Rail Divn
Director General, ISR

1. Table "A" below shows the number of cars placed in service by the various divisions on the Italian Mainland during March 45. Table "B" indicates the total number of cars which have been returned to service during the five months that the recovery program has been under way.

TABLE "A"

AREA	BOX	HSG	LSG	FLAT	REFS	TNKS	PSGR	CARS	OTHERS	TOTAL
Rome	89	101	34	14	0	9	10	0	0	257
Naples	103	106	54	19	0	6	15	2	0	305
C. Italy	69	64	44	15	0	9	4	6	0	211
E. Italy	0	0	0	0	0	12	0	0	0	12
Calabria	103	0	0	0	0	0	0	0	0	103
Total	370	271	132	48	0	36	29	8	0	894

1 March 1945 - Total Cars on Hand 29,928
1 April 1945 - Total Cars on Hand 30,822

356

* Includes 101 cars from North Africa and 58 from Sardinia.

TABLE "B"

MONTH	BOX	HSG	LSG	FLAT	REFS	TNKS	PSGR	CARS	OTHERS	TOTAL
Nov	145	160	41	30	3	10	0	0	3	392
	179	26	19	3	13	0	0	6	0	458

AD In 3 (U)

DAD In 3 (O)

Supt Car Service

AC In Sub/Comm, Rail Divn
Director General, ISR

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Naples	103	106	54	19	0	6	15	2	0	305
C. Italy	69	64	44	15	0	9	4	6	0	211
E. Italy	0	0	0	0	0	12	0	0	0	12
Calabria	109	0	0	0	0	0	0	0	0	109
Total	370	271	132	48	0	36	29	8	0	894*

1 March 1945 - Total Cars on Hand 29,928

1 April 1945 - Total Cars on Hand 30,822

* Includes 101 cars from North Africa and 58 from Sardinia. 356

TABLE "B"

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Nov	145	160	41	30	3	10	0	0	3	392
Dec	213	179	26	18	3	13	0	0	6	458
Jan	270	155	58	20	6	15	41	15	15	580
Feb	359	258	94	62	1	38	16	12	12	840
Mar	370	271	132	48	0	36	29	8	8	894
Total	1357	1023	351	178	13	112	86	44	44	3164

S. E. LONDON

Major, T.C.

Supt. Transportation

HEAD QUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

Reference: RVIII/35/PL/Z67

Date: 30 Mar.45

Subject : Rolling stock released.

To : Tn.Sub-Comm.A.C.(Rail Sec.)
Care Tn.Increment C.M.F. ✓

1. Attached is list of locos and wagons recovered from the time of occupation of Florence Divn. until 16 Mar.45.
2. Also list of locos and wagons repaired which are included in lists 1-3 and 4.

WFB/mm.

W. F. Blair, Major
W.F. BLAIR, Major
Tn/Officer (Rails)

3675

ITALIAN STATE RAILWAYS
FLORENCE

List no. 1

Engines recovered until 16/3/1945

Location	Quantity	Numbers	Remarks.
Florence	27	851023 = 735120 = 740046 685049 = 685596 = 735083 735045 = 685170 = 685982 735201 = 625124 = 625126 740339 = 685960 = 880209 625034 = 685037 = 470028 735077 = 740697 = 685146 685232 = 851028 = 851041 460022 = 640026 = 735363	
853 Siena	1	744124	
Lucca	2	625352 = 685963	
Prato	2	685206 = 735348	
Pisa	6	685956 = 625041 = 685229 685955 = 685961 = 835270	This is on a support waiting for spare wheels.
Rolling stock Work-shop Florence P.Prato.	8	830003 = 806001 = 835252 735012 = 746010 = 477075 625073 = 745036	

ITALIAN STATE RAILWAYS.
FLORENCE

- List no. 2 -

Engines repaired until 16/3/1945

Location	Quantity	Numbers	Remarks
Florence Depot	10	625124 = 685037 = 685149 S6-5596 = 685982 = 735120 735201 = 740046 = 740339 851023 =	
Florence Rolling stock Work-shop	5	835252 = 851164 735012 = 806001 = 830003	

ITALIAN STATE RAILWAYS.
FLORENCE

List 3 - 4

COACHES and CARS recovered or taken out from Debris until 16/3/1945

Location	Coaches	Luggage van	Box car	High side	Flat	Tanks & Special	Total
Florence S.M.N. C.Marte Rifredi	32	9	85	165	69	12	372
Florence P.Prato	30	4	57	26	9	22	148
Sesto F. ^c	-	1	-	13	-	-	13
Prato	-	-	10	7	1	-	18
Pistoia	-	-	4	7	5	5	21
Serravalle	1	-	5	4	-	-	9
Lucca	-	-	1	2	3	-	6
Pisa C.	-	1	46	25	4	1	77
Siena	5	1	5	6	6	2	25
Total	67	15	213	255	97	42	689

3652

ITALIAN STATE RAILWAYS
FLORENCE

- List No.5 -

Vehicles repaired until 16/3/1945

Location	Coaches	Luggage van	Box car	High side	Flat	Tanks & Special	TOTAL
Florence Repair- shop of S.M.N.		2	28	95	7	6	138
Florence Rolling stock Work-shop	6	-	16	11	8	9	50
Fistola	-	-	-	1	2	2	5
TOTAL	6	2	44	107	17	17	193

3671

1915

TRANSPORTATION SUB COMMISSION (RATIS)
ALLIED COMMISSION

ARO 394
7 Dec 44

Subject: - Timber for the Repair of
Wagons and Coaches

To: - Director Military Railway Service
Copy to: - Director In Sub Commission AG

The following is a report of timber available in the REGGIO
CALABRIA district:

1. At COSENZA, map ref Y.9479 (Italy Road Map 1/200000, sheet 23), there are 2,800 railway ties made of seasoned pine, measurements 6-3/4" x 9" x 8 1/2' to 10'. These ties only require an MRS release and the necessary wagons to transport them to where required. The ties are actually in the station yard, and the 500 AFE will complete loading.
2. At RANDELLA near CRISOLIA, map ref T.5026 (sheet 22), there are approx 3,000/4,000 cubic metres of seasoned beech (complete figures and sizes held by the AGO APP at CAMICHIARELLI, map ref T.0886 (sheet 23) - CC, Coast PRICSON USA). This timber is not required by MRS or for other military uses. The nearest railway station is CIRIELLA, map ref T.5624 (sheet 22), and would involve a road haulage of approx 17 kms, transport to be provided by Transportation Sub Commission (Roads) Allied Commission. A price has been fixed by AAI and SAFA who own the timber.
3. At CIRIELLA, map ref T.5624 (sheet 22), there is a further 2,000/2,500 cubic metres of seasoned beech belonging to the same firm (SAFA), and this would only involve a road haulage of 300 metres (prices and transport as above).
4. At CROTONA, map ref Z.9058, there are approx 750/1,000 cubic metres of seasoned seasoned pine wood, which is not required for military purposes. All this timber is 1" boarding of under 2 metres in length. If released, loading and haulage would be completed by 274 Works Section RE, whose HQ is at CROTONA.

20-0

R.A. Bourne Lt. R.A.
(R.C. BOWIE) Lieut R.A.

1918

The following is a report of timber available in the REGGIO CATANIA district:

1. At CORRENZA, map ref T.5479 (Italy Road Map 1/200000, sheet 23), there are 3,800 railway ties made of seasoned pine, measure-ments 6-3/4" x 8" x 8 1/2" to 10". These ties only require an IRS release and the necessary wagons to transport them to where required. The ties are actually in the station yard, and the 600 APT will complete loading.

2. At PANTANELLA near CRISOLIA, map ref T.6026 (sheet 22), there are approx 3,000/4,000 cubic metres of seasoned beech (complete figures and sizes held by the 800 APT at CARICLIANELLO, map ref T.0886 (sheet 23) - OC, Coast BRISOW USA). This timber is not required by IRS or for other military uses. The nearest railway station is CRISOLIA, map ref T.5624 (sheet 22), and would involve a road haulage of approx 17 kms, transport to be provided by Transportation Sub Commission (Roads) Allied Commission. A price has been fixed by AAI and SAFA who own the timber.

3. At CIRIOLA, map ref T.5624 (sheet 22), there is a further 2,000/2,500 cubic metres of seasoned beech belonging to the same firm (SAFA), and this would only involve a road haulage of 300 metres (prices and transport as above).

4. At CROTONE, map ref T.9058, there are approx 750/1,000 cubic metres of seasoned sawn pine wood, which is not required for military purposes. All this timber is 1" boarding of under 2 metres in length. It released, loading and haulage would be completed by 274 Works Section RE, whose HQ is at CROTONE.

220

A.L. Bowie Lt. R.A.

(R.C. ROWIE) Lieut RA
The Sub Commission (Raile)
Allied Commission

Copy: Major Baister

TRANSPORTATION SUB-COMMISSION AC RCB/mr
 RAIL DIVISION
 c/o Transportation Increment
 C.M.F.

tel. 478751-9348
 our ref. AC/100/258/Tn 4

25 April 1945

Subject: Inspection of rolling stock;
 Civitavecchia-Capranica line

TO: Director, Tn. S/Commission AC
 copy to: Director IRS

Inspection to line 258 Civitavecchia-Capranica disclosed the following cars for recovery and repair:

At Aurelia Station (6km from Civitavecchia)

Initials & No.	railway	type	re m a r k s
Alm 5562322	F.S.	Diesel	motors removed; heavy repairs; frame and bogies good
L 486410	F.S.	H.S.	burnt out; fit to travel after lubric.
WH 415422	D.R.	auto rail car	burnt out; scrap
Karlsruhe 21370	D.R.	box(18 t.)	burnt out; fit to travel after lubric.
E 1000189	F.S.	box(19 t.)	same as above
Stettin 25223	D.R.	box(18 t.)	same as above
Karlsruhe 63298	D.R.	box	same as above
E 1014628	F.S.	box(18 t.)	same as above

At Mole del Mignone Station (9 km from Civitavecchia)

Berlin 919364	D.R.	box	burnt out; electrical equipment for car for Anzio Express.
====li====	D.R.	flat	burnt out; part of the above
Berlin W35 919229	D.R.		two 8-wheel bogies; 117 ft. rail car for Anzio Express (128 tons)
Berlin 919216	D.R.		two 12-wheel bogies; overall length 99 ft.; 210 tons.
Berlin 919386	D.R.	box	special electrical equipment car for the above; burnt out

At Monteromano Station (24 km from Civitavecchia)

		H.S.	OK for service
Klagenfurt 7687	D.R.	H.S. (18 t.)	"
L 447927	F.S.	H.S. (24 t.)	"
Vil 34223	D.R.	H.S. (24 t.)	"
Linz 14400	D.R.	H.S. (24 t.)	"
Villach 28954	D.R.	H.S. (24 t.)	"
Villach 30212	D.R.	H.S. (21 t.)	"
Nederland 51681	M.S.	H.S. (21 t.)	"
Breslau 30609	D.R.	H.S. (18 t.)	"
L 479483	F.S.	H.S. (15 t.)	"
Halle 6065	D.R.	H.S. (21 t.)	"
Breslau 55459	D.R.	H.S. (21 t.)	"

Complete load of iron ore beside track off loaded.

3649

At Aurelia Station (6km from Civitavecchia)

Initials & No.	railway	type	re m a r k s
Aln 5562322	F.S.	Diesel	motors removed; heavy repairs; frame and bogies good
L 486410	F.S.	H.S.	burnt out; fit to travel after lubric.
WH 415422	D.R.	auto rail car	burnt out; scrap
Karlsruhe 21370	D.R.	box(18 t.)	burnt out; fit to travel after lubric.
E 1000189	F.S.	box(19 t.)	same as above
Stettin 25223	D.R.	box(18 t.)	same as above
Karlsruhe 63298	D.R.	box	same as above
E 1014628	F.S.	box(18 t.)	same as above

At Mole del Mignone Station (9 km from Civitavecchia)

Berlin 919364	D.R.	box	burnt out; electrical equipment for car for Anzio Express.
===== Berlin W35 919229	D.R.	flat	burnt out; part of the above two 8-wheel bogies; 117 ft. rail car for Anzio Express (128 tons)
Berlin 919216	D.R.		two 12-wheels bogies; overall length 99 ft.; 210 tons.
Berlin 919386	D.R.	box	special electrical equipment car for the above; burnt out

At Monteromano Station (24 km from Civitavecchia)

Klagenfurt 7687	D.R.	H.S.	OK for service
L 447927	F.S.	H.S. (18 t.)	" "
Vil 34223	D.R.	H.S. (24 t.)	" "
Linz 14400	D.R.	H.S. (24 t.)	" "
Villach 28954	D.R.	H.S. (24 t.)	" "
Villach 30212	D.R.	H.S. (24 t.)	" "
Nederland 51681	N.S.	H.S. (21 t.)	" "
Breslau 30609	D.R.	H.S. (21 t.)	" "
L 479483	F.S.	H.S. (18 t.)	" "
Halle 6065	D.R.	H.S. (15 t.)	" "
Breslau 55459	D.R.	H.S. (21 t.)	" "

36'9

Complete load of iron ore beside track off loaded.

These cars have been removed and put into service.

R.C. Bowie
R.C. Bowie, Capt.R.A.

TRANSPORTATION SUB-COMMISSION AC RCB/ur
RAIL DIVISION
c/o Transportation Increment
G.M.F.

Tel 478751-9348
our ref. AC/57/25/Tn 4

25 April 1945

Subject: Inspection of Rollins Stock;
Cancello-Benevento Railway in concession.

