

ACC AC57/20/TN4 10000/148/2085 PRIVATE OWNED 2

0936

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

1148/2085 PRIVATE OWNED RAILWAYS - VALDIA ETO

RECOMMENDATION HIGH-TO-MID-LEVEL
(SALL REVISION)
q/o Transportation (SR) 18-21
U.S.S.

Vol. 84, 2230
Ref. 10/57/20/30/34 20 4

12 July 45

SUBJECT : Val d'Koto Railway.

TO : Capt. D.W. Bodey q/o Cape Transportation Region.

Reference is to your letter 5 July 45.

(a) Background:

Interest here is that industries for Val d'Koto Railway were to be delivered by road to Kiboko, followed on 9 July. The location section here undertaken to forward to Captain with an escort. A signal will be sent you as soon as freight car numbers are known.

(b) Interest in the railway.

General Inspectorate report that a signal was received from Industrial Revolution Association of Government concerning an increase in rates on the Val d'Koto Railway, and the local representative of the Inspectorate has been instructed to invite the Railway Administration to present a regular application direct to the Ministry. Said Railway Director appears to be particularly dumb, and they must be informed that the period of Allied raiding over every item of this kind has passed. Please inform them to get together with the local representative of the General Inspectorate on this matter.

(c) Notes, clearing, etc.

The Ministry are dealing with a request from the Val d'Koto for stores, cement and ironing. Positive action for full points of stores is taking place, and for cement, but inspection tablets are available in open market. Stores Officer has written you on this subject.

(d) Reason for delay to get from Kiboko.

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

By Command of your Father. (SALL)

4307

Arthur H. G.
Director

Reference is to your letter 3 July 45.

(a) Information

It is noted that the batteries for Val di Noto railway were to be delivered by road to Reggio Calabria on 9 July, 1945. It is noted that the batteries were to be forwarded to Civitavecchia on 10 July. A signal will be sent you as soon as freight car numbers are known.

(b) Information in Italy

General inspection reports that a signal was received from Industrial Development Commission of Germany concerning an increase in rates on the Val di Noto railway, and the local representative of the Inspectorate has been instructed to advise the railway director to present a regular application direct to the Ministry. It is noted that the period of Allied military particularly short, and they must be informed that the period of Allied military over every item of this kind has passed. Please inform them to get together with the local representative of the General Inspectorate on the subject.

(c) Regio, Calabria, etc.

The Ministry are dealing with a request from the Val di Noto for more, more and more. It is noted that the 104 pairs of sheep in taking place, and for more, but necessary details are obtainable in open market. Please inform him with you in this subject.

(d) Regio for sale to or from

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

4367

By Command of Major General

Arthur H. H. H.
Director

Copy to: Major General H. H. H. (H. H. H.)
Major General H. H. H. (H. H. H.)
Representative (H. H. H.) in 3/4.

57/20/52
SIP/ic

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

Tel. 843402
Ref. AG/57/20/Tn 4

10 July 45

SUBJECT : Batteries for Val di Neto Rly.

TO : Major Ping

1. Reference 1 (a-) Capt Boddy's letter R.62 of 5 July.
2. Latest information is that these batteries parts were to be delivered by road at BOLOGNA Railhead on 9 July.
3. ISR Traction section have undertaken to forward to CHICTONE with an escort. Will signal Capt. Boddy wagon Nos as soon as known.

S.L. Baister

S.L. BAISTER, Major

Attach papers please

4306

MINISTRI TRANSPORTS
ISTERR. GEN. DELLA MOTORIZZ. CIVILE
E DEI TRASPORTI IN CONCESSIONE.

57/20/51
Rome, 13 June 45.

Serv. V. - Off. 7. - N. 0540 - A. G. 41

Answer to your: 40/21/20/IN. 4 - 2/6/1945

TO: Pn. Sub-Commission AG,
(Rail Division)
Rome

SUBJECT: Val di Noto Railway-
Rates increase. =

Ref. to a/m letter we inform you that, a signal from "Industrial Provincial Association of Catanzaro" concerning an increase of Val di Noto Railway rates, Compartmental Inspector's Office M.C.T.C. of Catanzaro has been charged to invite same Railway Direction to present a regular application to our Ministry.

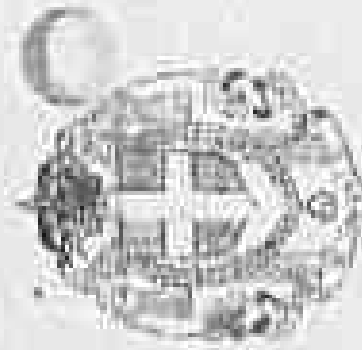
As soon as the very society will have made such demand we will examine it and report to your Commission.

The Minister.

Attach

Put out on 13 July

4385



Ministero delle Comunicazioni

ISPettorato GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

SERV. V UFF. 5

Prot. N. 6546

AG.41

OGGETTO

Ferrovia di Val di Neto
Aumento di tariffe

ALLA COMMISSIONE ALLEATA
SOTTOCOMMISSIONE TRASPORTI
ROMA

Disposta al f. del 2 giugno 1945
Dir. Ferr. - Roma *N. AC/57/20/*
Tn.4

In riscontro alla lettera sopradistinta s'informa che - in seguito a segnalazione dell'Associazione Provinciale Industriale di Catanzaro - relativa ad ^{un} aumento delle tariffe in vigore sulla ferrovia di Val di Neto - è stato incaricato l'Ispettorato Comp.le M.C.T.C. di Catanzaro ad invitare la Società esercente la detta ferrovia a produrre all'uopo regolare domanda a questo Ministero.

Non appena la detta Società ferroviaria avrà ottemperato a tale invito sarà cura di questo Ministero di esaminare la richiesta e di fare comunicazioni al riguardo a codesta Commissione.

IL MINISTRO

[Signature]

BMC

57/20/50

SLB/ic

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

Tel. 843402
Ref. AG/57/20/Tn 4

10 July 45

SUBJECT : Batteries for Val di Neto Rly.

TO : Major Ping

1. Reference 1 (a-) Capt Boddy's letter R.62 of 5 July.
2. Latest information is that these batteries parts were to be delivered by road at BOLOMA Railhead on 9 July.
3. ISR Traction section have undertaken to forward to CROTON with an escort. Will signal Capt. Boddy wagon Nos as soon as known.

S.L. Baisner
S.L. BAISNER, Major

4383

TRANSMITTAL SUB COMMISSION
ARMED COMMISSION
ARMED COMMISSION

REF: 1004
1004 45

SUBJECT: VAL 01 0000 RLY

TO : MR. J. C. ... (not given)
C/O ...

(COPY: NOV. 10, 1945 - your ... of 22 ... refers)

1. Mr. J. C. ... in consultation with Director of
Val 01 0000 RLY, asks:-

- a) Is there any hope of batteries being dispatched from the works in ... or is there any word of their being available? No answer has been received by the Directorate who wrote to the firm direct more than two weeks ago.
- b) Has anything resulted from the conversation the director had in your office with reference to increased freight prices to meet the increased cost of living?
- c) Can this railway which is working 50% on allied traffic only, be given the same treatment as the State Railways with reference to issues of boots and clothing etc. on repayment?
- d) This railway has requested a wagon to either send or obtain sold from or to ... I'm not sure which, but I gather it's in the interests of the smooth running of the railway to procure the wagon, old for in the normal way.

2. Your help is requested please re items (a) (b) (c).
I can deal with (d) is old is placed at despatching station.
Your letter 10/10/45 of 2 ... refers to item (b)

W. B. ...

W. B. ...
...
...

©/a 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952,

Agency: 407.254.3700 ext. 22 (att. relays)
(days: 9-5, 24/7) of 22 (att. relays)

1. NOV. - U. 649096, in consultation with Director of
NSL (211330 ATZ, 2349:4

Q. Now, there are any more of letters being distributed from that telephone being called 666-0000 or other being the same in nature, or is there any word of other being given out there? Now, answer me, has been received by the directors any more than the one with the 00-666-0000 and 666-0000?

(b) Has anything resulted from the conversion the United States Government of course to increased freight cost and in your office with reference to increased freight cost to meet the increased cost of living?

c) Can this railway watch is working 90% on allied traffic only, be given the same treatment as the state railways with reference to issues of boots and clothing etc. on reemployment ?

a) This railway has requested a wagon to either send or obtain acid from or to Fortrel, I'm not sure which, but I gather it's in the interests of the smooth running of the railway so procure the wagon, bid for in the normal way."

22. Your ~~del~~ ^{del} is requested please re items (a) (b) (c).
I can deal with (a) is old is placed at despatching station.
~~Your~~ letter AC/20/20/En 4 of 2 shall refer to item (b)

YOUNG, J. C. 1993. The effects of temperature and salinity on the growth and survival of the bay anchovy, *Anchoa mitchilli*, in the York River, Virginia. *Estuaries* 16:103-110.

B. W. BOWEN, CHAIR.
JAMES WATSON, JR. 3.332.

Barbara

57/20/48

PCM/10

TRANSPORTATION SUB-COMMISSION, AC
 (RAIL DIVISION)
 c/o Transportation (Pr) Main
 O.M.P.

1 June 1945

tel. 843238
 Ref. AC/57/20/Tn 4

SUBJECT : Valdineto Private Railway.

TO : DMRS

1. Reference yours 25 May File Tn A/5/1/245.
2. We have advice that 12,000 lire was issued in favor of the Ispettorato Motorizzazioni Civile, Catanzaro by virtue of treasury Ministerial Decree No 195613 of 22 May 45. A further sum of 1,227,000 lire was authorized to the same agency by M.D. 195487 dated 8 May.

For the Chief Commissioner:

P.O. MATS. M. Major

Copy to: Tn Officer AC Regio
 " " AFHQ G-4 Nov & Tn (Ref. Nov 3/212).

2361

HEADQUARTERS ALLIED COMMISSION
APO 394
FINANCE SUB COMMISSION

13079/F

30 May, 1945

SUBJECT: Valdineto Private Railways.
TO : Director, Rail Division,
Transportation sub-Commission, A.C. ✓

1. Receipt is acknowledged of your minute dated 26 May 1945, file AC/57/20/Tn 4, subject as above.

2. We are advised that an order of credit for 19.000 lire was issued in favor of the Ispettorato Motorizzazione Civile, Catanzaro, by virtue of Treasury Ministerial Decree No. 195613 dated 22 May 1945.

a. For your information, and such value as it may have, a further sum of 1,227,892,25 lire was authorized to the same agency by M.D. 195467 dated 8 May 1945.

By Command of Rear Admiral STONE.

[Signature]
Joint Director, *[initials]*
Finance sub-Commission.

4380

Tel. ROME 843191/5 (Firebox)
SXT 52

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

Subject : Batteries for VALDINETTO Tn.A.3(M)/98.
Light Railway.

To : A.Q.M.G.(Mov), 24 May 1945.
A.C. Tn. Sub Commission.

Copy to : A.C. Tn. Sub Commission (Bdg). (Major Baister)

Reference the question of batteries for the above Light Railway, it has been found impracticable to use ISR coach batteries for the purpose, neither has it been possible to discover any at TARANTO.

Therefore Capo Tecnico Galora has been sent to MONZA near MILAN to the establishment of Henzenburgher & Co. who are the makers of this special type of battery and it is hoped that arrangements may thus be made to obtain a supply.

I will inform you further on his return.

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

57/20/

RGS/Ld

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

2 June 1943

Tel. 641735

Ref. ad/27/20/En 4

SUBJECT : Valdivia Railway.TO : General Inspectorate UOTG - Hlad.

1. The Valdivia Railway have applied for an increase in Freight rates as follows :

	<u>Present rate</u> <u>per ton</u>	<u>Rate requested</u>
(a) Timber Compuchope to Oroquieta	L. 1.00	L. 3.00
(b) Saw timber from Milla to mill at Oroquieta	L. 30	L. 50
(c) Timber from Valdivia to IIR Station	L. 15	L. 45

2. Will you examine this request and take necessary action.

Plumpton Major
 For Director

Copy to: In Officer Reggie A.O.