TO: Director, Tn. S/Commission AC
copy to: Director, MRS

At Benevento Appia Station:
a) Locomotives

Number	Railway	Type or make	Remarks
4	S.F.S.	cl. 851 F.S.	heavy repairs; mine in firebox, rest good
6	S.F.S.	cl. 851 F.S.	same as above
8	S.F.S.	Henschel Sohn	same as above
875112	F.S.	Wintethur	in service
7	S.F.S.	cl. 851 F.S.	in service but not in good condition
2	S.F.S.	cl. 851 F.S.	mine in firebox; at present in Naples
1	S.F.S.	cl. 851 F.S.	in Padova for heavy repairs
5	S.F.S.	cl. 851 F.S.	boiler being repaired at above; rest of loco in Benevento Appia

b) Rolling Stock

number	railway	type	Remarks
1013424	F.S.	box	heavy repairs; non-runner
145014	F.S.	box	light repair; runner
950843	F.S.	tank(water)	heavy repairs; runner
413893	F.S.	H.S.	light repairs; could go straight in to service after examination
470749	F.S.	H.S.	same as above
004679	F.S.	H.S.	"
470019	F.S.	H.S.	"
465658	F.S.	H.S.	"
654512	F.S.	flat	"
648576	F.S.	flat	"
1008736	F.S.	box	"
040354	F.S.	H.S.	"
469406	F.S.	H.S.	"
8484	DR.	H.S.	"
410597	F.S.	H.S.	"

CT 7	S.F.S.	pass	III	10 tons; OK for service; 58 seats
CT 5	S.F.S.	"	III	" " " 58 "
CT 1	S.F.S.	"	III	" " " ; burnt out; runner
CT 6	S.F.S.	"	III	" " " "
CT 8	S.F.S.	"	III	" " " "
CT 10	S.F.S.	"	III	" " " "
AB 1	S.F.S.	"	I/II	" " " "
CDT 1	S.F.S.	bag.	"	" " " "
CDT 2	S.F.S.	"	"	" " " "
CT 4	S.F.S.	pass	III	" " " "
CT 6	S.F.S.	"	III	" " " "

3638

6 S.F.S. cl. 691 P.S. same as above
 8 S.F.S. Henschel Sohn same as above
 875112 F.S. in service
 7 Wintethur in service but not in good condition
 2 S.F.S. cl. 851 P.S. mine in firebox; at present in Naples
 1 S.F.S. cl. 851 P.S. in Padova for heavy repairs
 5 S.F.S. cl. 851 P.S. boiler being repaired at above; rest of loco in Benevento Appia

b) Rolling Stock

number	railway	type	remarks
1013424	F.S.	box	heavy repairs; non-runner
145014	F.S.	box	light repair; runner
950843	F.S.	tank(water)	heavy repairs; runner
413893	F.S.	H.S.	light repairs; could go straight in to service after examination
470749	F.S.	H.S.	same as above
004679	F.S.	H.S.	"
470019	F.S.	H.S.	"
465658	F.S.	H.S.	"
654512	F.S.	flat	"
648576	F.S.	flat	"
1008736	F.S.	box	"
040354	F.S.	H.S.	"
469406	F.S.	H.S.	"
8484	DR.	H.S.	"
410597	F.S.	H.S.	"
CT 7	S.F.S.	pass	10 tons; OK for service; 58 seats
CT 5	S.F.S.	"	"
CT 1	S.F.S.	"	" ; burnt out; runner
CT 6	S.F.S.	"	"
CT 8	S.F.S.	"	"
CT 10	S.F.S.	"	"
AB 1	S.F.S.	"	"
CDT 1	S.F.S.	bag.	"
CDT 2	S.F.S.	"	"
CT 4	S.F.S.	pass	"
C 65	SEPSA	"	strap
G 23	S.F.S.	box	11 tons; light repairs; runner
G 26	S.F.S.	box	"
G 2	S.F.S.	box	"
G 11	S.F.S.	box	"
G 9	S.F.S.	box	medium
M 106	S.F.S.	H.S.	"
G 19	S.F.S.	box	light
G 21	S.F.S.	box	burnt out
G =	S.F.S.	box	"
P 205	S.F.S.	flat	heavy repairs

At Raccordo Società S.Vito (2 km. from Benevento)

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AC/57/25/Tn 4
25 April 1945 (continued)

- 2 -

(rolling stock at Raccordo Società S.Vito)

number	railway	type	remarks
472045	F.S.	H.S.	light repairs; runner
405735	F.S.	H.S.	"
404797	F.S.	H.S.	"
407314	F.S.	H.S.	"
41279	F.S.	H.S.	"
4275	D.R.	H.S.	"
437188	F.S.	H.S.	"

At Cervinara Station (21 km from Benevento)

1120319	F.S.	box	OK for service
1060570	F.S.	box	"
1001866	F.S.	box	"
M 101	S.T.S.	H.S.	light repairs

At Arpaia Station (26 km from Benevento)

=====	F.S.	box	heavy repairs; non-runner
200694	F.S.	box	"
1004404	F.S.	box	"
=====	F.S.	box	"
131211	F.S.	box	burnt out

At S. Maria a Vico Station (37 km from Benevento)

134213	F.S.	box	axle box damaged by explosive
251842	F.S.	box	"
169697	F.S.	box	"
463389	F.S.	H.S.	"
200477	F.S.	box	"
415372	F.S.	box	"
47609	D.R.	box	"
112213	F.S.	box	"
155378	F.S.	box	"
123147	F.S.	box	"

At Arienzo S. Felice Station (40 km from Benevento)

200696	F.S.	box	OK for service
626945	F.S.	box	"
G 5	S.F.S.	box	heavy repairs; axle-box damaged by explos.

At Martino V.C. Station (19 km from Benevento)

190806	F.S.	box	light repairs; runner
202486	F.S.	box	heavy
419665	F.S.	H.S.	light
414842	F.S.	H.S.	"
G 4	S.F.S.	box	scrap

3647

All the above cars have not been seen and the figures for Martino V.C. Station are those supplied by General Inspectorate MTC.

1120319	F.S.	box	OK for service
1020570	F.S.	box	" " "
1001866	F.S.	box	" " "
M 101	S.F.S.	H.S.	light repairs

At Arpaia Station (26 km from Benevento)

=====	F.S.	box	heavy repairs; non-runner
200694	F.S.	box	" " "
1004404	F.S.	box	" " "
=====	F.S.	box	" " "
131211	F.S.	box	" " "

burnt out

At S.Maria a Vico Station (37 km from Benevento)

134213	F.S.	box	axle box damaged by explosive
251842	F.S.	box	" " "
169697	F.S.	box	" " "
463388	F.S.	H.S.	" " "
200477	F.S.	box	" " "
415372	F.S.	box H.S.	" " "
47609	D.R.	box	" " "
1122213	F.S.	box	" " "
155378	F.S.	box	" " "
123147	F.S.	box	" " "

At Arienzo S.Police Station (40 km from Benevento)

200696	F.S.	box	OK for service
626945	F.S.	box	" " "
G 5	S.F.S.	box	heavy repairs; axle-box damaged by explos.

At Martino V.C. Station (19 km from Benevento)

190806	F.S.	box	light repairs; runner
802486	F.S.	box	heavy " "
419665	F.S.	H.S.	light " "
414842	F.S.	H.S.	" " "
G 4	S.P.S.	box	scrap

3647

All the above cars have not been seen and the figures for Martino V.C. Station are those supplied by General Inspectorate MTC.

R.C. Bowie
R.C. Bowie, Capt. R.A.

ALLIED FORCE
MILITARY RAILWAY SERVICE
Office of Director - Italy

SEL/cd

A.P.O. 512
9 March 1945

453 T

SUBJECT: Recovery of Railway Rolling Stock.

TO: DMRI
DDMRI
ADDMRI
DD-Operations
AD Tn 3 (M)
DAD Tn 3 (O)
ADD-Equipment
CO, 701 RGD
CO, 715 RCB
CO, 719 RCB
AC Tn Sub/Comm, Rail Divn
Director General, ISR

1. Following is statement showing total number of cars by types restored to service during month of February 1945:

AREA	BOX	HSG	LSG	FLAT	REFS	TNKS	PSGR	CARS	OTHERS	TOTAL
ROME	98	57	16	19	0	11	7	0		208
NAPLES	149	88	44	27	0	17	6	0		331
C.ITALY	112	113	34	16	1	10	3	12		301
E.ITALY	*	*	*	*	*	*	*	*	*	*
CALABRIA	*	*	*	*	*	*	*	*	*	*
TOTAL	359	258	94	62	1	38	16	12		840

* Not Reported

1 February 1945 - Total cars on hand 29,088
1 March 1945 - Total Cars on hand 29,988

S. E. London

S. E. LONDON

Major, T.C.

Superintendent Transportation

Consistenza veicoli alle ore 17 del giorno 28 FEBBRAIO 1945

Qualifica dei veicoli	QUANTITA' VEICOLI						Annotazioni
	BUONI		RIPARANDI		Dannificati		
	Carichi	Vuoti		Carichi		Vuoti	
		accorrenti	disponibili				
Carrozze di classe superiore A - B	1		2		7	5	
Carrozze di III Classe C	1	5			18	9	
	1	1			8	5	
	10	3			8	2	
Carrozze Miste AB - BC - CD	6	8			26	1	
Bagagliai a 2 assi						9	
Bagagliai a 4 assi	1	1			6	1	
	181	337	96		516	133	
Carri chiusi in genere (1)	41	48	10		102	11	
Carri equipaggio		1	2		1		
	8	6	11		20	4	
Carri refrigerandi ed isotermini			1				
	224	85	71	3	211	119	
Carri	50	22	10		75	40	
	52	59	73		45	47	
Carri pianali	7	30	39	1	18	16	
	2	6	11		22	6	
Carri Poz (2)		1	2		3	2	
	5	39			16	5	
Acqua							
Vino	4	3			9		
Olio			2		3	1	
Petrolio	3		10		19	7	
Copertoni		30	13		9	5	
			1		1		
							3645

1925

	Carichi	Carichi		Vuoti	Def		
		occorrenti	disponibili				
Carrozze di classe superiore A - B	1		2	7	5		
Carrozze di III Classe C	1	5		18	9		
	1	1		8	5		
Carrozze Miste AB - BC - CD	10	3		8	2		
	6	8		26	1		
Bagagliai a 2 assi	1	1		6	9		
				1	1		
Bagagliai a 4 assi	1				1		
Carri chiusi in genere (1)	181	337	96	516	133		
	41	48	10	102	11		
Carri equipaggio	8	6	2	1			
Carri refrigerandi ed isotermini	224	85	11	20	4		
Carri alze sponde	50	22	1				
Carri pianali	52	73	71	211	119		
	7	39	10	75	40		
Carri Poz (2)	2	59	73	45	47		
		30	39	18	16		
Acqua	5	6	11	22	6		
		1	2	3	2		
Vino	4	39		16	5		
Olio	3			9			
Petrolio	3		2	3	1		
Copertoni		30	10	19	7		
Catene			13	9	5		
			1	1			
Totale		1597	685	355	4	1146	429

3645

(1) Esclusi i carri equipaggio refrigeranti ed isotermini.
(2) Comprendere anche i carri: Pr. - Prz - Ppz - Ppzv ecc.
Nei veicoli esteri si debbono comprendere anche quelli privati e di altre Amministrazioni.
Questo prospetto dovrà compilarsi nel giorni 10 - 20 ed ultimo giorno del mese.

54/23

Subject : Wagon Repairs : CALABHIA.

Military Railway Service,
C.M.F.
Telephone : Firebox 32,
Outside Line 843837.
Tn. 3(1)/50.
3 Feb. 45.

To : Director General,
ISA. (Bdg.)

Copy to : Tn. Sub Commission, AG. (Bdg.)

Supt. Transportation (Bdg.)

Tn. 3(0). (Bdg.)

With reference to your TV.NR/224.5.7/ICCA/
2397/44 dated 31 Jan. 45.

Every day for the past nine months the BARI Compartiments have shown in the neighbourhood of 1000 bad order cars, mostly at BARI. In spite of additional facilities and material and additional output from the workshops no improvement is made on this figure and this indicates that the number of waggons damaged in service there is on the increase.

Until, therefore, the number of bad order cars on the BARI Compartiments is radically reduced I am unable to accept any from CALABHIA as they merely block the yards.

W. J. Major
A.D. Tn. 3(K),
for Brigadier,
Director Military Railway Service.

1927

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

54/22

Transportation Sub-Commission (Rails)
 Allied Commission
 c/o Movement East Italy
 Ref.: MO, Th/HD/LTW/24/
 Date: 27 Jan. 45

Gen. FRANZI
 c/o Compartimento.

Repairs to Freight Wagons.

It is observed from the census of wagons taken on 18 Jan. 45 that there are 1038 wagons of different types out of service for repairs in the Bari Compartimento and that 455 of these are waiting repairs.

I shall be glad if you will inform me whether the reason for this large amount of wagons waiting repairs is due to either

- (1) Shortage of manpower,
- (2) " of materials,
- (3) Lack of repair facilities
 i.e. workshop accommodation, tools etc. and in each case say what steps are being taken to improve the position.

Regarding workshop facilities. In your reply please say whether any local contracts with private firms have been made for the repair of wagons, and whether you are satisfied that the most is being done in this direction, and if not what suggestions you have to make. (This also includes the Sud Est Railway).

Miss G. P. H.

MAJOR R. S.
 A.C. Th. Sub-Commission

Copy to:-

AC. Th. (For attention of Maj. BAISTER).
 MOVEMENT. (Reference MR/153/1 dated 24 Jan. 45)
 Liaison Office I.S.R. BARI (Lt. PICKERING).

3623

Bari Compartment and that 400 of these are waiting repairs.

I shall be glad if you will inform me whether the reason for this large amount of wagons waiting repairs is due to either

- (1) Shortage of manpower.
- (2) " of Materials.
- (3) Lack of Repair Facilities
i.e. workshop accommodation, tools etc. and in each case say what steps are being taken to improve the position.

Regarding workshop Facilities. In your reply please say whether any local contracts with private firms have been made for the repair of wagons, and whether you are satisfied that the most is being done in this direction, and if not what suggestions you have to make. (This also includes the Sud Est Railway).

Ernst Geyer.

MAJOR R. S.
A.C. En. Sub-Commission

Copy to:-

A.C. En. (For attention of Maj. BAISTER).
MUNICH. (Reference MTR/153/1 dated 24 Jan. 45)
En. Liaison Office I.S.R. BARI (Lt. PICKERING).

3643

WGF/em

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB -COMMISSION
RAILS

ERF. : AG.Tn/54

December 6th 1944

SUBJECT : 1. Repairs to wagons
by private firms.
2. Situation report
by Capt. Cohen.

SECRET

TO : Major Baister
c/o Movements,
East Italy.

1. Enclosed please find the above two letters for
your information.

2. Please return Capt. Cohen's report to this office
when you have read it.

No. 9. 10.
for O.H. LINDBERG, Lt. Col., R.E.,
Transportation Sub Commission,
Rails.

3642

Subject : Repairs to Wagons by Private Firms.

Military Railway Service,
C.M.F.
Telephone : Firebox 52,
Outside Line 843667.
In.A.3(M)/60.
10 Nov. 44.

To : DMR

Chief Commissioner AC

1. With reference to para 1) of the Minutes of the Meeting held at HQ MRS on 23 Nov 44 (TM.A.1/199 of 23 Nov 44), a subsidiary meeting was held on 25 Nov 44 at 11.30 hrs in the office of Lt Col Lindberg AC to discuss procedure in dealing with wagon repairs done by private firms on behalf of the ISR.

2. The following were present :

Lt Col LINDBERG	-	AC
Lt Col TOMLIN	-	MRS
Major Street	-	AC
Sgt. PALMERIO	-	ISR

3. It was pointed out that prior to Allied Occupation a fair percentage of rolling stock repairs was formed out by the ISR to private contractor firms who had facilities for doing them. In addition, a considerable number of spare parts were also so obtained. It was noted that it was desirable to recommence this policy as far as possible in order to augment the production from the ISR's own shops. At the same time, any shop not strictly under railway control automatically fell under the auspices of the Director of Works and it was necessary to obtain his sanction before any work of the above nature could be carried out.

4. The following procedure was therefore decided :-

(a) When AC or the ISR deem it desirable that a specific private firm should carry out rolling stock repairs or manufacture of spare parts, they will consult MRS who will give a decision in relation to the necessities of the railways as a whole.

(b) If this decision is in the affirmative MRS will then consult the Director of Works in order to obtain his sanction.

1. With reference to para 13 of the Minutes of the Meeting held at HQ MRS on 22 Nov 44 (M.A. 1/199 of 23 Nov 44), a subsidiary meeting was held on 25 Nov 44 at 11.30 hrs in the office of Lt Col Lindberg AC to discuss procedure in dealing with wagon repairs done by private firms on behalf of the ISR.

2. The following were present :

Lt Col Lindberg	-	AC
Lt Col Morgan	-	MRS
Major Street	-	AC
Mrs. Palermo	-	ISR

3. It was pointed out that prior to Allied Occupation a fair percentage of rolling stock repairs was formed out by the ISR to private contractor firms who had facilities for doing them. In addition, a considerable number of spare parts were also so obtained. It was noted that it was desirable to recommence this policy as far as possible in order to augment the production from the ISR's own shops. At the same time, any shop not strictly under railway control automatically fell under the auspices of the Director of Works and it was necessary to obtain his sanction before any work of the above nature could be carried out.

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(b) If this decision is in the affirmative MRS will then consult the Director of Works in order to obtain his sanction.

(c) Once this sanction has been obtained, MRS will inform AC, who will then make the necessary arrangements with the ISR to place the contract.

5. As regards materials, it was most improbable that any of these private firms could be assisted by MRS in basic materials as these were strained to the utmost in keeping ISR shops supplied. The ISR would, however, doubtless be able to assist with spare parts from demolished and scrap stock.

Sheet 2

6. AD Tn(Mech) MRS desired to receive a fortnightly list showing the number of weapons of different types that had been repaired during that period in each shop, differentiating between those repaired normally and those put into service for the first time (recovered).

7. Upon receiving the approval of DURS and the Director Tn Sub Commission AG to these subsidiary minutes, copies would be sent to ISS, D Works APTC and D Works AAI.

W. J. Jones
Lt Col RM
AD Tn(M) MRS

W. J. Jones
Lt Col
Deputy Director Tn Sub Comm AG

0793

ISTRUZIONI PER LA COMPILAZIONE DEL RAPPORTO
SETTIMANALE DI RIPARAZIONE VEICOLI FERROVIARI.

Il rapporto deve essere compilato sul modello in lingua inglese di cui si accludono alcuni esemplari alla presente nota.

Nella prima colonna si dovrà indicare il nome della Ditta riparatrice, nelle colonne successive il numero di veicoli riparati da distinguersi in questo ordine:

- carrozze passeggeri
- carri serbatoio
- carri frigoriferi
- carri aperti a sponde alte
- carri chiusi
- pianali a carrelli
- pianali e carri a sponde basse
- altri carri di tipo speciale

Nell'ultima colonna s'indicherà il totale dei riparati nella settimana che finisce alla data del rapporto.

La distinzione fra la riparazione leggera (light) e quella pesante (heavy) si fa attribuendo alle prime tutti i carri che sono rimasti meno di due giorni in lavorazione ed alle seconde tutti i carri che sono rimasti più di due giorni in lavorazione.

-----000-----

Roma, 2 Maggio 1945

3639

= Allegati =

54

70341

Il rapporto deve essere compilato sul modello in lingua inglese di cui si accludono alcuni esemplari alla presente nota.

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-----000-----

Roma, 2 Maggio 1945

" Allestati "

3639

SEC. 5

Week Ending.....

Division

[illegible]

.....

12 11 10 9 8 7 6 5 4 3 2 1

3532

1937
SECRET

Transportation Sub Commission (Rails)

Allied Commission

Bologna Division (Rimini)

C/O E.L.O. H.Q. E6 Area, C.M.F.

Subject: Situation Report No 2.

To: Lt Col O.H.Lindberg. R.E. Trans Sub Commission (Rails)

From: Capt L.A.Cohen. R.Signals. Bologna Divn, T.S.C.(Rails)

1. Attached are the first reports on general railway conditions in this area:-

Appendix I; Locomotives and tenders at Rimini.

These are not used by the M.R.S. Others in use by the M.R.S., details not to hand yet, and some in requisitioned premises and not available for inspection.

Appendix II; Coaches and Wagons at Rimini.

Appendix III; Supplementary report on Rimini-S.Marino line

It would seem that I have been slightly misinformed about the controlling interests of this line. It was understood that it was owned and controlled by the I.S.R., who had contracted, at the end of twenty years to hand it over to the private company. During this 20 year period I understood that the maintenance etc, was subsidised by the I.S.R., but this is not so and therefore the cost of any reconstruction work must be met from the private coys funds, which I understand, are nil.

Is there any possibility of a loan from Allied Commission, I.S.R., or Credito Italiano sources?

The salvaging and immediate work can be put in hand but unable to go ahead until financial position is clear.

Appendix IV; The first report on the general conditions of the

Rimini-Mercatino line. Ascertain priority should be given to this line in view of urgent materials awaiting movement at railhead Mercatino, (see Sitrep Nol)

Appendix IVa; A subsequent report on the above line.

A letter, setting out the detailed information

387

in this area:-

Appendix 1; Locomotives and tenders at Rimini.
These are not used by the M.R.S. Others in use by the M.R.S., details not to hand yet, and some in requisitioned premises and not available for inspection.

Appendix 11; Coaches and Wagons at Rimini.

Appendix 111; Supplementary report on Rimini-S.Marino line

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Appendix LV; The first report on the general conditions of the Rimini-Mercatino line. Acertain priority should be given to this line in view of urgent materials awaiting movement at railhead Mercatino, (see Sitrep Nol)

3637

Appendix LVa; A subsequent report on the above line.

A letter, setting out the detailed information required, has been sent to these people and the reply is awaited.

2. The movement of all civilian personnel in and around this area is strictly controlled and all permits are issued only by the P.S.O's. This is causing a few "headaches" due to all and sundry issuing permits, chits, not on the official form, especially from Ancona, instructing various workers to report to various places. Actually, anyone found outside a 10 kilometre radius of his house without a police permit is clapped in jail and I have had to "bail" out quite a few railwaymen who were moving under orders on non-official permits. I have seen Col Earley and the matter is being regularised.

SECRET

Continued:-

3. Authority has been sought and given by A.M.G. 8 Army, Transportation, 86 Area, D.D.T.N, etc, etc; for preliminary salvage and clearing up work to commence on non-requisitioned property(railway) in this area. This is commencing Monday.
4. Have been fortunate enough to obtain some offices here for the local I.S.R. to have a H.Q. and commence setting their affairs in order. Repair work is necessary and materials are hard to find, but work is going ahead. Shall have an office there myself when ready.
5. To prevent pilfering of railway property, have arranged for railway police to be sworn in and act as guards.
6. The man (De Campora) nominated by the Capo Compartimento, Ancona, to act ~~on~~ his behalf here is thoroughly unreliable and have nominated a good trustworthy man (Ing Zattoni) to act temporarily. Have brought this matter before Col Earley, who has agreed to this action and is arranging the re-nomination.
7. A conference is being arranged next week at Ancona, when it hoped to discuss and settle most of the outstanding problems in hand and a directive as to activities in the future.
8. Have managed to requisition a car, "sans" wheels, tyres, battery etc, etc, but with the aid of the Army, R.A.F., Canadians it should be on the road in a day or two. The only people I havn't called upon yet are the Navy, and if this rain continues I shall have to, for an anchor!
9. May all mail, redirected or otherwise, be addressed to:-
 Capt L.A.Cohen. R.Sigs,
 Transportation Sub Commission (Rails)
 Allied Commission,
 C/O E.L.O. 86 Area. C.M.F.

1st Dec 1944.

[Signature]
 Captain
 R. Signals

3600

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Capt L.A.Cohen. R.Sigs,
Transportation Sub Commission (Rails)
Allied Commission,
C/O E.I.O. 86 Area. C.M.F.

1st Dec 1944.

L.A. Cohen

Captain
R. Signals

3656

LOCOMOTIVE E TENDER SINISTRATI GIACENTI NEI
PIAZZALI DEL DEPOSITO LOCOMOTIVE E DELLA STAZIONE
di R I M I N I

=====

LOCOMOTIVA 688025 = Deposito locomotive di Rimini.

Giace completamente nella di bomba e semicoricata sul piano sinistrò La sala portante posteriore è probabilmente deformata e le boccole di essa sono uscite dai parasala. Praticabile - pompa West. e tubazioni sul lato sinistro asportati. Corpo cilindrico e forno in condizioni buone. Sostituito già stati iniziati i lavori di ricupero. Tender già recuperato. Sala anteriore deformata e boccola D; di essa rotta.

LOCOMOTIVA 740096 - Deposito di Rimini

Giace semisepolta nella buca di bomba. Gravi avarie sia al rodiggio che al corpo cilindrico specialmente nella parte anteriore. Mancano, gran parte delle tubazioni e la rubinetteria in piattaforma. Forno Buono.

LOCOMOTIVA 685443 =

Giace con la parte posteriore nella buca di bomba e semisepolta dal terriccio. Cabina quasi completamente asportata. Manca gran parte della rubinetteria. Alcune bielle del lato D deformate come pure il praticabile. Corpo cilindrico, radiggio e forno apparentemente in buono stato. Manca il Tender.

LOCOMOTIVA 685074

Giace completamente nella buca di bomba e semisepolta dal terriccio. Gravi avarie alla cabina. Corpo cilindrico, radiggio e forno in condizioni apparentemente in buono stato. Tender semicoricato sul piano sinistro ed i carrelli sono fuori dai loro alloggiamenti e semisepolti dal terriccio nella buca di bomba. Gravi avarie alla cassa acqua ed al telaio nella parte anteriore.

E 428108 = Colpito in pieno da bomba. Da demolire.

Tender 735325 = Da demolire.

Tender 471019 = (A tre assi) Da demolire.

essa sono uscite dai parasala. Praticabile - pompa West, e tubazioni sul lato sinistro asportati. Corpo cilindrico e forno in condizioni buone. Sono già stati iniziati i lavori di ricupero. Tender già recuperato. Sala anteriore deformata e boccola D; di essa rotta.

LOCOMOTIVA 740096 - Deposito di Rimini

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Tender 735325 = Da demolire.

Tender 471019 = (A tre assi) Da demolire.

Tender 746101 = Longherone D deformato = Riparabile.

Il capo Tecnico
(f.to Succì)

1943

NPPN II

VEHICLES IN THE RIMINI RAILWAY YARD AREA

	Good Condi- tion	Lightly Damaged	Badly damaged but repairable	Unrepairable	Notes
Passenger Coaches				FS.AB.52148	
Mail Wagons					
Baggage			FS.D.99470 FS. Undecipherable FS.DI.92057 FS.DM.99582 FS.Dm;99736		
Wagons		France N.77317 FS.L.413429 FS.L.041374 FS.L.415168 DR.Sz.VK 46477 FS.L.410726 DR.Om.6010 FS.L.411251 FS.L.414946 FS.L.472155 FS..L478342 DR.d.35461 FS.L.416676 FS.L.477766 FS.L.416297 FS.L.446945 DR.Omm38214	DR.Om 18972 DR.Om.7921 France-SNCF VK DR.BS.76135 FS.L.456403 FS.L.468657 France.TTI63472 DR.KW.40275 FS.P.655944 FS.P.621704 DR.Rrs.68951 FP.P.608 FS.F.186854 FS.L.040017 FS.L.412021 DR.Om.85785 DR.31386 FS.F.7170318 FS.G.252529 FP.F.803 FS.L.471782 FS.L.412475 FS.L.489175 FS.L.418521 FS.F.7105544 DR.G.31334 DR.G.26306 FS..E.1007092 FS.L.497356 FS.L.7402016 FS.L.457128 FS.L.406924 FS.L.479730 FS.L.488030 DR.OI5726 DR.030249 DR.Om.33236	France KRUW 245057 DR.G.52815 DR.922100(P) France.SNCF. NNT57907 DR.Ommrv.23760 DR.Om.3508 France BMC/CMD 419070 FS.L.468768 DR.Om.61142 DR.G.44430 DR.Om.17396 DR Undecipherable FS.L.470329 FS.L.040569 DR. Undecipherable DR. " " + DR. " " + DR. " " + DR. " " + DR. " " + FS. " " +	• Propriety of the Pa- dane Rly. • Moving- stock in the vehicle workshop yard. + Moving- stock in the Padane Rly. yard.