" " Finance Sub-Comm. HQ AG

" " Economic Section HQ AG

" " IIR - Hlad

" " RGS - "

" " Transport Rail, RA Sub-Comm. HQ AG

" " 1943-44 RGS & In (Rev 1/2/42)

4358

HQ. AM.
FRANCE

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

FROM

SUBJECT: Val di Neto May

TO: AFM S.C. A.C.
c/o M. Inc. C. M. R.

REF: A 02
20 May 43

1. Ref. your AC/27/20/M 4 of 17 Apr.
2. I am satisfied rates charged are too low for satisfactory operation and I recommend increases as follows to be put into effect at the earliest possible moment:-

	Present rate per tonf.	new rate per ton recommended
(a) Lumber (for military) Campobasso to Crotone	L 100	L 300
(b) Sawm timber from mills to S.M. at Crotone	L 30	L 50
(c) Lumber from V. di N. to L.S.M. station	L 15	L 45
3. Val di Neto May is at present satisfied with its passenger fare of L 40 from Belvedere to Crotone or V.V.
4. May the question of increased rates per para 2 above be given immediate attention please and this office advised the result?

B.W. Brady

B. W. BRADY
CAPTAIN
AFM S.C. A.C.
REGGIO CAL. DIV. I.C.M.

2357

0950

IGM 239

1945 17/4

MINISTERO DEI TRASPORTI
ISPELTORE GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

1^a SOTTOCOMMISSIONE
TRASPORTI A C (Rail Division)

Servizio 1
Prot. 1025/P. 634 Allegato

Dispositivo 17/4/1945
Dir. 17/4/1945

Oggetto Ferrovie private di Val di Neto

In relazione alla precedente nota 24 aprile u.s., n° 699, si informa che il Ministero del Tesoro ha comunicato di avere disposto il pagamento a favore della Società esercente la ferrovia privata di Val di Neto della somma di Lire 19.000 per i lavori eseguiti su richiesta dell'Autorità Militare Britannica.

IL MINISTRO
C. J. J.

Further to our letter 24 April ult. M. 699 we beg to inform you that the Ministry of Treasury advises that they have arranged for the payment to the Company operating the Valdineto Rly. of the sum of lire 19,000.

1328

Servizio 1

Dot. A. 1025/P. 634 Allegato

Dispositivo del 17/4/1945
Dot. A. 1025/P. 634 Allegato

Oggetto Ferrovia privata di Val di Neto

In relazione alla precedente nota 24 aprile u.s., n° 698, si informa che il Ministero del Tesoro ha comunicato di avere disposto il pagamento a favore della Società esercente la ferrovia privata di Val di Neto della somma di Lire 19.000 per i lavori eseguiti su richiesta dell'Autorità Militare Britannica.

IL MINISTRO

C. J. J.

Further to our letter 24 April ult. N. 698 we beg to inform you that the Ministry of Treasury advises that they have arranged for the payment to the Company operating the Valdineto Ry. of the sum of lire 19,000 for works carried out on request of British Military Authorities.

SA

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT: VAL DI NERO LIGHT RLY OUTSTANDING ACCOUNTS

REF: K 02

TO:

M.Q. A.C.
(Ltpm S.C.)

20 MAY 45

1. Ref. your 32/A/LR 1 of 23 Apr. accounts for more than two million lire, certified by S C R E Crotona have been sent to Ispettorato della Motorizzazione Civile at Catanzaro.
This represents amounts due to end of February.
Can you do anything to hasten payment?

2. Re your para. 2. I am told that payment has now been received of the 1/2 million lire.

B.W. Boddy

B. W. BODDY
CAPTAIN
AFW OTH. A.C.
REGGIO CAL. DIV. I.S.R.

1355

57/20/42

ACP/1c

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

26 May 1945

Rel. 843238
Ref. AC/57/20/Tn 4

SUBJECT : Veldineto Private Railways.

TO : Finance Sub-Commission, HQ AC

1. Reference is to inter-office minute AC/57/20/Tn 4 of 17 April 1945 on this subject.

2. Attached is a copy of letter from Director of Military Railway Service Italy, indicating that the Treasury has apparently taken no steps. The matter is now serious, and a reply from you to mine of 17 April would be appreciated.

Laubing mg
Director

Copy to: MRS (Finance)
" " AFHQ G-4 Nov 8 Tn (ref. Nov 3/212)

6354

Tell. ROOM 84319/5 (firebox)
EXT 9350.

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

Outside Line:
843126.

Subject:- Valdineto Private Railway.

Ref. Tn.A/F/1/249.

15 May 1945.

To :- Tn Sub-Commission, A.C.
Building.

1. It has been reported that no payments have yet been made to the Valdineto Railway, which operates in the Crotone Area, in respect of military traffic conveyed by them. Although you have, from time to time, taken the matter up with the Finance Sub-Commission, A.C. and General Inspectorate (I.S.R.), no funds appear to have been provided as yet.

2. The Valdineto private line is conveying timber which is urgently required and further delay will undoubtedly result in the Company being unable to continue to operate. May steps be taken, please, to ensure that an immediate payment is made now by the Ministry of the Treasury, or even as a temporary measure, by the I.S.R. in order to prevent failure of supplies.

3. This matter first arose in July 1944 - your ACC/Tn/13/34 dated 20 July 44 refers.

4353

G.H.B. Davis

(G.H.B. DAVIS) Major. RE.
for Brigadier.
Director, Military Railway Service.

0 File ~~26~~ File 57/20/40



147 PARA V BEVO IMPORTANT CVP1

FROM HQV TARANTO 171300Z

TO (1) TN INC FOR TN SC.AC. ROME

REF (2) HQV LG CRITONE (3) ALCON BEGGIE CALABRIA

CR23 BT

TARGET (.) RESTRICTED (.) YOUR AC/57/23/TM (.) VALLERA REF

VALLINOTTO LIGHT RAILWAY INSPECTED BY BATTERIES AT TARANTO ARSENAL

TODAY (.) RESULT NO REPEAT NO BATTERIES ON STABLE BATTERY AVAILABLE

BT 171300Z

SENT LHM-BH

BT 147 172353Z QM V

4372

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: MLO/R/36
Date/Time of Origin: MAY 111400B

Message Centre No: E/403
Date Time Rec'd: MAY 120830R
Precedence: ROUTINE

FROM: MOV LO CROTONE
TO: CINC FOR TN SUBCOM AC ROME INFO AQMG (M) TARANTO ALCOM REGGIO

RESTRICTED

RESTRICTED.

Your AC/57/20/TN4 not to all refers sample batteries of VALDINETTO leaving CROTONE Sunday 13 arriving TARANTO Monday 14 escort 1 engineer of VALDINETTO reporting to AQMG TARANTO with battery.

ACTION

DIST

ACTION: Tn S/C 2
INFO: A/President
Chief Commissioner
Econ Sec
File



RESTRICTED

4351

Tel. ROME 843191/5 (Firebox)

EXT. 52

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

Subject : Batteries for Valdineto Rly. Tn.A.3(M)92.

To : Major Baister, 7 May 1945.
Tn. Sub Commission, A.C. (Bdg)

Lt.Col. Baker,
A.Q.M.G.,
Mov & Tn Sub Commission, A.C.

The attached report is forwarded to you for information. The possibility of new plates from Monza will be investigated by this office.

R. E. Baister
Major R.E.,
6350 A.D.Tn.3(M),
for Brigadier,
Director Military Railway Service.

COPY

Memorandum covering accumulators, batteries
for the secondary railway of Val di Neto
- Crotona.

Investigations made in the various local-
ities by Chief Technician GALORA of Trac-
tion Liaison Office.

1. The features of battery RM 14/6 Hensembergher, used on electric locomotives of Valdineto railway, are unknown by the Navy Dock Yard at Taranto, as well as by the firm Hensembergher's representative in Rome. It must be evidently a type of special battery manufactured just for the above locomotives. According to the opinion of the Navy Boards and of the leaders of Valdineto railway, the plates fit to rehabilitate the worn out batteries may be available only at the Hensembergher plant at Monza.
2. The maintenance of batteries used on Valdineto railway was contracted only to the Monza plant.
3. In order to replace temporarily the battery RM 14/6 with the type of battery 3Y14, which is used on ISR Diesel Rail Cars, the only one fit for the purpose, we tried to get back a certain number of these batteries, that some two years ago were lent by ISR to the navy. By inquiries made at Taranto Dock Yard it resulted that the most of 3Y14 batteries have been lost, due to the sinking of the motor boats, where said batteries were used, together with Diesel motors taken from ISR Diesel Rail Cars ALn 7720M - (motor B X D, 170 HP).
13 motor boats, namely 7 at Taranto and 6 at Palermo, are still operated; 24 accumulator boxes, consisting of 3 cells each (6volt per box) are used on each of the above motor boats. However, the 312 accumulator boxes being held by the Navy are worn out and they will be soon landed to be replaced by an equal number of new batteries, that are being supplied by the Allied Headquarters to the very dock yard.

4. Even if the 312 boxes 3Y14 should be delivered to us by the Navy at an early date, they should be repaired prior to be used for Valdineto railway.
23.9
5. The repair should be difficult, for neither TOSI yards nor the Firm of FAP avail of spare parts for batteries. The good order cells could be screened to rebuild boxes. The TOSI yards that have been investigated should be able to carry out said work.
6. In order to use 3Y14 batteries on electrical locomotives of

09591

of the Navy Boards and of the leaders of Valdineto railway, the plates fit to rehabilitate the worn out batteries may be available only at the Hensembergher plant at Monza.

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23.9

5. The repair should be difficult, for neither TOSI yards nor the Firm of FAP avail of spare parts for batteries. The good order cells could be screened to rebuild boxes. The TOSI yards that have been investigated should be able to carry out said work.

6. In order to use 3Y14 batteries on electrical locomotives of Valdineto railway, it is necessary to put the boxes on two overlapped floors, because this type of battery is extended horizontally instead of vertically, as the original type RM 14/6. The settlement on two floors creates serious difficulties for the charging and maintenance of the very batteries. Indeed, to charge regularly the battery (operation that due to the service of said electric locomotives is to be made once every 24 hrs) it should be necessary to take out the most part of the batteries of the upper floor in order to draw the bungs and to put distilled water into the cells of the lower floor and to check the connections status. As a matter of fact, it is necessary a lot of work, and boxes and cables should suffer enough due to this continuous displacement.

P.T.O.

7. The standard batteries for ISR coaches, that should be prepared by 753 Shop Battalion for Valdineto railway at the firm of FAP at Naples Campi Flegrei are of no use because not fitted to bear a violent and continuous discharge of some tens of amperes.

8. All technical data covering the concerned facilities have been noted at Crotone, and also the various possibilities to settle the batteries fit for the purpose but not of the original type have been examined.

9. Inquiries have been made also at Naples FAP to search materials for RM 14/6 and 3Y14 batteries. The result has been negative.

10. Therefore, it should be opportune to contact the Firm of Heisenbergher at Monza about the availability or possibility to construct the original cells for electric locomotives.

This should be made prior to start the works and to take provisional measures which certainly would be not quite successful and would require a rather long time.

Ca ng 6/5.

8.87

TRANSPORTATION SUB-COMMISSION A.C.
ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT:

BATTERIES-VAL DI NETO RLY

TO:

CAPT. CLARKE

MOV. L.O.

CROTONA

Copy: (1) Tptn S.C. C/O In. Inc. C.M.F. ✓
(your AC/57/20/Tn 4 of 20 April refers)

(2) A.Q.M.G., MOV., Taranto

X at Crotona

REF: 62

5 MAY 45

1. Ref. my signal R 552 of 30 Apr (to Capt. Clarke) 50 batteries were sent from Naples in rail wagon 260190 on 30 Apr. consigned to Val di Neto Rly. Please advise me when received as I am to send a Capo Tecnico from I.S.R. Reggio to see that best use is made of them and that they are properly installed. Do not hold one for me as suggested in my a/m signal.
2. Will Capt. Clarke please send at once by train to A.Q.M.G. Movements. Taranto a sample disused battery for investigation by Naval Arsenal with a view to additional supplies being obtained. When sent will you please signal " In Inc. for TN. S.C. A.C. ROMS " quoting reference AC/57/20/Tn 4 stating date of despatch and how sent.

B. W. Boddy

B. W. BODDY

CAPTAIN

DIVN. SUPR. EPTN. S.C. A.C.

REGGIO CAL.

4347

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: HC/1177
Date/Time of Origin: MAY 011706B

Message Centre No: D/9341
Date/Time Rec'd: MAY 020845B
Precedence: ROUTINE

FROM: ALCOM NAPLES
TO: TRANS INCREMENT FOR TPTH SO ALCOM, RAIL DIV

RESTRICTED

RESTRICTED

Ref your AC/57/20/TH.

Four 50 ISR coach batteries dispatched today to VALDINETTO
light railway CROTONE in car number 260190. Transportation officer
AC REGGIO advised by telephone.

Dist

Action - Tn 2
Info - A/President
Chief Commissioner
Econ Sec
File

ACTION

4346

RESTRICTED

TRANSPORTATION SUB-COMMISSION A.C.
SENIOR TRANSPORTATION OFFICER
c/o ALLIDE MILITARY GOVERNMENT
NAPLES

60/RAIL/660

TEL. 52030

1 May 1945

SUBJECT : VALDINETO Light Railway - Crotone

TO : Transportation S.C. Rail A.C. ✓
care Tn. Increment C.M.F.
(Attn. Maj. Baister.)

1. Reference your AC/57/20/Tn.4 of 20 April and
Confirming signal, 50 I.S.R. Coach batteries
were dispatched to the Valdinetto Light Railway,
Crotone, in car N° 260,190 yesterday. A.C. Tn.
Officer, Reggio, advised by telephone.

For Senior Transportation Officer :

Irving Strand
IRVING STRAND
1st Lt., CAC
Rail Transportation Officer

Copy to : Senior Tn. Offr. A.C.
care Movements - Reggio X
S.T.O.'s File
File

4345

IS/cg

INTER-OFFICE MEMO

CSW/1b

To :- A.C. Transportation Officer, Reggio.
From :- Transportation Sub-Commission, Administration Division, Accounts Branch.
SUBJECT :- Valdineto Light Railway - Outstanding Accounts.

32/A/Tn.1.

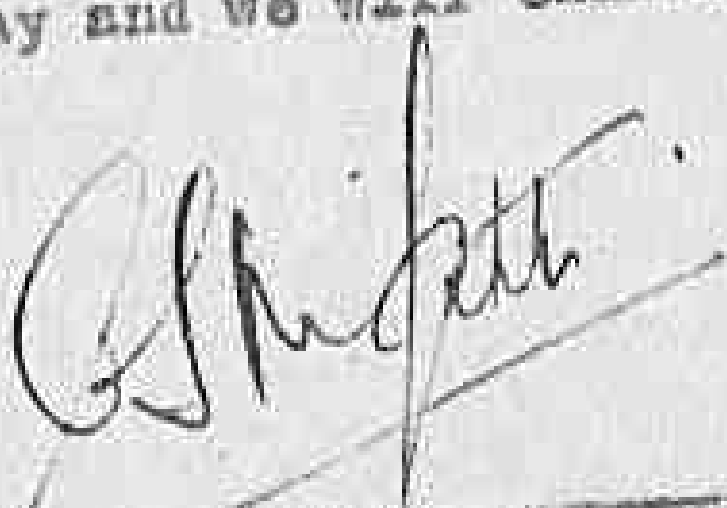
28 April 1945

1. Ref. Movements Division 343/16/Tn.3. dated 15th April subject "Report Tour of Southern Territory".

2. Para 2 (vii) refers to a sum of approximately 2½ million lire said to be an outstanding debt owed to the Valdineto Light Railway.

The sum of 2 million lire arising from transport alleged to have been certified by Q. C.R.E. is being dealt with by Rail Division.

As regards the balance of ½ million lire, will you please obtain invoices from the Valdineto Light Railway and we will examine the question of liability.


(C.S. WYATT) Capt. R.A.
Accountant.

Copy to :- Transportation Sub-Commission (attn. Major Ping)

4344

Roma, 24 April 1945

MINISTRY OF TRANSPORTS
GEN INSP MOTO
SERV. N° 3.622/T/634

TO: In S/Commission A.O.,
(Rail Division)

SUBJECT: Valdinese private Rly.

1. Reference is made to your letter 17 April file AC/57/20/Tn 4
2. We beg to inform you that we have today addressed a letter (N.692) to the Ministry of Treasury, General Direction for the Treasury, requesting that suitable arrangements be made in order that all outstanding accounts for transports effected by Valdinese private Rly. on behalf of the Allies, be promptly settled.
3. With the same letter we have forwarded to said Ministry, asking for a prompt settlement, the invoice of Lire 19.000 covering works, carried out by the same Rly. upon request of British Authorities.
4. We shall keep you duly informed as to the measures disposed for by the Ministry of Treasury on above matter.

The Minister

DE CUPIS

4343

J.C.M.239

24 APR 1945 19 4

Ministero delle Comunicazioni

ISPettorato GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

ALLA SOTTO-COMMISSIONE TRASPORTI,
A.C.
(Rail Division)

Dist. Serv. I
Dist. N. 699/F. 634

Proposta del 17 aprile c.a.
Dir. AC/57/20/Tn 4 M.

O G G E T T O

Ferrovia privata di Val di Neto.

In relazione a quanto fatto presente con la lettera sopraindicata significasi:

- 1) con lettera di pari data n° 692 si è interessato il Ministero del Tesoro (Direzione Generale del Tesoro) a provvedere sollecitamente al pagamento di quanto dovuto alla società esercente la ferrovia privata di Val di Neto per i trasporti eseguiti per conto delle Autorità Militari Alleate;
- 2) Con la stessa lettera è stata rimessa, richiedendo pure che si provveda sollecitamente, la distinta dei lavori dell'importo di L. 19.000 eseguiti su richiesta dell'Autorità Militare Britannica;
- 3) Dei provvedimenti del Ministero del Tesoro sarà provveduto, appena qui avutane notizia, a tenerne informata

2341

D. Serv. I *Tr.* 17 aprile c.a.
Prot. N° 699/F. 634 *Allegato*
Proposta del AC/57/20/Tn 4 *N°*

O G G E T T O

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3) Dei provvedimenti del Ministero del Tesoro sarà provveduto, appena qui avutane notizia, a tenerne informata codesta Sotto-Commissione.

IL MINISTRO

Fin

6341

57/20/29

SIN/af

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

20 April 1945

Tel.: 343403

Ref.: AC/57/20/Tn.4

SUBJECT: Batteries for Valdineto Light Rly. Crotone

TO : Chief Transportation Officer Naples.
" " " Reggio.

1. It is an urgent matter that electric locomotives of the Valdineto light railway, at Crotone, should be got into service for haulage of military timber to the port of Crotone.

2. Arrangements are being made by C.O. 753 Shop, D.M.R.S. U.S.A. (Naples) to convert 50 I.S.R. Coach Batteries being repaired at CMRI, FLORIN for this purpose. Chief Tn. Officer A.C. Naples to arrange for these batteries to be forwarded to Valdineto light Railway Crotone advising this H.Q. how and when despatched by signal, copy to Tn Officer A.C. Reggio.

3. When 2 above has been carried out, I.S.R. will send a Capo Tecnico to Crotone to see that the best use is made of these batteries and that they are properly installed.

4. Chief Tn Officer A.C. Reggio to arrange to forward a sample disused battery from the Valdineto light Rly to A.S.M.G. Nov. Taranto for investigation by Naval Arsenal with a view to additional supplies being obtained advising this H.Q. by signal how and when despatched.

By Command of Rear Admiral STONE:

S. L. Maister Mayr
Director.

4340

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

Subject: Batteries for Valdineto
Light Railway: CALABRIA.

Tn.A.3(1)/98.

19 April 45.

To : A.Q.M.C. Mov.,
Tn. Sub Commission, A.C.

Copy to : Tn. Sub Commission, A.C. (PIS).
(Attention Major Baister)

A.D.D. Equipment (BGA).

Ing. Corbellini, ISR. (BGA).

G-4 (Mov & Tn), A.P.H.Q. (through G.D. Tn., A.P.H.Q.)

1. Joint report on Calabrian Light Railways, Tn.A.3(M)/98 of 13 April, Valdineto Light Railway, para.(e) refers.

2. A telegram from A.Q.M.C. Mov., Tn.MTC, now states that no batteries are available at TOST Shipyard and that they have no knowledge of previous supply to CROTON. The Naval Arsenal may be able to supply but require more exact specifications.

3. The following action is therefore required and should be put into force immediately if these electric locomotives are to be got on to the road :-

(a) Ing. Corbellini to investigate the question of these batteries with the makers, Menzenburgher & Co., and let me know the result. This will be communicated to you as soon as received.

(b) A.C. Tn. Sub Commission to obtain a sample disused battery from the Valdineto Light Railway and have it forwarded to A.Q.M.C. Mov., Tn.MTC, for further investigation with Naval Arsenal.

(c) Meanwhile A.D.D. Equipment to instruct G.O., 753 Shop Bn. to earmark the next 50 LSR coach batteries to be repaired by at CAMPI FIERRE for this purpose. They will be collected by A.C. Tn. Sub Commission and forwarded to the Valdineto Light Railway, CROTON.

4329

(Attention Major Baister)

A.O.M. Equipment (LGR).Ing. Corbellini, ISK. (BGR).P-4 (MOT & TR), A.O.M.G. (Through D.D. Tr., A.O.M.G.)

1. Joint report on Calabrian Light Railways, Tn. A.3(M)/98 of 13 April, Valdineto Light Railway, para. (a) refers.

2. A telegram from A.O.M.G. Mov., TARANTO, now states that no batteries are available at OSI Shipping and that they have no knowledge of previous supply to CROTONA. The Naval Arsenal may be able to supply but require more exact specifications.

3. The following action is therefore required and should be put into force immediately if these electric locomotives are to be got on to the road :-

(a) Ing. Corbellini to investigate the question of these batteries with the makers, Hengenburgher & Co., and let me know the result. This will be communicated to you as soon as received.

(b) A.O. Tr. Sub Commission to obtain a sample disused battery from the Valdineto Light Railway and have it forwarded to A.O.M.G. Mov., TARANTO, for further investigation with Naval Arsenal.

239

(c) Meanwhile A.O.D. Equipment to instruct C.O., 753 Shop Bn. to earmark the next 50 ISK coach batteries to be repaired at CAMPI FLEGREI for this purpose. They will be collected by A.O. Tr. Sub Commission and forwarded to the Valdineto Light Railway, CROTONA.

(d) Ing. Corbellini to send a Capo Tecnico to CROTONA to see that the best use is made of these 50 batteries and that they are installed in as suitable a manner as possible in the locomotives.

[Signature]
for Brigadier
Director Military Railway Service

Military Railway Service
CMT

Telephone: Firebox 52

Outside Line 843867

In.A.3(M)/38

13 Apr 45

Subject: LIGHT RAILWAYS : CALABRIA

To: DMG (Mov & Tn), APHQ

Copy to: DMRS (with plan of siding)

DDTH.4

ADTH.2

ADTH.3(M)

Director Tn Sub-Com, AC (2)

Tn Sub-Com (Movts Div)

Tn Sub-Com (Rail Div) (3) ✓

Ref your Mov 3/212 of 30 Mar 45.

1. This subject has been investigated on the spot by the following officers: Lt-Col W.L. Topham, RE (ADTH Mech, MRS), Lt-Col J.W. Baker, RE (AQMG Mov, Tn Sub-Com) and Maj S.L. Baister (Tn Sub-Com, Rail Mech).

2. This report may be divided into two parts: (a) Calabro Lucane

Rly, and (b) Valdineto Light Rly.

CALABRO LUCANE RLY (95 cm gauge)

(a) Locomotives

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

(b) Wagons

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

He further added that he could repair a certain number of additional wagons at COSSENZA and SOVERATO if he could obtain a release of timber for the work. There appears to be no reason why this timber cannot be obtained from the Free Timber Zone in Calabria, and this is being pointed out to the HQ of the company which are located in ROME, and needed 50 cubic metres of

638

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2. This report may be divided into two parts: (a) Calabria Lucane Rly. and (b) Valdineto Light Rly.