FS. = I.S.R.
 DR. = German
 FB. = R/ Marcetino
 L. = Wagons
 P. = Flat car.
 F. = Box car.

3624

SOCIETÀ VENETO EMILIANA DI FERROVIE E TRAMVIE
FERROVIA ELETTRICA RIMINI - SAN MARINO

22 Novembre

44

23290

: Lavori di riattivazione della Ferrovia Rimini - San Marino.

On.le

COMANDO MILITARE ALLIATO

Ufficio Ferrovie Secondarie gestite dall'Industria
Privata

RIMINI

Con riferimento alla conferenza avuta ieri col l'Egregio Signor Capitano, Capo di codesto Ufficio, mentre si richiama e si conferma il contenuto della nota (già consegnata in copia ieri stesso) N. 23268 del 18.10.1944 indirizzata da questa Direzione al Ministero delle Comunicazioni in Roma, si forniscono qui appresso le ulteriori notizie richieste onde consentire a codesto Spett. Ufficio un esame completo del problema in oggetto:

1° - Notizie generali

La Ferrovia Rimini - San Marino, concessa all'Industria Privata e sovvenzionata dallo Stato Italiano per il periodo 1932 - 1957, è gestita dalla Società Veneto Emiliana di Ferrovie e Tramvie con sede in Milano e Direzione di esercizio in San Marino.

La Ferrovia ha la lunghezza di km. 32 tra le stazioni capilinee di Rimini F.S. e di San Marino; si svolge per km. 31 in sede propria, mentre per 1 km. (tratta da Rimini F.S. a Rimini Marina) la sede è in comune con quella delle Ferrovie Statali. Dei 32 km. totali, 12 km. si trovano in territorio Italiano e 20 km. in territorio Sannarinense.

Oltre alle due stazioni capilinee vi sono sette stazioni intermedie, cinque delle quali munite di binari di raddoppio ed impianto di segnali con semafori ad ala.

3623

2° - Tracciato ed armamento

Da Rimini F.S. (km. 0,000) alla stazione di Dogana (al km. 14) la ferrovia ha le caratteristiche della linea di pianura, con poche curve a largo raggio e lievi pendenze; dalla stazione di Dogana alla stazione di Borgomaggiore (al km. 28) la linea assume i caratteri della ferrovia di montagna, con pendenze del 35 % e curve di 100 m. di raggio: nella tratta Dogana - Borgomaggiore si incontrano inoltre 12 gallerie. Dalla stazione di Borgomaggiore al capolinea di San Marino (al km. 32) le pendenze si accentuano fino a raggiungere il 45 % e si attraversano altre 5 gallerie. Lo sviluppo complessivo di tutte le 17 gallerie raggiunge i 4 km.; il

Seguito alla lettera Prot. 23290 del 24 Novembre 1944 - Foglio 2°

dislivello tra le stazioni di Rimini F.S. e di San Marino è di m. 640.
L'armamento ferroviario è costituito da rotaie a fungo da 25,4 kg/ml. poggianti su traverse di rovere della misura normale di m. 1,80x0,20x0,13. La rotaia è fissata alla traversa per mezzo di piastra di ferro e caviglie a vite; il giunto tra le rotaie è realizzato con un piastrone di appoggio, 2 ganasce e 4 bulloni. Le rotaie hanno la lunghezza di m. 15 da Rimini F.S. (km. 0,000) alla progressiva km. 15, e di m. 12 dal km. 15 a San Marino (al km. 32).

Lo scartamento ferroviario è di m. 0,95 e la larghezza della piattaforma stradale è di m. 4.-

3°- Sistema di trazione e materiale mobile

Il sistema di trazione è elettrico, a corrente continua a 3000 V. fornita da apposita sottostazione di conversione, con raddrizzatori a mercurio, sita in località Dogana (su territorio italiano). L'alimentazione dei treni avviene a mezzo linea di contatto in filo di rame da 80 mmq. sostenuto da pali e da mensole tubolari di acciaio.

Il materiale rotabile si compone di:
N. 4 automotrici a carrelli, potenza 440 HP, posti a sedere ed all'impiedi n. 60;
N. 6 vetture rimorchiato a carrelli, posti come sopra n. 60;
N. 8 carri merci chiusi a 2 assi, portata 10 tonnellate;
N. 10 carri merci aperti a 2 assi, portata 10 tonnellate.
Il peso dell'automotrice carica è di 40 tonn.; il treno normale è di 80 tonn.; la velocità dei treni è di 50 km./ora nella tratta Rimini - Dogana e di 35 km./ora nella tratta Dogana - San Marino. L'intero percorso Rimini - San Marino, in servizio ordinario, viene effettuato in 1 ora.

4°- Danni di guerra riportati da tutti gli impianti

Si si rinvia al contenuto della nota 23266 del 12.10.1944 già menzionata.

5°- Personale ferroviario

Il personale attualmente in servizio è composto da:

1 Direttore
1 Vicedirettore
1 Cassiere - contabile
1 Applicato - dattilografo
2 Capistazione
1 Capodeposito
9 Assuntori ed assuntrici delle stazioni

1 Controllore viaggiante
1 Sorvegliante Manutenzione
8 Guidatori - capitreno
4 Capisquadra manutenzione
1 Operaio officina
4 Manovali

Tale personale, trovandosi il servizio ferroviario interrotto, è utilizzato

4

Seguito alla lettera Prot. 23290 del 23 Novembre 1944 - Foglio 3°

zato parte nella custodia degli impianti ancora efficienti e parte per operazioni di recupero dei materiali danneggiati, soprattutto del filo di rame spezzettato e penzoloni lungo la linea. Il suddetto personale (a cui non sono stati ancora applicati i benefici economici già stabiliti per altre province d'Italia, dopo l'occupazione degli Alleati) comporta ora mensilmente una spesa lorda di L.100.000.-

In periodo di attività ferroviaria al personale di cui sopra è detto si aggiunge altro personale fluttuante, per i servizi di manutenzione, fornito da apposita Impresa Appaltatrice.

6° - Necessità urgenti dell'Azienda

Come già detto nella lettera 23268 del 18.10.44, la scrivente Direzione della Ferrovia Rimini - San Marino si trova ora nelle seguenti necessità:

- a) per l'esaurimento di tutte le risorse di cassa, tutto il personale di cui è detto al punto 5° verrebbe, colle fine del corrente mese di novembre, licenziato.

Ove volesse evitarsi tale provvedimento che (oltre a mettere in grave situazione di disagio economico tutta la famiglia dei ferrovieri della linea Rimini - San Marino, dopo 12 anni di lodevole servizio) alienerebbe un personale già tecnicamente specializzato e difficile a ricostituire al momento del bisogno, si dovrebbero fornire alla Direzione sottoscritta i necessari mezzi e stabilire un conveniente piano di lavori per l'occupazione di tale personale;

- b) sono in corso lungo la linea ferroviaria le operazioni di recupero dei conduttori spezzati: tali operazioni, se non condotte a termine entro il corrente mese, dovranno essere interrotte per mancanza di mezzi. Per evitare la dispersione di un materiale ricercato (rame) che, sia pure in rottami, rappresenta un ingente valore, dovrebbero fornirsi alla Direzione scrivente la mano d'opera necessaria ed un autocarro onde tali operazioni di recupero venissero completate. Analogo problema si presenta qualora si intendessero attuare recuperi alla sottostazione convertitrice di Bogana, distrutta per scoppio di mine.

3631

7° - Riattivazione della ferrovia

In materia di possibile riattivazione della ferrovia Rimini - San Marino questa Direzione osserva:

- c) non può trattarsi di una sollecita riattivazione a trazione elettrica, essendo distrutta la sottostazione di conversione con tutto il macchinario; ove l'energia elettrica, nelle caratteristiche volute, potesse e-

Seguito alla lettera Prot. 23290 del 22 Novembre 1944 - Foglio 4°

ventualmente attingersi da altra fonte, resterebbe il problema della linea di contatto che è distrutta anch'essa nella quasi totalità;

- d) ci si dovrebbe orientare allora verso un altro sistema (locomotive a vapore, automotrici leggere a nafta) e bisognerebbe trovare i necessari mezzi di trazione poiché questa Società, all'infuori delle 4 automotrici elettriche di cui è detto al punto 2°, non possiede altro macchinario motore.

Si osserva che la trazione a vapore sarebbe attuabile, data le caratteristiche della linea, al solo tronco Rimini - Bogana;

- e) con qualsiasi sistema volesse riattivarsi il servizio ferroviario, è sempre necessario provvedere prima alla ricostruzione dei due ponti distrutti (che interessano entrambi la tratta Rimini - Bogana) ed alla riparazione del binario interrotto in più punti: vedi lettera 23268 cap. 4°;

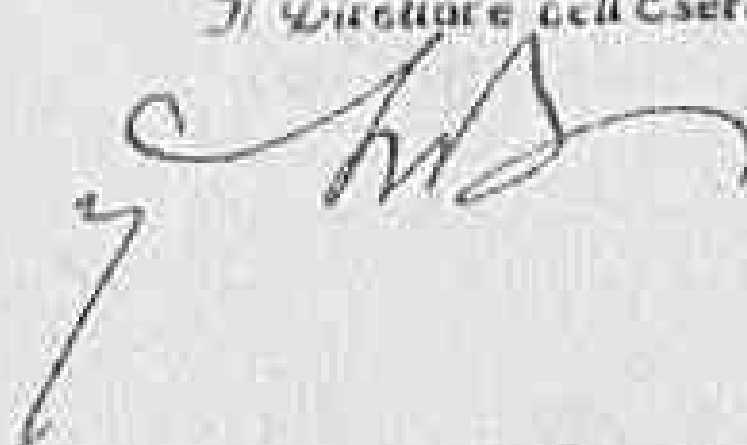
- f) con un sistema di trazione diverso da quello elettrico, bisognerebbe provvedere alla necessaria attrezzatura d'officina, di deposito e di persona, specializzata per il nuovo sistema.

Questa Direzione, esponendo quanto sopra, ritiene di aver soddisfatto le richieste di codesto On.le Ufficio e, mentre si tiene a disposizione per ogni ulteriore occorrenza, resta in attesa di conoscere le determinazioni che codesto Ufficio stesso verrà adottare, onde farne oggetto di comunicazione al proprio Ministero concedente ed al Governo della Serenissima Repubblica di San Marino.

Con perfetta osservanza.

SOCIETÀ VENETO EMILIANA FERROVIE TRAMVIE
FERROVIA ELETTRICA R. RIMINI - S. MARINO
Il Direttore dell'Esercizio

3620



Per copia conforme

ALL'EGG. MINISTERO DELLE COMUNICAZIONI ISPETTORATO ~~REGIONALE DELLA~~
AUTORITA' REGIONALE CIVILE E DEI TRASPORTI IN CONCESSIONE.

Upx 2.3 APR 4

R C L A

OGGETTO: COMPENSAZIONE DEL SERVIZIO DELLA FERROVIA RIMINI-MARCATINO

In corivente Delegazione per l'esercizio della Ferrovia Rimini - Marcatino Mercocchia, ha il pregio di rivolgervi a ced. Ecc. Ministero (Lap. Gen. Fot. div.) per informare di quanto segue:

A causa delle occupazioni di Rimini da parte dell'esercito germanico e delle frequenti incursioni aeree, da parecchi mesi non si ebbe la possibilità di tenere informato l'Ispettorato Compartimentale L.O.L.O. di Bologna, il cui Direttore è Commissario delle Gattione Governativa delle ferrovie, in tale Gattione è compresa anche la Ferrovia Rimini-Marcattino come pure non potrà corrispondere con le Direzione di tale Gattione governativa che ebbe cede alcun tempo in Ferrara ed in altro tempo in Bologna.

La Ferrovia Rimini-Marcattino ha funzionato sotto il rigido controllo (in questi ultimi mesi) dell'autorità germanica militare.

A causa dell'avanzata dell'esercito Alleato vennero minati e distrutti dagli eserciti ponti fabbricati e binario, per modo che la Ferrovia è rimasta inattiva dalla fine di settembre del corr. anno.

I danni prodotti non sono ancora stati precisati perché la linea trovasse sempre in zone di operazioni belliche. Tali danni sono ingentissimi.

Tuttavia:

a) di tredici ponti abbattuti con mine;
b) di dieci fabbricati ad uso stazione e di sette case contorniere con i tetti in parte scoppiati molti muri lesionati senza più vetri e senza
gli infissi di porte e finestre;

c) delle stazioni di Rimini Centrale completamente distrutta dai bombardamenti aerei. Tutto è demolito: l'ufficio di Direzione, magazzino merci e pile di carbone, ufficio di traghettamento, i binari convogliati, sette carri e soprattutto rifetto e dieci carri a compartimento normale rotti in rottami.

d) quasi interamente demolito e sconvolto il binario della linea in causa del passaggio sulla strada dei grossi automezzi (notizi che il binario passa per la stessa parte sulla strada ordinaria prov.);

e) la linea telefonica e quasi completamente a terra.

La Ferrovia Rimini-Marcattino, come è detto più sopra, è sospesa dal 16 settembre c.a. ed ha mantenuto integra, per quanto inattiva, la propria organizzazione ferroviaria corrispondendo i normali emolumenti ed indennità a tutto il personale. Ma nelle condizioni in cui attualmente gli impianti sono rotti, la ripresa del servizio non può prevedersi prossima, e l'altra parte, i fondi di cui l'Azienda ancora dispone presto saranno esauriti.

Ciò posto, questa Delegazione, mentre ripete di non poter contare con il proprio Ispettorato Compartimentale di Bologna, sottopone a questo Superiore Ministero i seguenti quesiti, chiedendo il favore di una pronta e precisa risposta:

I) se deve questa Delegazione considerare interrotta sino a tanto indennità

3629

come pure non potè corrispondere con la Direzione di tale gestione governativa che ebbe sede al suo tempo in Ferrara ed in altro tempo in Bologna.

La ferrovia Rimini-Ravenna ha funzionato sotto il rigido controllo (in questi ultimi mesi) dell'autorità germanica militare.