CALABRO LUCANE RLY (95 cm gauge)

(a) Locomotives

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

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

(c) Coal

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

Sheet 2.....

Sheet 2

2 GIOIA TAURO Lines	150 tons/month
SOVRATO - CHIARAVALLE	60 "
VIBO - VALENZIA Line	60 "
CATANZARO MARINA Line	150 "
CROTONE and CROTONA Lines	Supplied by CRE and PBS.
MARINA GIOIOSA Line	Nil

(d) New Siding at CROTONE Port.

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

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

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

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

(e) Materials Requested.

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

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

(d) New building on the ground, and it being duly noted that additional stock-piling of timber on the Giunti Quay is necessary, it is recommended that immediate authority be given for the construction of the 300 yds siding as sited by 9 CRE. Although this involves 3 diamond crossings over the 80 cm Valdineto lines, no other solution is feasible. No operating difficulty is envisaged however, and the actual crossing pieces can be manufactured in C.L. local shops.

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

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

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

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

Sheet 3

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

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

VALDINETTO LIGHT RAY (80 cm gauge)

(a) Locomotives

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

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

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

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

4327

(b) Wagons

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

VALDIBERTO LIGHT RLY (80 cm gauge)

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

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

(b) Wagons

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

(c) Driving Staff

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

(d) Price of Coal

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

It was pointed out to him, however, that prices charged by the ISR are as follows: L.2124 delivered REGGIO, L.2218 delivered CATANZARO, L.2226 delivered COSENZA, L.2196 delivered SIBARI, L.2242

Sheet 4.....

Sheet 4

collieries CHROMONE. In each case an addition of 4% import tax is imposed.

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

(a) Finance

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

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

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

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

Handwritten: Approved R.E. M.R.S.
15. Feb 45

Handwritten: Dr. Col.

Handwritten: A.G. MG(m) Tn Sub-Comm.

Handwritten: S. L. Saiahu Mapin
Tn Sub-Comm Rail (Mech)

APPENDIXSUBJECT : CALABRO - LUCANE Railway.

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

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

4336

TRANSPORTATION SUB = COMMISSION A. C.

ALLIED ~~CONTROL~~ COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT: Val di Neto Rly.

TO: TPTN S.C. A.C.

c/o TN INC.

C.M.F.

REF: R 62

REGGIO CAL.

12 APR. 1945

57
1. Ref. your AC/56/20/Tn 4 of 4 April I presume you have now received my REG/I/I7/I4 of 23 March reading as follows:

"Ref. your AC/57/20/TN 4 of 7 March I am advised (by S C. R. E. works) that this matter has been dealt with by him and that the certified accounts have been submitted to the Italian Treasury for payment. "

2. If so I take it there is nothing more you wish me to do now.

B. W. Boddy

B. W. BODDY

CAPTAIN

DIV. SUPT. TN SUB-COM. A.C.

4335

57/20/25

ACP/av

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

Tel. 843233
Ref: AG/57/20/Tn 4

17 April 1945

SUBJECT : Val di Noto Railway Charges

TO : Capt. Roddy, Reggio Calabria

1. One of the complaints of this Company is that the rates applied are too low for satisfactory operation. The rates, apparently fixed by some unwritten agreement in the past, cover the movements of timber for military purposes, and port clearance for some AC. traffic.

2. The Company is empowered to negotiate with any forwarding agent a satisfactory rate, and as the Company did not apparently enjoy the increase of 100% conferred upon the I.S.R. and Private Railways in Government concession which was introduced at the end of last year, will you please arrange for a new scale of charges to be drawn up in agreement with the Company.

3. The date of introduction of such charges should be fixed sufficiently in advance for this Headquarters to advise the I.S.R. (who are interested normally in traffic conveyed by the Valdinoto line, and who have to be advised of any alteration in rates) and other interested parties, so that no subsequent objection can be raised.

4334

By Command of Rear Admiral STONE:

Copy to: Finance Sub-Comm.
M.R.S.
Gen. Insp. I.S.R.
Movements Rail
A.F.M.Q. G-2 Mov & Tr.
(Mov 3/212)

W. Lindberg - Lt. Col.
for Director

57/20/24

ACP/AV

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

Tel. 843238
Ref: AC/57/20/Tn 4

17 April 1945

SUBJECT : Valdivia Railway, Grotons

TO : General Inspectorate I.S.R. Bldg.

1. It is understood that the Valdivia Railway Accounts have been submitted through your Department to the Treasury for payment. It is appreciated that the General Inspectorate has no immediate responsibility in respect of the Valdivia line, which is not in concession from the Government, but in view of the difficult financial position of the company, and its obligation to fulfil work for the Allied Cause, you are asked to request the Treasury to arrange speedy payment of outstanding accounts, and a regular payment of future accounts submitted.
2. Attached hereto is a certified account for certain repair work and alterations effected to the line, at a cost of L.19,000, and it is requested that this account be also sent to the appropriate Department of the Treasury for early payment.
3. It would be appreciated if a reply might be received as soon as possible as to the intended action of the Treasury in the matter.

A. Lindberg, Jr. Col.
For. Director

Encl. Certified account.

Copy to: Finance Sub-Commission
(Ref. 13079/P)
M.R.S.
A.F.H.Q. G-4 Mov. and Tn.
(Mov. 3/212/)

4333

57/20/23

ADP/AV

INTER-OFFICE MINUTES

Ref. AG/57/20/Tn 4

SUBJECT : Veldin te Railway, Gro tene.

TO : Finance Sub-Commission HQ.AG.

1. In accordance with your letter of 13 November 1944, reference 13079/P, the subject railway was invited through our Officer at Reggio to submit vouchers, properly certified by the Allied Officer ordering the service, to the Ministry of the Treasury for payment.

2. Although our Reggio officer reports this has been done, it would seem that the accounts have passed through the Ministry of Communications to the Treasury. The total amount involved is about 8 million lire, and the company is finding it difficult to proceed. Can you spur the Treasury to action please?

W. Lindberg, Lt. Col.
for Director

Transportation Sub-Commission (Rail Division)
17 April 1945
Tel. 848238

Copy to: M.R.S.
A.F.R.Q. C-4 Mov. and Tn.
(Mov. 3/212)

4332

Val di Neto Railway

Gen. Insp. (Mr. De Cupis) advises that all papers dealing with reimbursement of the expenses borne by above Railway for transports operated on behalf of the Allies, have already been passed to the Ministry of Treasury for payment. The total amount of money involved is abt. two millions lire.

[Signature]

16/Aprile

4331

57/20/22

ACP/10

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

4 April 1945

Tel. 843238
Ref. AC/57/20/Tn 4

TO : Capt. B.W. Boddy, c/o Mov Reggio.

SUBJECT : Val di Neto Rly.

1. Reference is your letter of 16 March REG I/17/12.
2. Paragraph 3 of mine of 7 March has not been complied with. The fact that certified accounts have been submitted is known. What is needed are details of such accounts, in order that the Treasury may be asked to meet their obligations.

By command of Rear Admiral STONE:

A.C. PING, Major

4320

0985

57/20/21

Subject: Railway Working - Calabria.

Allied Force Headquarters
G-4 Mov & Trn
Tel: Freedom 320
Nov 3/242
30 Mar 45

To: DTRS ROME.

AC Tn Sub Commission.

Copy to: Nov 3/39

1. The importance of the movement of timber and other local produce on military account in Calabria is causing special attention to be given to railway working in that area. A report, copy attached, has been prepared by the RVO at Crotone on the two light railway which serve the port of Crotone and a visit has been made to the area by Colonel Q(M), West Italy.

2. The RVO's report is non technical, but it reveals the need for some assistance to be given to the lines in question if they are to continue in operation. This is essential to the movement of timber from the sawmills in the hills.

It is therefore necessary for a technical investigation to be made into the needs of the light railways concerned with a view to meeting their genuine requirements in the way of batteries for electric locos, repairs for steam locos, additional rolling stock, supply of coal etc.

3. A further point, arising out of the visit of Colonel Q(M), is that a request has been made for an additional spur from the Calabro Lucarno line to serve Crotone harbour. There are two quays in this port both of which are served by the Valpineto light railway, but only one by the Calabro Lucarno. The local GNE Works has prepared a plan showing how the proposed spur could be laid, and this could enable stock piles of timber to be built up more rapidly and contribute directly to the speedy loading of timber ships.

It is understood the Calabro Lucarno Coy are unable to carry out this work without assistance.

4. With the increased timber traffic as the weather improves it is anticipated rolling stock on the Calabro Lucarno line will be insufficient to meet demands for movement of timber from the forests to the sawmills and from the mills to the port. A number of wagons of the same or similar gauge are understood to be available on other lines owned by the Calabro Lucarno and Circonvesiviana Railway which might be spared for use in the Crotone area. There are some specially fitted well wagons available in Southern Italy to move these narrow gauge wagons over the IRR system.

5. Another cause of friction appears to be the fact that the Valpineto Railway has received no payment for timber carried in the past although vouchers certified by the local GNE have been forwarded to the Ministry of Communications in Rome. This Company also complains that the present flat rate of 100 Lire per ton originally imposed by AC Tn Sub Commission is lower than the charge for similar traffic on other lines and ask that the arrangement be received. Will you please have these questions gone into and payment of outstanding accounts investigated.

2329

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5. Another cause of friction appears to be the fact that the Valpineto Railway has received no payment for timber carried in the past although vouchers certified by the local CRM have been forwarded to the Ministry of Communications in Rome. This Company also complains that the present flat rate of 100 Lire per ton originally imposed by AC Tr Sub Commission is lower than the charge for similar traffic on other lines and ask that the arrangement be revised. Will you please have these questions gone into and payment of outstanding accounts investigated.

6. It is appreciated that the light railways under consideration are not the responsibility of DMRS, but they represent the only practicable means of transporting urgently required timber from forests in the Crotone area and it is definitely in the interests of the war effort that they be raised to a minimum standard of efficiency.

4329

(2)

Will you please therefore arrange for suitable technical Officers of MRS and AC to visit CROTONE and submit an early joint report as to what action should be taken to deal with the points enumerated above.

A.T. de RHÉ PHILIPPE, Brigadier,
DONG (Mov & Tr)

828

REPORT ON LIGHT RAILWAYS - CROTONE.

There are two separate light railways working military timber in the Crotone area:-

- (a) The Val di Neto railway.
- (b) The Calabro-Lucane Light railway.

Valdineto:- This is a 80 cm. railway running from Crotone to Campodanara, a distance of about 25 miles, and where there is one of the larger timber dumps. The permanent way itself goes on to the village of La Boresta but no services are run thoreto and the timber situation is not affected by this stretch of line. The railway is owned by the Montecatini Fertiliser Company and was initially used for the offloading of phosphates at the port - hence the tipper wagons and latterly for goods and timber haulage to and from the hills.

<u>Engine Position :-</u>	Steam Locom service	- 4
	Electric Locom " battery driven	- 2
	" " under minor repair	- 2
	" " out of service due to lack of batteries only.	- 6
	" " requiring major repair not at present possible-	1

Wagon Position :-

Open wagons, double bogey, capacity 10 tons, in service-	50
Tipper wagons steel, capacity 1.75 metres cubed	- 16
" " " " 1.5 " "	- 40

There are no wagons off the road for major repair.

Services :- The maximum load for one train is seven open wagons carrying an average load of 70 tons timber and at the peak period of running two trains per day were in operation giving an output of 120 - 140 tons per day at the port dumps. At the present moment an average of one train per day is being run, giving 70 - 80 tons of timber per day at the port. This could be stepped up to its old peak level when the occasion demands always subject to the observations, below.

Other Commitments :- There is a local passenger train run twice daily using one electric engine at 0700 hrs. and again at 1700 hrs. This train is really essential as a number of port workers and stevedores are brought in to work by it from outlying parts.

(2)

Grain ships are offloaded and quay clearance is carried out by this railway, using a minimum of 16 open wagons and two locos. My MLO/Re/2 refers.

Phosphate ships for which the railway was originally designed are also offloaded by the use of this railway, with the timber wagons. One loco can be used on this work but for efficient working without loss of time two engines are desirable.

Tonnage Carried :- In the month of January the total tonnage of timber carried on the line was 2,380 tons. At the present moment there is no Sunday train, as it has not yet been pressed for but it could be put into operation if desired.

Limitations :-

- (a) Shortage of engines in service to cover all work.
- (b) Shortage of drivers which prevents 24 hours work per day on all commitments.
- (c) Shortage of batteries to put more engines into service and which detracts from the efficiency of present engines not running on full power.
- (d) Shortage of rolling stock when commitments are at there peak i.e. grain, phosphate and timberships all working together.

(e) From the month of April throughout the Summer there is danger of fire in the wheat growing country through which the train passes. For this reason before the advent of the Allies steam locos were forbidden to run outside of Crotona. The Director points out that should we insist on his using these locos during the Summer (apart from the damage to vital crops) there will be heavy fines to pay who will pay them? It is further pointed out from knowledge of the Italian people that this situation could be turned into quite a nice racket.

To Combat Limitations :- To step up the haulage of timber it will be necessary to offset the above limitations.

(a) Engine shortage - either out out grain and phosphate ships. certainly never allow both in the port at one time or provide the necessary batteries to put a further number of electric locos into service. Attached is a description of these batteries in Italian giving all necessary dimensions. It seems that no batteries of this description can be found in Southern Italy, but it may be possible to have them made. This list also gives spare parts required for the steam locos, parts that must be forthcoming if these engines are to remain in service.

(b) Shortage of drivers - this at present due to sickness more then shortage of skilled men and can probably be overcome should the occasion arise.

(c) Battery shortage - this is covered by remarks in (a) above.

(d) Shortage of rolling stock - without grain ships there are sufficient wagons to run two trains a day with ease, but with these ships working 16 of the 50 wagons at disposal are automatically lost, and this is the minimum number. 20 being the ideal number for discharge. With grain ships working it is certainly impossible to reach a three trains a day level - full capacity. For remark and a possible solution to this situation see my MLO/Re/2.

Note :- Coal is supplied to this railway and the Calabro-Lucano by the I.S.R. at a cost of 2,400 lire per ton. The Director complains of this price and suggested that the I.S.R. are overcharging. He has bills to back this statement and should you

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2320

continued/.....

(3)

Therefore consider that there is substance in the complaint, would you please take the matter up for redress.

CALABRO-LUCANE LIGHT RLY.

This is a 95 cm. gauge railway running from Crotona to Policastro, a distance of about 30 miles into the hills. It is privately owned with more branches in other parts of Calabria the principal line being that from Catanzaro to Cosenza, at present used mainly by the U.S.A. Army forestry section. The head officers are at Catanzaro City.

Engine Position :- All traction on this railway is steam driven and the following engine position refers only to the Crotona-Policastro line.

Locos at present in service - 3 (one good, two fair).
Locos under repair - 2

Of these two locos; one requires a heavy repair impossible to carry out with the tools and materials at disposal, and the other requires a new "caldria" It is not known whether this means boiler or firebox. This type of engine is referred to in Italy as a "001" class loco.

Wagon Position:- Again referring to the same stretch of line the wagon position is as follows:-

Open highsides in service	- 38
" " under minor repair	- 1
" lowsides in service	- 32
" " under minor repair	- 4
" bogey wagons, long POZ type in use	- 6
Cistern wagons, water in service	- 5
Coached, wooden seated in service	- 7
Diesel rail-cars bus type in service	- 2

The only wagons in need of repair are those as stated above.

Services :- One train daily is run for the haulage of timber from the hill dumps to Crotona, and a further goods train is run on civil account when traffic demands it. The engine capacity for incoming trains is 240 tons. which give an approx total per train of 120 tons of timber.

Tonnage Carried :- The tonnage of timber carried by this railway throughout the month of January was 1,860 tons on 225 wags.

Limitations:- The greatest limitation is the engine position but as the demand for military timber has not yet exceeded the use of two engines per day. this limiting factor has not yet been touched.

Increase of Timber Haulage :- Timber haulage on this line could easily be increased by 100 tons per day. As this has not been suggested by 274 Works Sec. it would seem that there is not sufficient timber available to justify the demand.

Materials required :- The local director of this stretch of line complains of Lack of :- 150 volt bulbs - 20 required.
Zinc plates for telephone battery cells.
Dry battery cells telephone - normal type.

4325

Locos at present in service - 3 (one good, two fair).
Locos under repair - 2

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Increase of Timber Haulage :- Timber haulage on this line could easily be increased by 100 tons per day. As this has not been suggested by 274 Works Sec. it would seem that there is not sufficient timber available to justify the demand.

Materials required :- The local director of this stretch of line complains of lack of :- 150 volt bulbs - 20 required.
Zinc plates for telephone battery cells.
Dry battery cells telephone - normal type.
"Caldais" for repairs to one engine/

continued/.....

4325

- 4 -

Chivreville to Soverato:- It has now been arranged to use this section of the Calabro-Iucane line to out down road haulage in this area the arrangement having been made by 274 Works Sec. with Calabro-Iucane Rly. At the present moment it is estimated that 40 tons of coal per week is necessary to run the required services. but although supply of this amount was agreed with A.C. Tn. Reggio, none has yet arrived at Soverato. It would be appreciated if I.S.R. could be informed that they must supply coal on demand, amounts being verified by Mor.M.O. on each demand.

It is hoped to make a tour of this line in the near future, but until then no further definite information as to capacity, etc. can be given.

Description of batteries and list of materials required.

I locomotori non sono in efficienza perchè mancano i materiali di ricambio per le batterie di accumulatori. Sin dal 14 dicembre 1944 abbiamo interessato la A.C. di Roma per il tramite del Comitato Esperti Italiani per la provvista di questo materiale. In seguito abbiamo interessato le Autorità Alleate e precisamente il Sig. Cap. Grey ad il Comando 9 C.R.E.

I nostri accumulatori hanno le cassette di ebanite esterne della dimensione di mm. 230 x 125 x 590, spessore della cassetta mm. 5. L'elemento è costituito da 7 piastre negative e 6 positive della dimensione di mm. 375 x 190. Capacità dell'elemento 450 Amperora.

Corrente di carica 50 Amper.

Corrente scarica massima 150 Amper.

Per ogni batteria occorrono 128 elementi completi di separatori.

di legno e di ebanite, di pettini di ebanite connessione di rame e velloni per i poli.

Per una scorta completa occorrono 1280 elementi.

Le cassette, utilizzando quelle estintori, possono essere ridotte a 450.

Il rimanente materiale occorrente per la riparazione dei

locomotori può essere trovato sul posto ad eccezione delle lampadine e dei portalampe.

Ne occorrerebbero 25 portalampe "Svan" 200 lampadine attacco

"Svan" 125 volta 40 watt.

Per le locomotive occorrono: 300 tubi bollitori da mm. 42

esterni. lunghezza mm. 2060; 20 tubi di della lunghezza di mm. 4000 diametro esterno mm. 40; una lamiera di rame da mq. 2 non elettrolitico

per forno di locomotive; spessore mm. 10; 4 barre di rame

trafilato per viti passanti di caldaia lunghezza mm. 4000.

di diametro mm. 40

The above was received on demand from the director of the Valdineto Rly., and has been re-typed in Italian because it was feared that the non technical interpretation available would not do it full justice.

4324

then no further definite information as to capacity, etc. can be given.

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I nostri accumulatori hanno le cassette di ebanite esterne della dimensione di mm. 230 x 125 x 590, spessore della cassetta mm. 5.1, elemento e costituito da 7 piastre negative a 6 positive della dimensione di mm. 375 x 190. Capacità dell'elemento 400 Amperora.

Corrente di carica 50 Ampere.

Corrente scarica massima 150 Ampere.

Per ogni batteria occorrono 128 elementi completi di separatori. di legno e di ebanite, di pettini di ebanite connessione di rame e velloni per i poli.

Per una scorta completa occorrono 1280 elementi.

Le cassette, utilizzando quelle estintori, possono essere ridotte a 450.

Il rimanente materiale occorrente per la riparazione dei

locomotori può essere trovato sul posto ad eccezione delle lampadine e dei portelampade.

Ne occorrerebbero 25 portelampade "Swan" 200 lampadine attacco

"Swan" 125 volta 40 watt.

Per le locomotive occorrono: 300 tubi bollitori da mm. 42 esterni, lunghezza mm. 2060; 20 tubi di della lunghezza di mm. 4000 diametro esterno mm. 40; una lamiera di rame da mq. 2 non elettrolitico per forno di locomotive; spessore mm. 10; 4 barre di rame trafilato per viti passanti di caldaie lunghezza mm. 4000. diametro mm. 40

The above was received on demand from the Director of the Valdarno Rly., and has been re-typed in Italian because it was feared that the non technical interpreter available would not do it full justice.

1924

TRANSPORTATION SUB-COMMISSION A.C.
ALLIED ~~CONTROL~~ COMMISSION
PROVINCE OF REGGIO IN CALABRIA

57/30/20

SUBJECT: VAL DI NETO RDI

REF: REG. 1/17/15
23 MAR 45

TO: TPTN S.C. A.C.
C/O TN INC. C.M.F.

1. Attached is account for L 19000 in respect of work done for an extension to the sidings of above railway.
2. Can you pass it forward to the proper quarter for payment please ?

B. W. Boddy

B. W. BODDY
CAPTAIN
DIVN. SOFT. TPTN. A.C. S.C.
REGGIO CAL.

4323

SOCIETA' INDUSTRIALE CARICO E SCARICO

Anonima - Capitale versato L. 1.000.000

Sede ed Amministrazione in MILANO - Via Principe Umberto, 15

Direzione d'Esercizio in CROONE

Fattura N. 140

15 marzo 1945

Crotone.
C. p. c.

C. P. C. Columnas N. 7805

C. " 274 WORKS SECTION R.E.

CROTON

P A R T E per i seguenti lavori eseguiti per Va/ conto

Messa in opera di m. 120 di binario includo lo smantellamento del vecchio binario e ricollocamento in nuova po- sizione con scave alla massima preferen- za di 41 cm. 20 ed applicazione di una serie di scambi a L. 100.= 12.000.=	
fornitura ed applicazione di N.700 bulloni per detto lavoro a L. 10.= 7.000.=	
T o t a l e	L. 19.000.=
<u>Sono Lire Diciannovemila.=</u>	
Esente da bolli per le condizioni di armistizio.=	
<i>U. Vitali</i> <i>Traverso</i>	

C R O T O N E

D A R E per i seguenti lavori eseguiti per Vs/ conto

Messa in opera di m. 120 di binarie incluse lo smantellamento del vecchio binarie e ricollocamento in nuova posizione con scave alla massima profondità di cm. 20 ed applicazione di una serie di scambi a L. 100.==	12.000.==
fornitura ed applicazione di N.700 bulloni per detto lavoro a L. 10.==	7.000.==
T o t a l e	L. 19.000.==
<u>Sene Lire Diciannovemila.==</u>	4322
Esente da belli per le condizioni di armistizio.==	
Certified that the above mentioned service has been performed on behalf of the British Military Authorities and that no previous bills in respect thereof have been passed through this office	

Date:- 16 Mar 45

Major R.E.
D.C. 274 Works Section R.E.

TRANSPORTATION SUB-COMMISSION A.C.
ALLIED ~~CONTROL~~ COMMISSION
PROVINCE OF REGGIO IN CALABRIA

SUBJECT: VAL DI NETO RLY
TO: TPTN S.C. A.C.
C/O TN. INC. C.M.F.

REF. REG. 1/17/14
23 MAR 45

1. Ref. your AC/57/20/TN 4 of 7 March I am advised (by 9 C.R.E. works) that this matter has been dealt with by him and that the certified accounts have been submitted to the Italian Treasury for payment.