A causa dell'avanzata dell'esercito alleato vennero minati e distrutti dagli eserciti ponti fabbricati e lunari, per modo che la ferrovia è rimasta inattiva dalla fine di settembre del corr. anno.

I danni prodotti con sono ancora stati precisati perché la linea trovasi sempre in zona di operazioni belliche. Tali danni sono ingentissimi. Trattasi:

a) di tredici ponti sostituiti con mini;

b) di dieci fabbricati ad uso stazione e di sette case costruite con i detriti in parte scoperti e molti muri lesionati senza più vetri e senza gli infissi di porte e finestre;

c) della stazione di Rimini Centrale completamente distrutta dai bombardamenti aerei. Tutto è demolito: l'ufficio di Direzione, magazzino merci e piano caricatore, l'edificio tettoie di transito, i binari convolti, sette carri e soprattutto ridotto e dieci carri e accanimento normale ridotto in rottami;

d) quasi interamente demolito e coinvolto il binario della linea in causa del passaggio sulla strada dei grossi camionisti (autisti che il binario passa per la stessa strada ordinaria prov.);

e) la linea telefonica e quasi completamente a terra.

La ferrovia Rimini-Ravenna, come è detto più sopra, è sospesa dal 15 settembre c.a. ed ha mantenuta integra, per quanto inattiva, la propria organizzazione ferroviaria comprendendo i normali esponenti ed industriali e tutto il personale. Ma nelle condizioni in cui si trova l'impresa di servizio non può prevedere processi, d'altra parte, i fondi di cui l'azienda ancora dispone presto saranno esauriti.

Dopo ciò, questa Delegazione, mentre ripete di non poter **3628** tenere con il proprio Ispettorato Compartimentale di Bologna, sottopone a comando Superiore Ministero i seguenti quesiti, chiedendo il favore di una pronta e precisa risposta:

I) se deve questa Delegazione considerare interrotta fino a tempo indeterminato il servizio della Ferrovia Rimini-Ravenna e sottoporla a conseguente licenziare tutto il personale (di ruolo, ordinario, straordinario ed ausiliari);

Lo se deve considerare relativamente prossimo l'inizio dei lavori di riparazione e rifacimento e la conseguente eventuale ripresa del servizio, per la quale il personale possa essere conservato nelle sue mansioni aspettando ai nuovi compiti che potranno presentarsi. In tale caso la scrivente Delegazione ha bisogno, a cominciare dal prossimo mese di novembre, di essere aiutata finanziariamente essendo (cosa già si è detto) al completo esaurimento di ogni riserve.

Resta in attesa delle superiori disposizioni e si rassegna con alto ossequio.

Gen. Gov. Della Ferrovia
Il Delegato della Delegazione
(F.lli. Ing. F.lli. Ing.)

1950

Per copia conforme *App. 2* *App. 4A*
Città, 21 Novembre 1944

Oggetto: Sistemazione delle ferrovie Rimini-Ravennino M.

Allo spett. Ufficio di Sistemazione delle ferrovie secondarie Italiane della Commissione Alleata
Sede R I M I N I

Come dagli accordi prestati ieri sera nell'Ufficio dell'Ucc. Sig. Maggiore Lervodachi - Town Major di San Marino, con il sig. Cap. rappresentante la Commissione Alleata a cui si scrive, ci premeva inviare acclusa una copia della lettera prt. M. 4/2 in data 19 ottobre c.c. indirizzata alla EOC. Ministero delle Comunicazioni Ispettorato Gen. della Rot. Civile e dei Tras. in Concess. a Roma e spedita anche a U. Ucc. il Prefetto di Forlì in Ricezione ed all'Ispettorato compartimentale della M.O. e P.U. di Ancona.

I problemi concernenti nella predetta sede si sono risolti in due più impellenti:

- 1) trovare occupazione ad un certo numero di agenti delle ferrovie dello Stato attualmente disoccupati.
- 2) eseguire lavori di recupero utili per la danneggiata ferrovia Rimini-Ravennino.

Nell'uno caso come nell'altro dovrebbe essere risolta la questione "manifattura" in quanto questa delegazione dell'esercizio non ha mandato né mezzi per fare fronte ad ulteriori impegni.

Nella mia qualità di Ingegnere Delegato all'esercizio della ferrovia Rimini-Ravennino M. ad avendo alla gentile richiesta di questo On. Ufficio trovarei utile e conveniente che conteste l'ufficio ordinasse:

- a) Sistemazione del piazzale della stazione centrale della ferrovia Rimini-Ravennino. con ingenti movimenti di terra, liberando della vecchia il materiale mobile ed i binari che vi si trovano sconvolti e appalliti sotto le macerie;
- b) Sistemare e riparare la sede (compresi i ponticelli) delle ferrovie Rimini-Ravennino M. della stazione Centrale di Rimini, bastioni Orientali, stazioni meridionali, stazione di Porto Montebello, Viale Valturio, per proseguire poi per la strada provinciale Mercatello, Verghiano, Verpoli fino a Villa Verucchio (km. 14) e ciò allo scopo, a lavoro finito, di potere iniziare un servizio elettrico fra la campagna e la città di Rimini, per ora limitatamente fra la stazione di Villa Verucchio e - ora - stazione Rimini. Ad esempio con due coppie di treni giornalmente, un al mattino ed una alla sera.

Tale programma dovrebbe impiegare buona parte del personale della ferrovia Mercatello attualmente in servizio ed in un primo tempo (durante la sistemazione e riparazione) anche parecchi agenti delle ferrovie dello Stato purché attenti ai lavori di sferra e del binario.

Occorre però siano trasportati con automobili in Ravennino: le locomotive, il materiale mobile e tutta le attrezzature occorrenti per l'ordinaria e la straordinaria manutenzione, trovandosi detti materiali depositati alla stazione di Ravennino.

3328

Il in Ricezione ad all'Ispezione compartimentale della M.C. e M.C. di

1) problemi di cui il predetto servizio di Ingegneria deve occuparsi.

due più importanti:

1) trovare occupazione ad un certo numero di agenti delle ferrovie dello

Stato attualmente disoccupati.

2) eseguire lavori di recupero utili per la dismessa ferrovia Rimini-

mercato.

Nell'un caso come nell'altro dovrebbe essere risolta la questione di

manutenzione in quanto questa Delegazione dell'Ingegneria non ha mandato né

mezzi per fare fronte ad ulteriori impegni.

Nella mia qualità di Ingegnere Delegato all'esercizio delle ferrovie

via Rimini-mercato, aderendo alla gentile richiesta di onore On.

ufficio trovarei utile e conveniente che costoro fossero ordinati:

a) sistemazione del personale della stazione centrale della ferrovia

Rimini-mercato, con ingenti movimenti di terra, liberando della manovra

il materiale mobile ed i binari che vi si trovano sconvolti e appalliti

cotto le usanze;

b) sistemare e ripulire la sede (sopravvissuta) della ferrovia

Rimini-mercato M. dalle stazioni Centrali di Rimini, stazioni Orientali,

, stazioni meridionali, stazione di Porta Montebello, Viale Valerio, per poi

seguire poi per la strada provinciale Mercatino per Spadavolo, Vergine,

Jorvol, fino a Villa Varuchio (Km. 14) di cui allo scopo, lavoro finito,

di potere iniziare un servizio ridotto tra la campagna e la città di Rimini,

per ora limitatamente fra la stazione di Villa Varuchio e la città di Rimini,

ra Rimini. Ad esempio con due corse di treni giornalieri, una al mattino

ed una alla sera.

Tale programma dovrebbe impedire la parte del personale della fer-

rovia Mercato attualmente in servizio ed in un primo tempo (durante la

sistemazione e ripulizione) anche per i lavori di sterro e del binario.

Così pure si sono trasportati con automezzi da Mercato: le locomotive, il materiale mobile e tutte le attrezzature occorrenti per l'uscita -

ria e la straordinaria manutenzione, trovandosi detti materiali depositati

ti alla stazione di Mercato.

Il programma finanziario dovrà essere trattato a parte non avendo

questa Delegazione né mezzi né istruzioni del Superiore Ministero delle

Comunicazioni per eseguire pagamenti di sorta o stipendiari.

Sarebbe anche considerabile (ci può dire necessario) fornire il Materiale

dato dall'Ingegneria di un mezzo di trasporto veloce (ad esempio un piccolo

automezzo) affinché esso Delegato potesse dirigere e sorvegliare i

lavori predetti ed anche il futuro esercizio tanto più che detto Materiale

dato è anche Direttore della Ferrovia Elettrica Rimini-San Marino ed

avita a San Marino.

Infine si ha il pregio di aggiungere le seguenti note sugli impianti

della ferrovia Rimini-mercato M.:

A) esercitata a vapore;

B) lo scartamento di m.c.95

C) lunghezza Ch. 34

Ha le curve del minimo raggio di m. 70 e le max. pendenze del

Corre per tre quarti circa su strada ordinaria provinciale;
 Ora dieci fabbricati stazione e sette case contoniere. L'ufficio;
 le rimesse ed i magazzini sono sfilati a Marcotipo;

Il personale è composto di 45 agenti di ruolo, 10 agenti ordinari,
 21 agenti avventizi straordinari e 16 ausiliarie;

Per 18 km., da Rimini a Verucchio, il binario è formato con rotaie
 tipo Vignola da 22 kg. per metro e per Km. 16 con rotaie da 24 kg. per me-

tro su traverse di povere delle dimensioni cm. 180 X 13.
 3. Dotata del seguente materiale mobile tre locomotive a vapore a
 quattro assi accoppiati del peso a vuoto di tonn. 21 otto carrozze per
 viaggiatori e 11. 50 carri per merci.

Si resta a disposizione per tutti gli ulteriori chiarimenti che for-
 no richiesti da cod. un. Ufficio.

Con il massimo ossequio.

Gestione Governativa delle Ferrovie Padane
 Il Delegato dell'esercizio della Ferr.
 (R. to Ing. Brigidini)

3627

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

AGP/BE

5/1/18

18 December 1944

Tel: 843207

Our reference: AG/Tn/54

TO : Min. of Transports.

Attn: General Di Raimondo.

SUBJECT: Repair of freight cars.

1. It has been brought to notice that for contractors undertaking repairs to freight cars, it is expected that for each wagon a large folio will be prepared, consisting of 48 pages for open wagons, and 36 pages for closed wagons, these folios to be prepared in triplicate and in differing inks.

2. Whilst it is appreciated that it is felt that it is desirable to have wagon histories accurately kept, it is felt that with the scarcity of paper a much simpler method of recording could be adopted and it is suggested that careful consideration could be given to this.

3. Please, advise me of the result of your investigation of the matter.

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

Copy to: MRS.

3626

Subject: Repairs to Wagon by Private Firms

Military Railway Service

CMT

Tele: Firebox 52

Outside Line 843867

Tn.A.3(M)/60

26 Nov 44

To: DMRB

Chief Commissioner AC

1. With reference to para 13 of the Minutes of the Meeting held at HQ MRS on 22 Nov 44 (Tn.A.1/199 of 23 Nov 44), a subsidiary meeting was held on 25 Nov 44 at 11.30 hrs in the office of Lt Col LINDBERGH AC to discuss procedure in dealing with wagon repairs done by private firms on behalf of the ISR.

2. The following were present:

Lt Col LINDBERGH	-	AC
Lt Col TOPHAM	-	MRS
Major STREET	-	AC
Sgt PALMERIO	-	ISR

3. It was pointed out that prior to Allied Occupation a fair percentage of rolling stock repairs was farmed out by the ISR to private contractor firms who had facilities for doing them. In addition, a considerable number of spare parts were also so obtained. It was noted that it was desirable to recommence this policy as far as possible in order to augment the production from the ISR's own shops. At the same time, any shop not strictly under railway control automatically fell under the auspices of the Director of Works and it was necessary to obtain his sanction before any work of the above nature could be carried out.

4. The following procedure was therefore decided upon:

- (a) When either MRS, AC or the ISR consider it desirable that a specific private firm should carry out rolling stock repairs or manufacture of spare parts, MRS and the ISR will first of all consult mutually on the subject.
- (b) MRS will then consult the Director of Works in order to obtain his sanction.
- (c) Once this sanction has been obtained, MRS will inform AC, who will then make the necessary arrangements with the ISR to place the contract.

5. As regards materials, it was most improbable that any of the materials could be assisted by MRS in basic materials as

3622

524/14

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Lt Col TOPHAM - MRS
Major STRECH - AC
Sgt VALERIO - ISR

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(b) MRS will then consult the Director of Works in order to obtain his sanction.

(c) Once this sanction has been obtained, MRS will inform AC, who will then make the necessary arrangements with the ISR to place the contract.

5. As regards materials, it was most improbable that any of these private firms could be assisted by MRS in basic materials as these were strained to the utmost in keeping ISR shops supplied. The ISR would, however, doubtless be able to assist with spare parts from demolished and scrap stock.

...../2

1956

Sheet 2

6. AD Tn(Mech) MRS desired to receive a fortnightly list showing the quantity of wagons of different types that had been repaired during that period in each shop, differentiation between those repaired normally and those put into service for the first time (recovered).

7. Upon receiving the approval of MRS and the Chief Commissioner AC to these subsidiary minutes, copies would be sent to TCR, D Works AFHQ and D Works AAF.

[Signature]

Lt Col RE
AD Tn(M) MRS

[Signature]

Lt Col
for Director Tn Sub Comm AC

HEADQUARTERS ALLIED COMMISSION
APC 394
Transportation Sub-Commission

122 54/16

attach

Ref : A.O. In/54/4

12 November 1944

SUBJECT : Recovery of freight cars and machinery
at Terni and various other sidings.

TO ✓ Director of Transportation Sub-Commission (Rails)
Director General M.R.S.

1. Acting on instructions I visited the offices of the
Sec. per l'Industria e l'elettricità on the 10 Nov. 44,
and together with two of their representatives carried
out an inspection of freight waggons and materials belonging
to this Company at stations mentioned below on the
10th and 11th Nov. 1944.

2. The following waggons have already been recovered,
the equipment ~~removed~~ ^{REMOVED}, and the waggons returned
to service:-

(a) Pieve Panonica Ry. Station

Wagon	No	Contents
	90185	Pieces of Blooming Mill
"	458138	" " "
"	7532	" " "
"	480007	Electrical Materials.

(b) Bossato di Vico Ry. Station M.R.9912

Wagon	No	Contents
	132933	Pieces of Machine Tools
"	25245	" " "
"	55159	" " "
"	44427	" " "
"	44130	" " "
"	42557	" " "
"	32158	" " "
"	675000	Transformer
"	919950	Pieces of a 2 Ton Hammer
"	31722	Carbon Electrodes
"	34727	" "
"	472277	Forged Pieces
"	14491	Pieces of Machine Tools
"	77645500	Draw-plate transferred from 682237

3623

1. Acting on instructions I visited the offices of the Soc. per l'Industria e l'Elettricit  on the 10 Nov. 44, and together with two of their representatives carried out an inspection of freight waggons and materials belonging to this Company at stations mentioned below on the 10th and 11th Nov. 1944.

2. The following waggons have already been recovered, the equipment ~~removed~~ ^{removed}, and the waggons returned to service:-

(a) Fieve Panonica Ry. Station contents

Waggon No 90185	Pieces of Blooming Mill
" 458138	" " "
" 7532	" " "
" 480007	Electrical Materials.

(b) Tossato di Vico Ry. Station M.R. 9912 contents

Waggon No 13293	Pieces of Machine Tools
" 25245	" " "
" 55159	" " "
" 44427	" " "
" 44130	" " "
" 42557	" " "
" 32158	" " "
" 675000	Transformer
" 919950	Pieces of a 2 Ton Hammer
" 31722	Carbon Electrodes
" 34727	" "
" 472277	Forged Pieces
" 14491	Pieces of Machine Tools
" 77646500	Draw-plate transferred from 582237
" 47534	Pieces of Draw-plate
" 41204	Electrical Materials
" 95482	Iron Chains
" 25189	Pieces of blooming Mill
" 30406	" " "
" 172853	Electrical Materials
" 21	Electric Locomotive
" 28	" "
" 31	" "
" 575483	Machine Tools transferred from N.38404
" 21350	" "
" 14276	" "

3623

The following is a report of inspection of wagons and material at the under - mentioned stations.

At Baieno di Spoleto A.9866

Wagon No 1 473981 Contain Serra Gas Producer.

This truck was in good condition, but on the 9 Nov.44 was damaged during shunting, one draw-bar was damaged and casting from the car-body to shackle-spring broken, when recovered this wagon could travel to Terni on the rear of a train.

At Fossato di Vico (Appennino Centrale)

Wagon No 19363 (Tram only) Contains Electrical Material and would require trans-shipping to a Low-side wagon, after which wagon No 19363 might travel on its own wheels for heavy repairs.

Wagon No 94864) Contains Machine Tool, has been removed but has not arrived at Terni.

At Gualdo Tadino

Wagon No 409338 T.E.C. Transformer, removed to Terni Wagon is Scrap.

" No 696103 Pieces of Blooming Mill . 20 Ton (Flat) required to remove this material to Terni.

" No 170567 Electrical Materials. 15 Ton wagon required to remove to Terni.

" No 453554 Pieces of travelling Crane 15 Ton wagon required to remove to Terni.

" No 38463 Pieces of travelling Crane. 15 Ton (Flat) Wagon required to remove to Terni.

At Gualdo Tadino Rv. Station S.0105

Wagon No 10266 Pieces of a Draw-Plate Boiler 40 Ton wagon required to remove material to Terni (length 8.M.)

" No 698493 Draw-plate Cylinder and Piston 40 Ton wagon required to remove this Cylinder and Piston to Terni

It would require a 30 Ton Crane to be re-load the heaviest of these materials.

At Pieve Tanonica Rv Station R.2936

Wagon No 1031644 Contain parts of Blooming Mill, has been removed from the Station, but has not arrived at Terni.

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Waggon No 19353 (Frame only) contains a Low-side waggon, after and would require trans-shipping to a Low-side ^{own} wheels for which waggon No 19363 might travel on its ~~own~~ wheels for heavy repairs.

Waggon No 94854) Contains Machine Tool, has been removed but has not
Waggon No 4678(arrived at Terni.

At Gualdo Tadino

Waggon No 402938 G.E.C. Transformer, removed to Terni
Waggon is Scrap.

" No 696103 Pieces of Blooming Mill .
Waggon Scrap: Waggon of 20 Ton (Flat) required to remove this material to Terni.

" No 170567 Electrical Materials.
Waggon Scrap: 15 Ton waggon required to remove to

Terni.

" No 455564 Pieces of travelling Crane
Waggon Scrap: 15 Ton waggon required to remove to Terni

" No 38463 Pieces of travelling Crane.
Waggon Scrap 15 ton (Flat) Waggon required to remove to Terni.

At Gualdo Tadino Rv. Station S.0105

Waggon No 10266 Pieces of a Draw-Plate Boiler
Waggon Scrap 15 Ton (Flat) waggon required of remove material to Terni (length 8.5.)

3622

" No 698493 Draw-plate Cylinder and Piston
Waggon Scrap . 40 Ton waggon required to

Type Pos. 0 0 10 0 0
remove this Cylinder and Piston to Terni
It would require a 30 Ton Crane to be re-load the heaviest of these materials.

At Pieve Tanonica Rv Station R.9286
Waggon No 1031644 Contains parts of Blooming Mill, has been removed from the Station, but has not arrived at Terni.

" No 695043 Contains parts of Blooming Mill: This waggon has been repaired and with be move to Terni.

" No 1117178 Contains pieces of Blooming Mill, which have been removed to a private store, the waggon was remove for repair empty.

" No 7322 This waggon is at present up-side-down and requires heavy repair or scrap, (two wheel broken in centre of truck) This waggon contained a 60 Ton Fly Wheel, which is in two parts, and would require a 60 Ton waggon, typi P.V.Z. or P.V.V.Z. to remove to Terni.

./.

- 2 -

At Pieve Vanonica N.R. 9986

Waggon No 695808 Contains Pieces of Blooming Mill.
Waggon Scrap: Requires 32 Ton Waggon Type P.OZ to remove materials to Terni.

" No 48455 Contains Pieces of Blooming Mill.
Waggon Scrap. 17 Ton Waggon required to remove materials to Terni.

" No 697108 Contains Pieces of Blooming Mill
Waggon Scrap. 40 Ton Waggon Type P.OZ required to remove material to Terni.

" No 20328 Contains Pieces of Blooming Mill
Waggon Scrap 22 Ton Waggon (Flat) required to remove materials to Terni.

" No 61045 Contains Electrical Materials (two transformers)
Waggon Scrap. 24 Ton Flat Waggon required to remove transformers to Terni.

X (These transformers belong to Soc. Umbra Prodotti Chimici di Terni)

Waggon No 200270 Contains Electrical Material (Small Transformers)
Waggon Scrap. 20 Ton Waggon required to remove these transformers to Terni.

" No 41415 Electrical Materials have been removed to Terni.
Waggon Scrap.

" No 152053 Asbestos Sheet have been removed to Terni.
Waggon Scrap.

" No 50964 Contains two transformers and switches
Waggon Scrap; 20 Ton Waggon required to remove these transformers to Terni.

XI (These transformers belong to Soc. Umbra Prodotti Chimici di Terni)

Waggon Nos 96037
22110
30191
12805
122381
317915
62913
97569
85528
1020260
7203744

These waggons contained
electric steel sheets and
have since been stolen.

The waggons have all
been destroyed, but spare
parts could be recovered
from these vehicles.

3621

At Morgnano S. Angelo Ry Station B 9265.

Waggon No 522052 Petrol tank car belonging to the "Terni Company"; this car has a damaged bearing.

R. B. Bowie & Co. R.A.

Waggon Scrap 22 Ton Waggon (Flat) required to remove materials to Terni.

" No 61045 Contains Electrical Materials (two transformers) Waggon Scrap. 24 Ton Flat Waggon required to remove transformers to Terni.

X (These transformers belong to Soc. Umbra Prodotti Chimici di Terni)

Waggon No 200270 Contains Electrical Material (Small Transformers) Waggon Scrap. 20 Ton Waggon required to remove these transformers to Terni.

" No 41415 Electrical Materials have been removed to Terni. Waggon Scrap.

" No 152053 Asbestos Sheet have been removed to Terni. Waggon Scrap.

" No 50954 Contains two transformers and switches Waggon Scrap; 20 Ton Waggon required to remove these transformers to Terni.

XI (These transformers belong to Soc. Umbra Prodotti Chimici di Terni)

Waggon Nos 96037

22110

30191

12805

122381

317915

52913

97559

65528

1020260

7203744

These waggons contained electric steel sheets and have since been stolen.

The waggons have all been destroyed, but spare parts could be recovered from these vehicles.

3621

At Morgnano S. Angelo Ry Station B 9265.

Waggon No 522052 Petrol Tank car belonging to the "Terni Company"; this car has a damaged beaving.

RL Bowie Lt. R.A.
Transportation Sub. Commission (Rail.)
Allied Commission. A.P.O. 394

BEST COPY POSSIBLE

1964

54/15

TO THE ALLIED CONTROL COMMISSION

I) The "Terni" Society informs that the railway wagons containing machinery and materials of his own property which were forwarded to the North, by order of the German army, found up to date in the railway line Orte-Firenze, are the following:

Railway Station of Cortona-Terontola:

Wagon 459356 - containing part of machinery and tools - Vehicle in good conditions.

Station of Arezzo:

" 65302	- containing iron frames	"	"
22183	- containing part of machinery and tools	"	"
470081	- containing part of machinery and tools	"	"
" 47779	- containing part of elevator	"	"

The wagons Nr. 470081 and 47779 are lying near the protection signals of the railway station of Arezzo.

II) The "Terni" Society applies that instruction be given to the depending offices for the forwarding of the wagons, as stated in n. 1 point, to the railway station of Terni where are to be delivered to the Steel Works with which is joined by a branch.

54/15

I) The "Terni" Society informs that the railway wagons containing machinery and materials of his own property which were forwarded to the North, by order of the German army, found up to date in the railway line Orte-Firenze, are the following:

Railway Station of Cortona-Terontola:

Wagon 433956 - containing part of machinery and tools - Vehicle in good conditions.

Station of Arezzo:

- " 65302 - containing iron frames - " " "
- 22183 - containing part of machinery and tools - " " "
- 470081 - containing part of machinery and tools - " " "
- " 47779 - containing part of elevator - " " "

The wagons Nr. 470081 and 47779 are lying near the protection signals of the railway station of Arezzo.

II) The "Terni" Society applies that instruction be given to the depending offices for the forwarding of the wagons, as stated in n. 1 point, to the railway station of Terni where are to be delivered to the Steel Works with which is jointed by a branch.

9300

Ter 24 th October 1944

1/22 24/14

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Ref : A.O. Tn/54/4

12 November 1944

SUBJECT : Recovery of freight cars and machinery
at Terni and various other sidings.

TO : Director of Transportation Sub-Commission (Rails)
Director General M.R.S.

1. Acting on instructions I visited the offices of the
Soc. per l'Industria e l'Elettricit  on the 10 Nov. 44,
and together with two of their representatives carried
out an inspection of freight wagons and materials belonging
to this Company at stations mentioned below on the
10th and 11th Nov. 1944.

2. The following wagons have already been recovered,
the equipment recovered, and the wagons returned
to service:-

(a) Pieve Panonica Ry. Station	
	contents
Wagon No 90185	Pieces of Blooming Mill
" 458138	" " "
" 7632	" " "
" 480007	Electrical Materials.
(b) Possato di Vico Ry. Station M.R.9912	
	contents
Wagon No 132923	Pieces of Machine Tools
" 25245	" " "
" 55159	" " "
" 44427	" " "
" 44130	" " "
" 42557	" " "
" 32158	" " "
" 675000	Transformer
" 919950	Pieces of a 2 Ton Hammer
" 31722	Carbon Electrodes
" 34727	" "
" 472277	Forged Pieces
" 14491	Pieces of Machine Tools
" 77646500	Draw-plate transferred from 582237
" 47534	Pieces of Draw-plate
" 41204	Electrical Materials

3619

1.

Acting on instructions I visited the offices of the Soc. per l'Industria e l'Elettricit  on the 10 Nov. 44, and together with two of their representatives carried out an inspection of freight waggons and materials belonging to this Company at stations mentioned below on the 10th and 11th Nov. 1944.

2.

The following waggons have already been recovered, the equipment recovered, and the waggons returned to service:-

(a) Pieve Panonica Ry. Station

Wagon No	Contents
90185	Pieces of Blooming Mill
458138	" " "
7632	" " "
480007	Electrical Materials.

(b) Rosento di Vico Ry. Station M.R.9912

Wagon No	Contents
132993	Pieces of Machine Tools
25245	" " "
55159	" " "
44427	" " "
44130	" " "
42557	" " "
32158	" " "
675000	Transformer
919950	Pieces of a 2 Ton Hammer
31722	Carbon Electrodes
34727	" "
472277	Forged Pieces
14491	Pieces of Machine Tools
77645500	Draw-plate transferred from 682237
47534	Pieces of Draw-plate
41204	Electrical Materials
96482	Iron Chains
25189	Pieces of blooming mill
30406	" " "
172853	Electrical Materials
21	Electric Locomotive
28	" "
31	" "
575483	Machine Tools transferred from N.38404
21350	" "
14278	" "

3619

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The following is a report of inspection of wagons and material at the under - mentioned stations.

At Baiano di Spoleto A.9866

Wagon No L 473981 Contain Terra Gas Producer.
This truck was in good condition, but on the 9 Nov.44 was damaged during shunting, one draw-bar was damaged and casting from the car-body to shackle-spring broken, when recovered this wagon could travel to Terni on the rear of a train.

At Fossato di Vico (Annunzio Centrale)

Wagon No 19363 (Frame only) Contains Electrical Material and would require trans-shipping to a low-side wagon, after which wagon No 19363 might travel on its own wheels for heavy repairs.

Wagon No 94864 Contains Machine Tool, has been removed but has not arrived at Terni.

At Gualdo Tadino

Wagon No 409938 G.E.C. Transformer, removed to Terni Wagon is Scrap.