B. W. Boddy

B. W. BODDY
CAPTAIN
DIV. SUPT. TPTN. S.C.A.C.
REGGIO CAL.

4321

TRANSPORTATION SUB-COMMISSION A.C.
ALLIED CONTROL COMMISSION
PROVINCE OF REGGIO IN CALABRIA

SUBJECT: VAL DI NETO RAILWAY
TO: CC. 274 WORKS SECTION. R.E.
C.M.S.

REF: REG.1/17/12
16 MAR 45

1. Ref. your letter 278 of 14 Oct 44 to C.E. 3 Dist.
I am advised that Val di Neto Rly are complaining
that no payment has yet been made to them for the
operation of their line.
2. Can you ascertain if this is so please? If it is
correct would you kindly ask the Rly. to send me
at once details of applications they have made
for payment?

B.W. Boddy

H. A. BODDY
CAPTAIN
DIV. SUPT. PD SUB-COMM. A.C.

Copy: TREN S.C. (Rail Divn) A.C. ✓
C/O TN. INC. C.M.S.
(your AC/57/20/2nd of 7 Mar)

4320

57/20/17

ASV/30

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

Tel. 843238

Ref. 40/57/25/Tn 4

7 March 1945.

TO : Regional Commissioner, Southern Region,
(For Capt. Hoady)

SUBJECT : Valdivia Railway.

1. Reference is to your Reg 1/0/82 of 18 October 1944 and mine of 16 November 1944.
2. It is understood that Valdivia Railway is complaining that no payment has yet been made from Treasury sources for the operation of the line.
3. Please ascertain if this is so, and if no payment has been made, submit details of the applications which have been made to the Treasury, when the necessary approach will be made to ensure the operation of the line.

L. Lindberg
O. R. LINDBERG
Lieut. Col. R.E.,

For WARRITT H. TAYLOR
Director.

To: Lieut. Col. Pennell, MRS - Tn (P)
Finance Sub-Commission (reference letter 13079/P dated 13 November 1944).

2348

54/20/17

ACB/10

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)

c/o Transportation Increment
C.S.P.

Tel. 843238

Ref. AC/57/20/Tn 4

7 March 1944.

TO : Regional Commissioner, Southern Region.
(for Capt. Boddy)

SUBJECT : Valdivia Railway.

1. Reference is to your Reg 1/0/32 of 18 October 1944 and mine of 16 November 1944.
2. It is understood that Valdivia Railway is complaining that no payment has yet been made from Treasury sources for the operation of the line.
3. Please ascertain if this is so, and if no payment has been made, submit details of the applications which have been made to the Treasury, when the necessary approach will be made to ensure the operation of the line.

L. Auding
C.H. LINDBERG
Lieut. Col. R.E.,

for HERBERT H. TAYLOR
Director.

Copy to: Lieut. Col. Pennell, MRS - Tn (P)

Finance Sub-Commission (reference letter 1/0/32/T dated 13 November 1944).

4310

ACP/aa

57/20/16

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Ref : AC Tn/57/30

16 November 1944

TO : Major W.F. Blair
Tn Sub-Comm. rep.
C/O Mov. Reggio Calabria

SUBJECT: Valdineto Railway

1. Reference your Reg/1/0/82 dated 18 Oct. 1944
2. Please instruct the Val di Neto railway to submit their vouchers, duly certified by the Allied office ordering the service, to the Ministry of the Treasury for the attention of the Direzione Generale del Tesoro, when payment will be effected.

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

4318

NOV 19 1991

500. *Industriale Cerico e Sparlo*
Ferrovia Valcineto

Photons Det. With 1044

TO : Maj. EMER
The S/Commission
ACC - Mexico City

The railroad was reimbursed from Sept. 28th to Oct. 10th 1963.
and according to what has been agreed with the Officers of Nav and
Transport, we issued an invoice covering all expenses borne by us, i.e.

Month	Transports	Cost	Revenue	Profit
May	10	7471	143280	143280
June	10	2516	50350	50350
July	10	270,081	17491.60	17491.60
August	10	7032	140340	140340
Total	40			140340

gest., and by order of Jst. G. H. P.

Initially, on behalf of 174 works B.L., Seco, B.M.T. & Co., Inc., was carried out following transport. Moreover, Control, as carried out following transportation-000000.

[illegible]

3741 401 +00 04 483 • 4 es met Pond 4150)st san portich 777

Port investments originated in April : Total	5955 of 1,20,000	1,15,3120.00
May	7474	149,220.00
June	2512	30,360.00
July	370,000	1,14,01,500
August	7032	1,40,840.00

total amount
1,455,07,60

Latest, on behalf of 274 works R. B. Scott, and by order of J. H. Gray
 Mover. Control, we carried out following transcripts of timber for which
 we received every day regular correspondence notes;

Monte dei Dei.

From Condore to the harbor	Tolls	\$6.00 at L. 100	& Total.	92.03, 80
" "	"	\$7.50	"	105, 60
From Hosi Factory				

Month of June

From Cambridge to the airport	$\frac{w}{105.50}$	$\frac{w}{105.50} =$
From Boston to the airport	$\frac{w}{107.50}$	$\frac{w}{107.50} =$

Profile of the

From Gumpodaro to the harbour	"	1197.570	"	100	"	"	110737.-
From Bossi factory	"	51.100	"	30	"	"	1947 322.-

Month of August

[illegible]

Month: 11 September

From Camogliano to the Arboreo	"	595.535	"	100	"	"	85352.50
" " to Botticella	"	1513.340	"	100	"	"	181554.-

Spokeville to the harbour

Total I, 726±07, 10

According to the assurances of Capt. Gray, the payment of above sums should have been effected by the Italian Government, in compliance with the clauses of the Armistice. But, as it appears from the letter, copy of which we send herewith attached, the Ministry of Communications, will not say us, pointing out that, as Valdineto Railway is a privately owned railway, it is not possible to enforce the clauses of the Armistice.

because the are referred only to the I.S.R. and the payment must therefore be effected by the Allied Authorities.

Owing to above related circumstances and considering that we have awaited to many months and that the amount attended by our outstanding accounts is too heavy a burden for a small Company like ours, we are obliged to ask from you that urgent measures be taken because, should this not be made, we will suspend every activity concerning Allied Authorities, beginning from Oct. 23rd.

We thank you in advance for your help and in the meantime we remain, dear Sir,

Yours faithfully

the Director

Adg. Ing. Amendoleto Francesco

9167

TRANSMISSION

MINISTRY OF COMMUNICATIONS
General Inspectorate
of civil motorization and transports in concession

Serv. III. - Sig. Fin. D. 4 Ser. I -
Ref: 1^222-

Rome 1 15th Sept. 1944

Reply to : letter 8th 9/9/1944-

To: "Mortacchini" Society -
Mining, chemical and industrial Society -
ROME

V. Antonio Salandra, N. 13-

SUBJECT : "Val di Neto" railway.

Reference to what has been pointed out in the above mentioned letter it has been settled that the "Val di Neto railway" is a private railway and category, which has been authorized to the public service and which belongs to the "Carico e scarico industriale Society" of Crotone.
Practically it operates transports concerning the establishments of the above said Society as well as of the "Pertusola" Society of Crotone.

As it is also possible to operate transports on behalf of third party, the owner Society has been authorized to apply tariffs superior to those valid for the State railways and eventually to grant for special transports an equal reduction of tariffs for all the shippers.

4315

Therefore this Ministry is of the opinion that in this case should not be applied the rules of utilization of the railways in concession of the Allied Command, according to the clauses of the Armistice.

We think that the rules which must be applied in this case, should be those concerning the use of installations and of private industrial possessions.

We must exclude the possibility of a direct financial support from this Administration for what concerns the indemnity of the shippers as well as the compensation of the shippers.

Reply to : Letter 5th 9/9/1944-

To: "Montecompini" Society -
Mining, Chemical and Industrial Society -
ROME

V. Antonio Scialoja, No. 13-

SUBJECT: "Vai al Lago" railway.

Reference to what has been pointed out in the above mentioned

letter it has been settled that the "Vai al Lago" railway is a private railway 2nd category, which has been authorized to the public service and which belong to the "Corico e sorico industrial Society" of Grotone.

Practically it operates transports concerning the Disarmaments of the above said Society as well as of the "Pentusola" Society also of Grotone.

As it is also possible to operate transports on behalf of third party, the owner Society has been authorized to apply

tariffs superior to those valid for the State railways and eventually to grant for special transports an equal reduction. 2315

Therefore this Ministry is of the opinion that in this case should not be applied the rules of utilization of the railways in concession of the Allied Command, according to the clauses of the Armistice.

We think that the rules which must be applied in this case, should be those concerning the use of installations and of private industrial possessions.

We must exclude the possibility of a direct financial support from this Administration for what concerns the indemnity of the services done for the Allied Forces, as well as the compensation of the damages.

This compensation of the damages enters in the general case of the "war damages" which is of competence of the Ministry of the Treasury.

The General Director

(sgd. illegible)

TRANSPORTATION SUB=COMMISSION
ALLIED CONTROL COMMISSION
PROVINCE OF REGGIO IN CALABRIA

SUBJECT: VALDENETO RAILWAY

TO: H.Q. A.C.C.
TN SUB=COMM
A.P.O. 394

REF: REG I/O/82

REGGIO CAL.
18 OCT 44

1. Enclosed is letter from the Società Industriale Carico and Scarico at Crotone in which is listed charges for services performed by their railway.
2. Previous correspondence has been passed to your Office on this matter which you have been good enough to forward to the proper Department.
3. Will you please do the same with this.

W: F. Blair
W.F. BLAIR, MAJOR
DIV. SUPT. TN SUB=COMM

4314

SOCIETÀ INDUSTRIALE CARICO E SCARICO

ANONIMA - CAPITALE VERSATO L. 1.000.000 - SEDE E AMMINISTRAZIONE IN MILANO - VIA PRINCIPALE UMBERTO, 16
DIREZIONE D'ESERCIZIO IN CROTONE

Ferrovia Val di Neto

Crotone, 11 Ottobre 1944

C. P. C. Calzavaro N. 7805

SIGNOR MAJOR BLAIR

Transportation Sub Commission

A. C. C.

REGGIO CALABRIA

Vi facciamo presente la critica situazione finanziaria della Ferrovia Val di Neto di ns. proprietà la quale è a completa disposizione degli Alleati e collabora con essi nella maniera più ampia sin dal Settembre del decorso anno eseguendo continuamente trasporti senza averne ricevuto il pagamento.

La Ferrovia fu requisita del 22 Settembre al 10 Ottobre 1943 e, giusta gli accordi con gli Ufficiali del Mov e Transport fu emessa fattura per le spese sostenute in L.46440.= che non è stata mai liqui data.

Successivamente per conto dell'A.C.C Supply Civilian Division e per ordine del Signor Tenente Button abbiamo trasportato le derrate alimentari in arrivo a Crotone coi vapori Americani dal Porto allo Sta bilimento Montecatini al prezzo convenuto col suddetto Ufficiale di L.20.= a tonnellata.-Abbiamo perciò emesse e consegnate al Tenente But ton le seguenti fatture che sono rimaste tutte non pagate :

per trasporti mese di Aprile -	Tonn. 6956 a L.20.=	L.139.120.=
" " Maggio -	" 7464 " "	" 149.280.=
" " Giugno -	" 2518 " "	" 50.360.=
" " Luglio -	" 870,081 " "	" 17.401,60
" " Agosto -	" 7032 " "	" 140.640.=

Totale L.496.801.60

Da ultimo, per conto del 274° Works R.E. Section e per ordi ne del Movement Control Capitano Gray, abbiamo eseguiti i seguenti trasporti di legname ricevendo giornalmente le lettere di vettura :

Mese di Maggio

Da Campodenaro al Porto -
Dallo Stab. Rossi al porto -

Mese di Giugno

Da campodenaro al Porto
Da stab. Rossi al Porto

Tonn. 699,035 a L.100.= L. 69.903,80
" 67,580 a " 20.= " 1.351,60
" 1095,860 " 100.= " 109.586.=
" 107,995 " 20.= " 2.159,90

Transportation Sub Commission
A. C. C.
REGGIO CALABRIA

Vi facciamo presente la critica situazione finanziaria della Ferrovia Val di Neto di ns. proprietà la quale è a completa disposizione degli Alleati e collabora con essi nella maniera più ampia sin dal Settembre del decorso anno eseguendo continuamente trasporti senza averne ricevuto il pagamento.

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Per trasporti mese di Aprile -	Tonn. 6956 a L.20.=	L.139.120.=
" " Maggio -	" 7464 " "	" 149.280.=
" " Giugno -	" 2518 " "	" 50.360.=
" " Luglio -	" 870,081 " "	" 17.401,60
" " Agosto -	" 7032 " "	" 140.640.=

Totale L.496.801,60

Da ultimo, per conto del 274° Works R.E. Section e per ordi-ne del Movement Central Capitano Gray, abbiamo eseguiti i seguenti trasporti di legname ricevendo giornalmente le lettere di vettura :

Mese di Maggio					
Da Campodenaro al Porto -	Tonn. 699,035 a L.100.=	L. 69.903,80			
Dallo Stab. Rossi al porto -	" 67,580 a " 20.=	" 1.351,60			
Mese di Giugno					
Da campodenaro al Porto	" 1095,860 " 100.=	" 109.586.=			
Da Stab. Rossi al Porto	" 107,995 " 20.=	" 2.159,90			
Mese di Luglio					
Da Campodenaro al Porto	" 1197,970 " 100.=	" 119.797.=			
Da Stab. Rossi al Porto	" 31,100 " 20.=	" 622.=			
	a riportare	L.303.420,30			

o/o

SOCIETÀ INDUSTRIALE CARICO E SCARICO

ANONIMA - CAPITALE VERSATO L. 1.000.000 - SEDE E AMMINISTRAZIONE IN M. LANO - VIA PRINCIPE UMBERTO, 16
DIREZIONE D'ESERCIZIO IN CROTONE

Segue lettera al Signor
Major Blair dell'A.C.O.
Reggio Calabria

Crotone, li
C. P. C. CANTIERO N. 2805

Mese di Agosto			Riposto	L. 303.420,90
Da Campodanaro al Porto	Tonn. 1383,937	a L. 100.=	"	183.397,10
Da Stab. Rossi "	" 52,195	" 20.=	"	1.043,90
Mese di Settembre				
Da Campodanaro al Porto	" 863,565	" 100.=	"	86.356,50
" " Botteghelle "	" 1516,540	" 100.=	"	151.654,=
" Botteghelle al Porto	" 26,765	" 20.=	"	535,30
Totale			L. 726.407,10	

Il pagamento di tutti questi trasporti, secondo le assicurazioni del Signor Capt. Graj, avrebbe dovuto, per clausola di armistizio, essere effettuato la Governo Italiano. - Senonchè, secondo la lettera che accludiamo in copia, il Ministero delle Comunicazioni, non intende pagarci, facendo presente che, essendo la ferrovia val di Neto un'azienda privata, non devono essere applicate nei suoi riguardi le clausole di armistizio che si riferiscono soltanto alle pubbliche ferrovie. - E quindi il pagamento deve essere effettuato direttamente dalle Autorità Alleate.

In queste condizioni, poichè abbiamo atteso troppi mesi e la cifra raggiunta è troppa elevata per una piccola azienda come la nostra, e rifiutandosi tutti di pagarci, ci rivolgiamo a Voi per un provvedimento di urgenza, avvisando che in caso contrario il 23 Ottobre cesseremo ogni trasporto interessante Autorità Alleate.

Ringraziando dell'interessamento benevolo che sarete per prendere nei nostri riguardi, porgiamo distinti saluti.

SOC. INDUSTRIALE CARICO E SCARICO

Il Direttore
(Ing. Amendolito Francesco)

4312

Allegati I

MINISTERO DELLE COMUNICAZIONI
Ispettorato Generale della
Motorizzazione Civile e
dei Trasporti in Concessione

C O P I A

Roma, li 19 Settembre 1944

Serv.VII - Sin.Fin.U-Sez.I
Prot.n.732

SOC.MONTECATINI

Soc.per l'industria Mineraria e
Chimica

R O M A

Via Antonio Salandra, 13

Risposta al foglio del 9/9/1944

Oggetto : Ferrovia Val di Neto.1

In relazione a quanto è stato esposto nella lettera sovra indicata, significasi che, come è noto, la Ferrovia Val di Neto è una ferrovia privata di II^ categoria, autorizzata al pubblico servizio, di proprietà della Società Industriale Carico e Scarico, in Crotone.

Praticamente effettua trasporti interessanti gli Stabilimenti della Società predetta e della Società Pertusola pure di Crotone.

Potendo effettuare trasporti per conto di terzi, la Società proprietaria è stata autorizzata ad applicare tariffe non superiori a quelle vigenti sulle Ferrovie dello Stato, e a concordare, eventualmente, speciali riduzioni di tariffe, per determinati trasporti, purchè in uguale misura, agli speditori.

Ritiene, pertanto, questo Ministero che non dovrebbero ricorrere i criteri di applicabilità delle norme di utilizzazione delle ferrovie concesse da parte del Comando Alleato, ai sensi delle clausole di armistizio.

Si opina che i criteri di applicare, nel caso in questione, dovrebbero essere piuttosto quelli disciplinanti l'uso di impianti e beni industriali privati.

E' da escludere, infine, la possibilità di un intervento diretto finanziario di questa Amministrazione tanto per il compenso dei servizi resi alle Forze Alleate, quanto per il diretto risarcimento dei danni subiti. L'eventuale risarcimento dei danni ricade nel caso generale dei danni di guerra, di competenza esclusiva del Ministero del Tesoro.

IL DIRETTORE GENERALE
F/Illegibile

4311

MINISTERO DELLE COMUNICAZIONI
Ispettorato Generale della
Motorizzazione Civile e
dei Trasporti in Concessione

C O P I A

Roma, li 19 Settembre 1944

Serv. VII - Sin. Fin. U - Sez. I
Prot. n. 732

SOC. MONTECATINI

Soc. per l'industria Mineraria e
Chimica

R O M A

Via Antonio Salandra, 13

Risposta al foglio del 9/9/1944

Oggetto : Ferrovia Val di Neto.

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IL DIRETTORE GENERALE
F/Illegibile

4311

TRANSLATION

13/43

Ministry of Communications

General Inspectorate for Civil Motorisation
and for Transports in Concession

Rome, Sept.23rd 1944.

Serv.1.
Ref.310/P.364
1 Enclosure
Reply to letter ACC/TN/13/38
of 17.9.44.

TO : ACC. Transportation Sub-Commission

SUBJECT: VALDINETO private Railway

1. To the letter ACC.Tn/13/38 of Sept.5th ult. we have replied on September 11th ult, with letter No.275.
2. Sorry that you did not receive said letter, we send herewith enclosed a copy of same.
3. Referring to what you point out at parag.3, 4 and 5 of your last letter, we beg to inform you that since the railway in question does not operate for the public, but is a privately owned railway which operates a private service, you ought to agree with the company upon special carriage charges, as from your first letter, it appears to be your intention, thus enabling the company to draw the means to pay its personnel.

THE MINISTER
sgd: CERATONA

1 Enclosure

4319

1GM 239

23 SET 1944

17 A



Ministero delle Comunicazioni

ISPettorato GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Alla COMMISSIONE ALLEATA

DI CONTROLLO

Sottocommissione Trasporti

Deserv. I

Prot. N. 310/ P. 634 Allegato I

Prospetto alleg. del 17 settembre c.a.

D.A.C.C. PN/13/38 M.

OCCETTO

Ferrovia privata di Val di Neto

1 - Alla lettera b settembre c.a.
TN/13/38 si è risposto con lettera del giorno 11 n° 275;

2 - Spiacenti che non l'abbiate ricevuta Ve ne rimettiamo copia;

3 - In relazione a quanto avete fatto presente coi punti 3, 4 e 5 della Vostra ultima lettera significasi che, trattandosi di ferrovia non in servizio pubblico ma di proprietà privata adibita a servizio privato occorrerebbe che concordiate con la società convenienti tariffe di trasporto, come sembra dalla precedente lettera che sia già Vostra intenzione, dando così modo alla società stessa di avere i mezzi per pagare il personale.

1309

Gr. Serv. I *Tr.*
Prot. N. 310/ P. 634 *Allegato 1*
Dispositivo del 17 settembre c.a.
D.A.C.C. TN/13/38. W.

OGGETTO

Ferrovia privata di Val di Neto

1 - Alla lettera b settembre c.a.
TN/13/38 si è risposto con lettera del giorno 11 n° 275;

2 - Spiacenti che non l'abbiate ricevuta Ve ne rimettiamo copia;

3 - In relazione a quanto avete fatto presente coi punti 3, 4 e 5 della Vostra ultima lettera significasi che, trattandosi di ferrovia non in servizio pubblico ma di proprietà privata adibita a servizio privato occorrerebbe che concordiate con la società convenienti tariffe di trasporto, come sembra dalla precedente lettera che sia già Vostra intenzione, dando così modo alla società stessa di avere i mezzi per pagare il personale.

I L M I N I S T R O

Cervini

1329

TRANSLATION

13/42

MINISTRY OF COMMUNICATIONS
General Inspectorate for Civil
Motorisation and for Transport
in Concession.

Rome, 11 Sept. '44

Ref Serv L. No. 272/P/634

SUBJECT : VAL DI NETO (Neto Valley) Private Railway.

TO : ACC, Transportation S/C, Rome

Referring to what has been required by that
Sub-Commission, we beg to inform you that:

1. Neto Valley Railway is not a privately operated
Railway for public Service, but a private Railway, belonging to
Società Anonima Industriale Carico e Scarico (Loading and Unloading
Industrial Company - Limited), and employed to operate all
transport concerning the factories of Società Ammonia e Derivati
and of Società Pertusola, at Crotone. The Company owner of above
railway, has been authorised to operate also other transports,
on, a third party's behalf.

2. All published statistics do not report technical and
operative data concerning private railways operating transports
over private sidings of industrial plants; as for Neto Valley
Railway, which operate besides its own transports, also transports
on a third party's behalf, the Company has been obliged to
apply charges not higher than those valid upon I.S.R.

3. The Company has been, moreover, authorised to grant
special reduced charges and other easy terms to particular
forwarding agents and for particular freight provided that special
same charges and easy terms be granted to everybody who applies
for them and offers to the Company same advantages or is in
equivalent conditions. No hindrance, therefore, that the Company
agrees with forwarding agents upon mutually advantageous said
charges, provided that charges be submitted to I.S.R. Administra-
tion, in whose power is to suspend or to withdraw them in case of
abuses from the Company's part.

FOR THE MINISTER
sgd: De Gupis

*Spoke with report
Min of Comm
to see him
matter*

1948

TRANSLATION

13/42

MINISTRY OF COMMUNICATIONS
General Inspectorate for Civil
Motorisation and for Transport
in Concession.

Rome, 11 Sept. '44

Ref Serv 1. No. 275/P/634

SUBJECT : VAL DI NETO (Neto Valley) Private Railway.

TO : ACC, Transportation S/C, Rome

Referring to what has been required by that
Sub-Commission, we beg to inform you that:

1. Neto Valley Railway is not a privately operated Railway for public Service, but a private Railway, belonging to Società Anonima Industriale Carico e Scarico (Loading and Unloading Industrial Company - Limited), and employed to operate all transport concerning the factories of Società Ammonia e Derivati and of Società Pertusola, at Crotone. The Company owner of above railway, has been authorised to operate also other transports, on a third party's behalf.

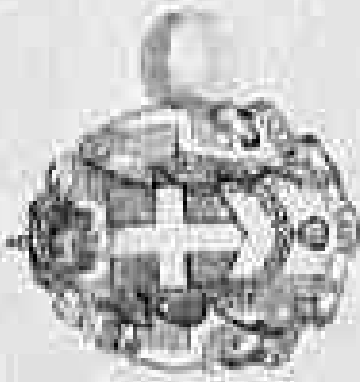
2. All published statistics do not report technical and operative data concerning private railways operating transports over private sidings of industrial plants; as for Neto Valley Railway, which operate besides its own transports, also transports on a third party's behalf, the Company has been obliged to apply charges not higher than those valid upon I.S.R.