" No 696103 Pieces of Blooming Mill.
Wagon Scrap: Wagon of 20 Ton (Flat) required to remove this material to Terni.

" No 170567 Electrical Materials.
Wagon Scrap: 15 Ton wagon required to remove to Terni.

" No 455564 Pieces of travelling Crane
Wagon Scrap: 15 Ton wagon required to remove to Terni

" No 38463 Pieces of travelling Crane.
Wagon Scrap 15 Ton (Flat) Wagon required to remove to Terni.

At Gualdo Tadino Ry. Station B.0105

Wagon No 10266 Pieces of a Draw-Plate Boiler
Wagon Scrap 15 Ton (Flat) wagon required of remove material to Terni (Length 8.M.)

" No 698493 Draw-plate Cylinder and Piston
Wagon Scrap . 40 Ton wagon required to Type Poz. 60 10 0 0
remove this Cylinder and Piston to Terni
It would require a 30 Ton Crane to be re-load the heaviest of these materials.

At Tieve Tanonica Ry Station B.9986

Wagon No 1031644 Contain parts of Blooming Mill, has been removed from the station, but has not arrived at Terni.

2618

1969

which waggon No 19363 might travel on its own wheels for heavy repairs.

Waggon No 94864) Contains Machine Tool, has been removed but has not
Waggon No 4678(arrived at Terni.

At Gualdo Tadino

Waggon No 409938 G.E.C. Transformer, removed to Terni

Waggon is Scrap.

" No 696103 Pieces of Blooming Mill.
Waggon Scrap: Waggon of 20 Ton (Flat) required to
remove this material to Terni.

" No 170567 Electrical Materials.
Waggon Scrap: 15 Ton waggon required to remove to
Terni.

" No 455564 Pieces of travelling Crane.
Waggon Scrap: 15 Ton waggon required to remove to
Terni

" No 38463 Pieces of travelling Crane.
Waggon Scrap 15 Ton (Flat) Waggon required to remove
to Terni.

At Gualdo Tadino RV. Station R.0105

Waggon No 10266 Pieces of a Draw-Plate Boiler
Waggon Scrap 15 Ton (Flat) waggon required of remove
material to Terni (Length 8.M.) 3618

" No 698493 Draw-plate Cylinder and Piston
Waggon Scrap .

Type Poz. 00 10 00 40 Ton waggon required to
remove this Cylinder and Piston to Terni

It would require a 30 Ton Crane to be re-load the heaviest
of these materials.

At Fieve Panonica RV Station R.9986

Waggon No 1031644 Contains parts of Blooming Mill, has been removed
from the Station, but has not arrived at Terni.

" No 6950430 Contains parts of Blooming Mill: This waggon
has been repaired and with be move to Terni.

" No 1117178 Contains pieces of Blooming Mill, which have
been removed to a private store, the waggon
was remove for repair empty.

" No 7322 This waggon is at present up-side-down and requires
heavy repair on scrap, (two wheel broken in centre
of truck) this waggon contained a 60 Ton Fly Wheel,
which is in two part, and would require a 60 Ton
waggon, Typi P.V.2. or P.V.V.2. to remove to Terni.

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1970

At Pieve Panonica M.R. 9986

Waggon No 695808 Contains Pieces of Blooming Mill.
Waggon Scrap: Requires 32 Ton Waggon Type P.OZ
to remove materials to Terni.

" No 48455 Contains Pieces of Blooming Mill.
Waggon Scrap. 17 Ton Waggon required to remove
materials to Terni.

" No 697108 Contains Pieces of Blooming Mill
Waggon Scrap. 40 Ton Waggon Type P.OZ required
to remove material to Terni.

" No 20328 Contains Pieces of Blooming Mill
Waggon Scrap 22 Ton Waggon (Flat) required to
remove materials to Terni.

" No 61045 Contains Electrical Materials (two transformers)
Waggon Scrap. 24 Ton Flat Waggon required to
remove transformers to Terni.

X (These transformers belong to Soc. Umbra Prodotti Chimici
di Terni)

Waggon No 200270 Contains Electrical Material (Small Transformers)
Waggon Scrap. 20 Ton Waggon required to remove
these transformers to Terni.

" No 41415 Electrical Materials have been removed to Terni.
Waggon Scrap.

" No 152053 Asbestos Sheet have been removed to Terni
Waggon Scrap.

" No 50964 Contains two transformers and switches
Waggon Scrap; 20 Ton Waggon required to remove
these transformers to Terni.

XX (These transformers belong to Soc. Umbra Prodotti Chimici
di Terni)

Waggon Nos 95037
22110
30191
12805
122381
317915
62913
97569
85528
1020260
7203744

These waggons contained
electric steel sheets and
have since been stolen.
The waggons have all
been destroyed, but spare
parts could be recovered
from these vehicles.

3847

At Morgnano S. Angelo RV Station B 9265.
Waggon No 522052 Petrol Tank car belonging to the "Terni
Company"; this car has a damaged beaving.

Transmission

Ministry of Communications

I.C.M. - General Direction

Personnel and General Affairs Service

Subject:

Utilization of cars located at "Ierni"
Shop -

Rome 24 Sept. 1944 24/13
our ref. MAG/18/4 2/2cca/845/44

To General Direction I.C.M.

Building

copy to AGO In. Subcommission - Rome

1) Cars are located at "Ierni" shops - whereof about 290, might be utilized within 2 months and an half, allotting relative repair works to said society.

2) A careful testing has been operated for each car. The result is shown on the attached schedule.

3) Some part of the needed spare pieces might be supplied by about 50 cars to be cannibalized.

4) More timber and nail-cloth is necessary for the roof. But, because of the small quantities needed, we believe to arrange in some way.

5) Considering the necessity to have a larger number of cars available for the needs of the northward Compartimenti, we propose to start the works allotting them to "Ierni" which has declared to charge itself with ones.

Said works will be performed under our technicians supervision.

6) I am waiting for your authorization.

The General Director
signed Di Salvo

ca/ng/26

3616

1972



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Personale
e Affari Generali

OGGETTO

Roma, 194 - A

FAG. N. IV A. 845/44

Al N. del

Handwritten signature: H. B. B. B.

ALLA DIREZIONE GENERALE M.R.S.

S E D E

Utilizzazione carri in e p.c.
sosta nello stabilimento
della "Terni"

ALLEGATI N.

ALLA COMMISSIONE ALLEGATA DI CONTROLLO
SOTTOCOMMISSIONE TRASPORTI

R O M A

Handwritten notes:
Have we any papers about this - if not, ask the Dg. I.S.R. to let us know how many wagons he has received authorization to proceed with the repair work.
4/8

1) - Negli stabilimenti della "Terni" sostano 422 carri, dai quali è possibile utilizzarne circa 390, approssimativi entro un mese e mezzo, affidando i relativi lavori di riparazione alla Società stessa.

2) - E' stata fatta un'accurata visita per ciascun carro. Il risultato si rileva dall'elenco allegato.

3) - Parte dei materiali di ricambio occorrenti possono essere tratti da circa una trentina di carri che sono da demolire. Occorrerebbe un po' di legname e di tela olona per gli imperiali.

Ma trattandosi di piccoli quantitativi si ha fiducia di poter rimediare.

4) - Tenuto conto della necessità di disporre del maggior quantitativo di carri per i bisogni dei compartimenti del nord, si propone di dare inizio ai lavori affidandoli alla Terni, che ha dichiarato di assumersi l'incarico.

3615

./.

I lavori verrebbero eseguiti sotto la sorveglianza
di nostri tecnici.

5) - Rimango in attesa della vostra autorizzazione.

IL DIRETTORE GENERALE

Luigi Raimondo

3198

BWB/nf

HEADQUARTERS

ALLIED CONTROL COMMISSION
Transportation - Sub.Commission
APO 394

13 October 1944

Tel. 478701

ACC/TW/54

TO : Military Mission Italian Army
Rome

SUBJECT : Salvage of Italian Army material.
Your AQ/25 of 28 Sept.

1 This Sub.Commission has no objection to the proposed visit of Chief Technician G. Prestiglacomio to the rail line north of Fontana Liri in search of rail wagons presumed to contain Italian Army material.

2 A report of the wagon numbers and condition of the wagons found should be sent to this office after the visit.

3 As you may probably know the Avezzano-Rocchetta rail line (on which is Fontana Liri station) is not at present operating so arrangements for clearing contents of wagons, is found, would have to be made by other means than rail.

E.S. ADAMS
Colonel, C.E.
Director, En.Sub.Comm.

Copies to: DGARS Rome
Commerce Sub.Commission ACC Main

3614

Subject: Salvage of Italian Army Material.

Military Mission
Italian Army,
R O M E
Aq/25

28 Sep 44

Transportation Sub Commission,
A. C. C.

1. The Ministry of War have reason to believe that Italian Army materials and machinery, which was being sent to Germany from the FONTANA LIRI Powder factory, is still in railway wagons, which are blocked on the line north of FONTANA LIRI.
2. They propose to send the chief technician of the factory, PRESTIGIACOMO Gioachino, to make a search North of FONTANA LIRI.
3. May MEMA please be informed whether there is any objection to this search being made.

J. O. Bird, Capt.

J. O. BIRD Capt.
For Major General.
M. M. I. A.

JB/hh

Copy to: Ministry of War (your 13174 of 26 Sep 44 refers)

no objection
Copy MRS
Comm J.C.
Any wagon located before 1st Nov 44
at moment
Av. Rocca
not in
disposal
clearance
SC 2813

EWD/lr

File copy

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

16 September 1944

Tele. 478701

ACC Tn/54/10

SUBJECT : Machinery - Società delle Cartiere Meridionali.
TO : Director General; Military Railway Services.
Min of Comms. Pldg.
Rome

1. Reference your letter dated 12 September 1944.

2. It is noted there is no objection to the machinery being handed over to the owners and arrangements are being made accordingly.

3. My letter of 9 September gave the name of the Station as S. Severo. This was a typing error and should have read S. Severa (Rome Province). It is therefore the Capo Compartimento, Rome who is concerned, and not Bari. Please amend my letter accordingly.

J. D. Adams
J. D. S. ADAMS
Colonel, S.E.
Director, Tn.S.C.

Copy to : Capo Compartimento, ISR Bari
Division Supt. Tn.Sub-Comm. Bari

2613

EWD/lr

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele. 478701

16 September 1944

ACC Tn/54/9

SUBJECT : Machinery - Società delle Cartiere Meridionali.
TO : Industry Sub-Commission
HQ. ACC.

1. Reference your letter ACC/5609/IND dated 5 September 1944.
2. There is no objection to the machinery which is lying in a railway wagon at S. Severa Station being restored to its owners.
3. It is noted that the machinery will be required at their plant at Isola del Liri. If rail transportation is required this should be arranged through the usual channels. It is not clear from your letter if the rail wagon in which the machinery is loaded is in good condition for dispatch. If however it is in a damaged condition and transshipment into another wagon is required, this should be stated when applying for movement.

E. W. Dean
for D.S. ADAMS
Colonel, C.E.
Director, Tn.S.C.

3611

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. O. 400
12 SEPT. 1944

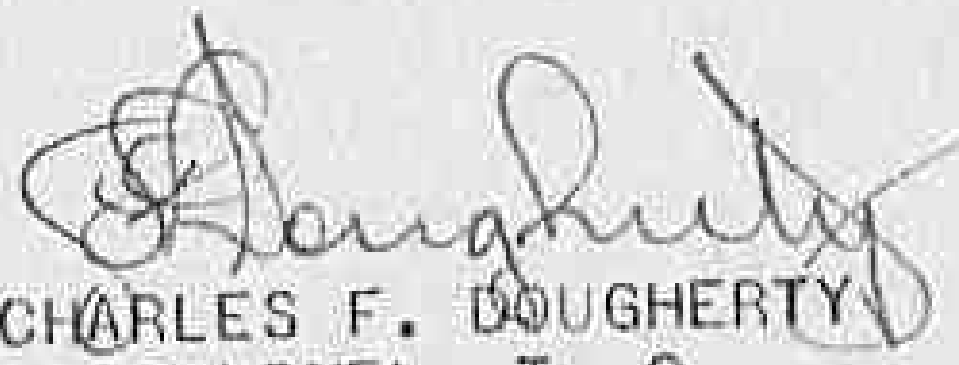
SUBJECT: MACHINERY, SOCIETA DELLE CARTIERE MERIDIONALI

TO: HQ, A.C.C., TRANS. SUB-COMMISSION, APO 394
ATTN: COL. D. S. ADAMS, DIRECTOR

1. YOUR LETTER 9 SEPTEMBER 44, ABOVE SUBJECT, FILE TN/54/7, REQUESTING SUBJECT FIRM BE AUTHORIZED TO TAKE OVER A CAR OF MACHINERY AND EQUIPMENT NOW LOCATED AT SAN SEVERO STATION, WITH VIEW OF FORWARDING TO ROCCASECCA.

2. THIS HEADQUARTERS HAS NO OBJECTION TO SUCH ACTION BEING TAKEN, AND IT IS UNDERSTOOD ARRANGEMENT FOR THE MOVEMENT WILL BE MADE THROUGH USUAL CHANNELS.

FOR THE DIRECTOR GENERAL:


CHARLES F. DOUGHERTY
COLONEL, T. C.
ASSISTANT GENERAL MANAGER
TRANSPORTATION DEPARTMENT

CC - CAPO DI COMPARTIMENTO,
I.S.R., BARI, ITALY

3610

54/7
EWD/rs

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele: 478701

9 September 1944.

ACC Tn/54/7

SUBJECT: Machinery. Società delle Cartiere Meridionali.

TO : Director General Military Railway Services
Min. Of Comms Bldg., Rome.

1. A railway car containing machinery and equipment belonging to the paper plant of Società delle Cartiere Meridionali is reported to be lying at S. Severo Station.

2. The plant is being reactivated under the control of A.C.C. and it is requested that the firm be authorized to take over the machinery and have it sent to Isola del Liri (Roccasecca Station).

3. As the car is on railway property will you please say whether there is any objection so far as you are concerned for this property being restored to the Firm in question.

4. If no objection, arrangements can be made for the movement to be carried out through the usual channels. It is not known if the car is in a fit condition to travel, but if not the machinery can be transhipped.

5. Your early reply will oblige.

E. W. Dean
Capt
for D.S. ADAMS
Colonel, C.E.
Director, Tnpt. S/C.

3609

HEADQUARTERS
ALLIED CONTROL COMMISSION
INDUSTRY SUB COMMISSION
APO 394

Tel. 636
Ref. ACC/5609/IND

RSQ/ab

5 September 44

Subject: Machinery belonging to the paper plant of
"Società delle Cartiere Meridionali"

To: Transportation Sub-Commission A.C.C. ✓
Liaison Officer 704 Railway - Grand Division
(Att. Maj. Street)

1. Information reached this Sub-Commission that at the railway station at S. Severa (prov. Rome), on the railway line Rome - Civitavecchia one railway - truck was found with machinery and equipment belonging to the paper plant of "Società delle Cartiere Meridionali" at Isola del Liri (prov. Frosinone), which plant is now being reactivated under control of Industry Sub-Commission.
2. The number of the truck is not known.
3. It is requested that Mr. Turini, managing - director of the above mentioned paper plant be authorised to take over the machinery and equipment in order to have it sent either by rail or by motor-truck of the firm to Isola del Liri (prov. Frosinone) - Roccasecca railway station.

John Stodd

J.S.E. TODD
Colonel
Acting - Director
Industry Sub-Commission

Copy to:
Economic Section

Regional Commissioner, Region IV
Economics & Supply Division
(Att. Maj. Lister)

"Società delle Cartiere Meridionali"
Corso Umberto I 134, Rome

2608

C O P Y

TERNI - SOCIETA' PER L'INDUSTRIA E L'ELETTRICITA'

TO THE ALLIED COMMISSIONS CONTROL

1 - The 'Terni' Co. gives notice that the freight cars containing equipment and materials of its own property forwarded to the north upon compulsion of the German forces, which so far have been found on the Terni - Fossato di Vico Section of the Rome - Ancona railway line, are the following:

-	<u>Baiano di S. Giacomo railway station</u>	A 9866	<u>Truck</u>
Car	473981 - containing Serra gas producer - in good conditions		
	sheet - iron pipes		
-	<u>Morimondo S. Angelo Ry. station</u>	B 9265	
Car	522052 - Company tank car		- has a bearing damaged
-	<u>Pieve Fanonica Ry. station</u>	R 9986	
Car	1031644 - contains pieces of the		- in good conditions
	blooming mill		
"	90185 - " " " "		- has a bearing damaged
"	695043 - " " " "		- " " " "
"	458138 - " " " "		- " " " "
"	1117178 - " " " "		- " " " "
"	7632 - " " " "		- " " " "
"	480007 - contains electrical materials -		- " " " "
"	7322 - " pieces of the blooming- destroyed		
	mill		
"	698808 - " " " "		- "
"	48455 - " " " "		- "
"	697108 - " " " "		- "
"	20328 - " " " "		- "
"	61045 - contains electrical materials -		- "
"	200270 - " " " "		- "
"	41415 - " " " "		- "
"	152053 - contains asbestos	3607	"
"	50964 - " Electrical materials -		"
"	96036 - contains electrical steel sheets		
"	22110 - " " " "		
"	30191 - " " " "		
"	12805 - " " " "		
"	122381 - " " " "		

Car	317915	-	contains	electrical	steel	sheets	-
"	62913	-	"	"	"	"	-
"	97569	-	"	"	"	"	-
"	85528	-	"	"	"	"	-
"	1020260	-	"	"	"	"	-
"	7203744	-	"	"	"	"	-

The above trucks partly damaged and partly destroyed have been driven out of the railway line for the repairs of the tracks. Almost all the load has been stolen, the remnants are scattered on the railway yard.

For the recovery 2 trucks are sufficient.

- Gualdo Tadino Ry. Station S 0105

Car	409938	-	G.E.C. transformer
"	696103	-	Pieces of the blooming mill
"	170967	-	Electrical materials
"	455564	-	Pieces of a traveling crane
"	38463	-	Pieces of a traveling crane
"	10256	-	Pieces of the draw-plate
"	698493	-	Draw-plate cylinder and piston

The above trucks have been completely destroyed and the load largely damaged. For the transportation of the material that might be recovered, the following trucks are needed: ONE 60 Ton. PVZ; Two 40 ton. PVZ; one 22 Ton. P; 5 L.

- Fossato di Vico Ry. Station R 9912

Car	4678	-	Contains pieces of machine tools	-	in good condition
"	13293	-	"	"	"
"	94860	-	"	"	"
"	25245	-	"	"	"
"	55159	-	"	"	"
"	44427	-	"	"	"
"	44130	-	"	"	"
"	42557	-	"	"	"
"	32158	-	"	"	"
"	675000	-	Contains a transformer	"	"
"	919950	-	Contains pieces of the 2 ton hammer	"	"
"	31722	-	Contains carbon electrodes	"	"
"	34727	-	Contains carbon electrodes	"	"
"	472277	-	Contains forged pieces	"	"
"	14491	-	Contains pieces of machine tools	"	"
"	682237	-	Contains pieces of the draw-plate	"	"
"	47534	-	Contains pieces of the draw-plate	"	"

Car	41204	-	Contains electrical material	-	In good condition
"	96482	-	Contains iron chains	-	" " "
"	25189	-	Contains pieces of the blooming mill	-	"
"	30406	-	Contains pieces of the blooming mill	-	"
"(o)	172853	-	Contains electrical material	-	In good condition
"(o)	21	-	Electric locomotive	-	can run on its wheels
"(o)	28	-	"	-	" " " " "
"(o)	31	-	"	-	" " " " "
"	38404	-	Contains pieces of machine tools	-	Has a bearing damaged
"	21350	-	"	-	" " " " "
"	14278	-	"	-	" " " " "
"	19363	-	"	-	" " " " "

(o) This truck and the three locomotives belong to the Electric Tram-car Company of Terni, a consociate of the Terni Company that does the work of transporting raw materials, products and personnel for the service of our factories.

II) CONSEQUENTLY THE TERMI COMPANY ASKS:

- a) that directions be given to the Competent Offices of the Italian Railways, so that damaged trucks may be repaired on the spot;
- b) that all pro per directions be given to the organisation that supervises the railway traffic on the lines along which the above stations are lying, so that the necessary trucks may be given for the trans-shipment of materials and equipment from
- c) that directions be given to forward all railway trucks in good conditions, as well as those mentioned at b) after the trans-shipment, and those mentioned in a) after the repairing to the Terni railway station, according to the indications that will be given so that in their turns, they may be delivered to the proper factories of the Terni Co.
- d) That permission be given to take away, with the Company own means, when they are found, the materials of value and of small sizes (copper and aluminum pipes and busses, electrical devices and instruments etc) that might easily be taken away by other people.

III) The Terni Co. on its part, to gain time and if it is needed, puts its personnel at the disposition of the Italian Railways engineers under whose management they would work to repair the trucks on the spot and do all kinds of works connected.

IV) The Terni Co. solemnly bind themselves to withdraw only the materials and the equipment of its own property and to give, as soon as possible, all the documentation that will be necessary.

ry to prove that the property is theirs.

Anyhow the Terni Co. formally bind themselves to keep at the disposal of the Allied Command and to give back all the materials and equipment that might be irregularly taken away.

V) The Terni Co. intends to continue the researches made by its own employees, to find out trucks loaded with equipments of its own property in the stations that it has not yet been possible to inspect, and reserves to itself the forwarding of another list of recovered trucks, in case the new researches should be successful.

Roma, 30 Agosto 1944

3604

HEADQUARTERS
ALLIED CONTROL COMMISSION
INDUSTRY SUB-COMMISSION
APO 394

TGE/sg

Tel. 432

1st September 1944

Ref. ACC/5642/IND.

SUBJECT: Railway cars loaded with machinery.

TO : TRANSPORTATION SUB-COMMISSION HQ/ACC. ✓

1. A considerable number of railway wagons containing machinery belonging to Terni - Soc. per l'Industria e l'Elettricità have been located in certain railway stations.

2. Attached is a list of these wagons with numbers and map references, showing their contents, also the condition of the wagons. It is our contention that these wagons should be returned to the Terni Plant and the valuable contents re-erected to perform some useful work.

3. Nothing much can be done to the wagons that are completely destroyed, but the lightly damaged trucks could be repaired on site by labour and material supplied by the Terni Soc. and brought back into circulation after the materials have been unloaded.

4. We should be glad to have your advice as to the possibilities of these proposals and what action you can take to get this machinery back into the plant where it belongs.

Copy to:
Economic Section,
5616

1 Incl.
List of wagons, numbers &
map reference from Terni Soc.

John S. Todd
J.S.E.TODD,
3603 Colonel,
Acting Director,
Industry Sub-Commission.

1986
ACP/12
File

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele: 473701

Our reference: ACC Tn/54/S
Date : 4 Sept. '44

SUBJECT : Railway Cars loaded with Machinery.

TO : D.G.M.R.S.
Min. of Comms. Bldg.
Rome

1. Copies of correspondence on this subject are attached hereto for your attention.
2. You will know that in many cases the Germans endeavoured to sabotage rail cars by placing small explosive charges in one axle box.
3. It will be seen that the Terni Engineering Company are willing to place their personnel at your disposal for repairs to freight cars containing this machinery, provided the machinery can be returned to them.
4. In view of the very large number of freight cars in Terni district (including some in very good condition except for the blown axle box) it is felt that this help in speedy repair would assist in getting much needed cars back into circulation at an early date.
5. Your observations will be appreciated.
6. We have an officer who is experienced in the repairs of railway carriages and wagons and arrangements could be made for him to Superintend this work if agreeable.


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

Copy to: Major S.L. Baister
Mechanical Engineer Tn Sub-Comm. ACC

2822

1987

ACP/lr

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele : 478701

6 September 1944

ACC Tn/54/4

SUBJECT : Freight cars at Terni

TO : Lt. R.E. ^{Bowie} ~~Barone~~
Tn. Sub-Comm. A.C.C.

1. The attached is a copy of communication respecting certain freight cars at Terni containing apparatus belonging to the Terni Electrical Company.
2. The Director General Military Railway Services has been asked for his suggestion as to dealing with these freight cars, but in the meantime you are requested to furnish a preliminary report in respect of them.
3. The Railway at Terni is entirely under the authority of the DGMRS at the moment, but contact with the provincial Commissioner, AMG Region IV will enable you to get the picture, and an examination of the particular difficulties will better enable this Sub-Commission to appreciate the position.

h.s.b.
D.S. ADAMS,
Colonel, C.E.
Director, Tptn. S.C.

Copy: Provincial Commissioner Region IV
D.G.M.R.S. Min. of Comms. Bldg.
Admin. Officer Tn. Sub-Comm. (for movement orders)

2001

1988

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

REPORT OF CAR REPAIRS

28 Dec/43

	Coaches	Baggage & Mail	Box- cars	Goldclas	Total
Nº. on hand beginning of day to be repaired	13	4	24	14	55
Nº. received for repairs	—	2	5	6	13
TOTAL	13	6	29	20	68
Nº. repaired & released	1	1	8	6	16
Nº. left over to be repaired	12	5	21	14	52

1989

Declassified E.O. 12356 Section 3.3/NND No. 785021*Colburn*27 Dec/43

REPORT OF CAR REPAIRS

	Coaches	Baggage & Mail	Box- cars	Gondolas	Total
N°. on hand beginning of day to be repaired	12	1	25	16	54
N°. received for repairs	1	4	7	9	21
TOTAL	13	5	32	25	75
N°. repaired & released	—	1	8	11	20
N°. left over to be repaired	13	4	24	14	55

REPORT OF CAR REPAIRS

24 Dec/43

	Coaches	Baggage & Mail	Box- cars	Gondolas	Total
Nº. on hand beginning of day to be repaired	12	2	23	18	55
Nº. received for repairs	—	—	✓	1	6
TOTAL	12	2	28	19	61
Nº. repaired & released	—	1	3	3	7
Nº. left over to be repaired	12	1	25	16	54

23 Dec/43

REPORT OF CAR REPAIRS

	Coaches	Baggage & Mail	Box- cars	Gondolas	Total
Nº. on hand beginning of day to be repaired	13	4	24	19	60
Nº. received for repairs	—	—	6	1	7
TOTAL	13	4	30	20	67
Nº. repaired & released	1	2	7	2	12
Nº. left over to be repaired	12	2	23	18	55

1992

Declassified E.O. 12356 Section 3.3/NND No. 78502122 Dec/43

REPORT OF CAR REPAIRS

	Coaches	Baggage & Mail	Box- cars	Gondolas	Total
Nº. on hand beginning of day to be repaired	13	4	40	21	78
Nº. received for repairs	—	—	—	—	—
TOTAL	13	4	40	21	78
Nº. repaired & released	—	—	16	2	18
Nº. left over to be repaired	13	4	24	19	60

1993

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

REPORT OF CAR REPAIRS

21 Dec/43

	Coaches	Baggage & Mail	Box- cars	Gondolas	Total
Nº. on hand beginning of day to be repaired	13	6	32	17	68
Nº. received for repairs	—	—	17	5	22
TOTAL	13	6	49	22	90
Nº. repaired & released	—	2	9	1	12
Nº. left over to be repaired	13	4	40	21	78

REPORT OF CAR REPAIRS

20 Dec/43

	Coaches	Baggage & Mail	Box- cars	Gondolas	Total
N°. on hand beginning of day to be repaired	13	4	24	20	61
N°. received for repairs	1	3	13	1	18
TOTAL	14	7	37	21	79
N°. repaired & released	1	1	5	4	11
N°. left over to be repaired	13	6	32	17	68

1995

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

REPORT OF CAR REPAIRS

19 Dec/43

	Coaches	Baggage & Mail	Box- cars	Goldolias	Total
N°. on hand beginning of day to be repaired	13	6	33	22	74
N°. received for repairs	—	—	1	2	3
TOTAL	13	6	34	24	77
N°. repaired & released	—	2	10	4	16
N°. left over to be repaired	13	4	24	20	61