3. The Company has been, moreover, authorised to grant special reduced charges and other easy terms to particular forwarding agents and for particular freight provided that special same charges and easy terms be granted to everybody who applies for them and offers to the Company same advantages or is in equivalent conditions. No hindrance, therefore, that the Company agrees with forwarding agents upon mutually advantageous said charges, provided that charges be submitted to I.S.R. Administration, in whose power is to suspend or to withdraw them in case of abuses from the Company's part.

FOR THE MINISTER
sgd: De Cupis

13/8

*Spoke with Repres.
of Min. of Comm. &
also sent Rep. up
to see him & the
matter up*



Ministero delle Comunicazioni

ISPettorato Generale della Motorizzazione Civile
e dei Trasporti in Concessione

IGM 239

Per il 11 Settembre 1944

Al la COMMISSIONE ALLEATA
DI CONTROLLO - Sottocommis-
sione Trasporti

Servizio 1

Dist. N. 275/P. 634 Alghero

Proposta del 5 settembre c.a.

Dir. Fer. N. 2

OGGETTO

Ferrovia privata di Val di Neto

In relazione a quanto richie-
sto da codesta Sottocommissione si
informa:

1) La ferrovia di Val di Neto
non è una ferrovia in servizio pub-
blico esercitata dall'industria pri-
vata ma una ferrovia di proprietà
privata della Società anonima Indu-
striale di carico e scarico destina-
ta ai trasporti interessanti gli sta-
bilimenti della Società Anonima e de-
rivati e della Società Pertusola di
Crotone. La Società proprietaria è
stata, però, autorizzata ad effettua-
re altri trasporti per conto di terzi;

2) Le statistiche pubblicate non
riportano i dati tecnici e di eserci-
zio delle ferrovie di proprietà pri-
vata destinate al servizio privato di
racordo di stabilimenti industriali;
per la ferrovia di Val di Neto, auto-

Servizio 1

Per

Post. N. 275/P. 634 Allegato

Proposta del 5 settembre c.a.

Dir. Gen. W.

OGGETTO

Ferrovia privata di Val di Neto

In relazione a quanto richiesto da codesta Sottocommissione si informa:

1) La ferrovia di Val di Neto non è una ferrovia in servizio pubblico esercitata dall'industria privata ma una ferrovia di proprietà privata della Società anonima Industriale di carico e scarico destinata ai trasporti interessanti gli stabilimenti della Società Anonima e derivati e della Società Pertusola di Crotone. La Società proprietaria è stata, però, autorizzata ad effettuare altri trasporti per conto di terzi;

2) Le statistiche pubblicate non riportano i dati tecnici e di esercizio delle ferrovie di proprietà privata destinate al servizio privato di raccordo di stabilimenti industriali; per la ferrovia di Val di Neto, autorizzata ad effettuare, come si è detto, trasporti oltre che in conto proprio anche per conto di terzi, è sta-

SA

6397

to fatto obbligo alla società pro-
prietaria di applicare tariffe non
superiori a quelle vigenti sulle
ferrovie dello Stato;

3) La Società è stata, inoltre,
autorizzata a concordare speciali
riduzioni di tariffe ed altre faci-
litazioni a singoli speditori e per
determinati trasporti purchè in egua-
le misura essa le accordi a chiunque,
facendone richiesta, offra alla fer-
rovia eguali vantaggi e si trovi in
circostanze equivalenti. Nulla osta,
quindi, che la società proprietaria
concordi con gli speditori tariffe
di reciproca convenienza per le qua-
li non ha altro obbligo che quello
di comunicarle all'Amministrazione
Governativa, che ha facoltà di so-
spenderle o di revocarle nel caso
di abusi della società medesima.

P. I L M I N I S T R O

Fo De Cupis

ACP/fg

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele : 478701

22 September '44

ACC Tn/13/41

SUBJECT : VALMIGETO Railway

TO : Ministry of Communications
(Ispettorato Generale della Motorizzazione
Civile & dei Trasporti in Concessione)

1. Reference is to your letter 275/P/634 of 11 Sept. 44 and mine of 17 Sept. 44
2. Attached is a letter from the Neto Valley Railway setting out the difficulties they are experiencing.
3. Please therefore arrange to ensure this Company continues to operate in view of its importance in moving timber.
4. It is desired that satisfactory rates be established for the conveyance of goods. The suggested rate is 100 lire per ton for timber and a flat rate of 30 lire per ton for ACC Port clearance.
5. Acknowledgement is requested.

clp
D.S. ADAMS
Colonel, C.E.,
Director, Tn.S/C.

4306

MINISTRY OF COMMUNICATIONS
General Inspectorate for Civil
Motorization and for Transport
in Concession

Rome, 11 Sept. 1944/

Ref Serv 1st; No 275/P/634

SUBJECT : Val di Neto (Neto Valley) Private Railway.

TO : AOC, Transportation S/C, Rome

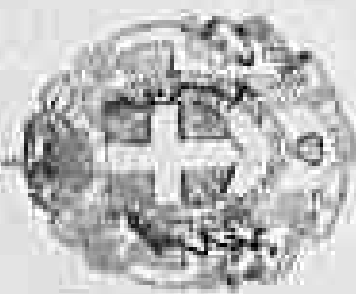
Referring to what has been required by that S/Comm.
we beg to inform you that:

- 1) Neto Valley Railway is not a privately operated railway for public service, but a private railway, belonging to Società Anonima Industriale Carico e Scarico (Loading and Unloading Industrial Company - Limited), and employed to operate all transport concerning the factories of Società ~~anioniale~~ e Derivati and of Società Pertusola, et Crotone. The Company owner of above railway, has been authorized to operate also other transports, on a third party's behalf.
- 2) All published statistics do not report technical and operative data concerning private railways operating transports over private sidings of industrial plants; as for Neto Valley railway, which operate besides its own transports, also transports on a third party's behalf, the Company has been obliged to apply charges not higher than those valid upon I.S.R.
- 3) The Company has been, moreover, authorized to grant special reduced charges and other easy terms to particular forwarding agents and for particular freight provided that same special charges and easy terms be granted to everybody who applies for them and offers to the Company same advantages or is in equivalent conditions. No hindrance, therefore, that the Company agrees with forwarding agents upon mutually advantageous charges, provided that said charges be submitted to I.S.R. Administration, in whose power is to suspend or to withdraw them in case of abuses from the Company's part.

For the Minister

sgd : De Cupis.

4305



Ministère de la Communication

**SPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE**

Alla COMMISSIONE ALIRATA
DI CONTROLLO
Sottocommissione Trasporti

Proc. Serv. I. Soc.

Prod. N. E. 275/P. 634 Allegato.

Pr. Arturo del
5 settembre 0.2.

Pin. Loc. No.

Oggerro Ferrovia privata di Val di Neto.

In relazione a quanto richiesto da codesta Sottocommissione s'informa:

- 1) La ferrovia di Val di Neto non è una ferrovia in servizio pubblico esercitata dall'industria privata ma una ferrovia di proprietà privata della Società anonima Industriale di carico e scarico destinata ai trasporti interessanti gli stabilimenti della Società Ammonia e derivati e della Società Pertusola di Crotone. La Società proprietaria è stata, però, autorizzata ad effettuare altri trasporti per conto di terzi;
- 2) Le statistiche pubblicate non riportano i dati tecnici e d'esercizio delle ferrovie di proprietà privata destinate al servizio privato di raccordo di stabilimenti industriali; per la ferrovia di Val di Neto, autorizzata ad effettuare, come si è detto, trasporti oltre che in conto proprio anche per conto dei terzi, è stato fatto obbligo alla società proprietaria di applicare tariffe non superiori a quelle vigenti sulle ferrovie dello Stato;
- 3) La Società è stata, inoltre, autorizzata a concordare speciali riduzioni di tariffe ed altre facilitazioni a singoli speditori e per determinati trasporti purchè in eguale misura essa le

Dist. N. 275/P. 634 e Allegati

Deposita all'F. del 5 settembre c.a.
Duc. For. N. 2

Oggetto Ferrovia privata di Val di Neto.

In relazione a quanto richiesto da codesta Sottocommissione s'informa:

- 1) La ferrovia di Val di Neto non è una ferrovia in servizio pubblico esercitata dall'industria privata ma una ferrovia di proprietà privata della Società anonima Industriale di carico e scarico destinata ai trasporti interessanti gli stabilimenti della Società Ammonia e derivati e della Società Pertusola di Crotone. La Società proprietaria è stata, però, autorizzata ad effettuare altri trasporti per conto di terzi;
- 2) Le statistiche pubblicate non riportano i dati tecnici e d'esercizio delle ferrovie di proprietà privata destinate al servizio privato di raccordo di stabilimenti industriali; per la ferrovia di Val di Neto, autorizzata ad effettuare, come si è detto, trasporti oltre che in conto proprio anche per conto dei terzi, è stato fatto obbligo alla società proprietaria di applicare tariffe non superiori a quelle vigenti sulle ferrovie dello Stato;
- 3) La Società è stata, inoltre, autorizzata a concordare speciali riduzioni di tariffe ed altre facilitazioni a singoli speditori e per determinati trasporti purchè in eguale misura essa le

accordi a chiunque, facendone richiesta, offre alla ferrovia eguali vantaggi e si trovi in circostanze equivalenti. Nulla osta, quindi, che la società proprietaria concordi con gli speditori tariffe di reciproca convenienza per le quali non ha altro obbligo che quello di comunicarle all'Amministrazione Governativa, che ha facoltà di sospenderle o di revocarle nel caso di abusi della società medesima.

IL MINISTRO

De Curi

(De Curi)

TRANSPORTATION SUB=COMMISSION
ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT: RATES ON VALDINETO RY

TO:

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

REF: REG I/O/58

11 SEP 44

1. Reference your file ACC TN 13/33 dated 20 JUL 44 and my letters REG I/O/40 and I/O/41 dated 31 JUL 44 and 11 AUG 44. Also enclosed is another letter from the Valdineto RY.

2. This narrow gauge railway is again asking that cash be provided with which they may pay their labour.

3. Will you please advise what has been done toward settlement of this pressing matter.

W. F. Blair

W. F. BLAIR, MAJOR

DIV. SUPT. TN SUB=COMM

COPY

CAPT GRAY

MOV & TN

CROTONE

133

SOC. INDUSTRIALE CARICO E SCARICO - CROTONE

Crotone, Sept. 6th, 44

TO : Movement and transport HQ Crotone

We beg to inform you that up to August 31th included ACC, Supply Civilian Division, owed us about half-a-million lire and moreover the same amount is owed for wood-carriage, without considering occupation expenses which have been advanced by us last year in september and october, when Allied Troops landed here.

Above disbursement is very heavy for our small Company, and the Enterprise, which till nowadays financed us, refuses to support us any longer.

If you wish that our railways keeps operating, please take following measures:

- 1) to urge payments from ACC
- 2) to send us the statement required, on Italian Government's behalf, by Compartmental Inspectorate for Civil Motorization and for Transports in concession, showing that all wood-transports have been operated by us on allied Forces' behalf and that therefore Italian Government must pay for them.

Besides you have to fix the price of the transport.

If you can not give us above statement, please write and tell your decisions to above Inspectorate.

We thank you in advance and we remain

yours faithfully

SOC. INDUSTRIALE CARICO E SCARICO

Il Direttore

(Ing. Amendolito Francesco)

4302

ACF/TG

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele: 478701

17 September 1944

ACC TN/13/38/

SUBJECT : Valdarno Railway.

TO : Ministry of Communications
(Ispettorato Generale della Motorizzazione Civile
e dei Trasporti in Concessione.)

1. Reference my letter ACC Tn/13/37 dated 5 September 44.
2. It is regretted no reply has been received on this subject.
3. The Company is badly off financially and it is not able to pay the workers.
4. It is engaged on the conveyance of timber traffic for the Allied Forces, and must be kept operating.
5. Your plans thereon will be appreciated.

L. A. P.
D.S. ADAMS,
Colonel, C.E.,
Director, Tptn. S.C.

4301

CG/mb

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel: 478701

Our ref: ACC Tn/13/37
Date : 5 Sept. 44

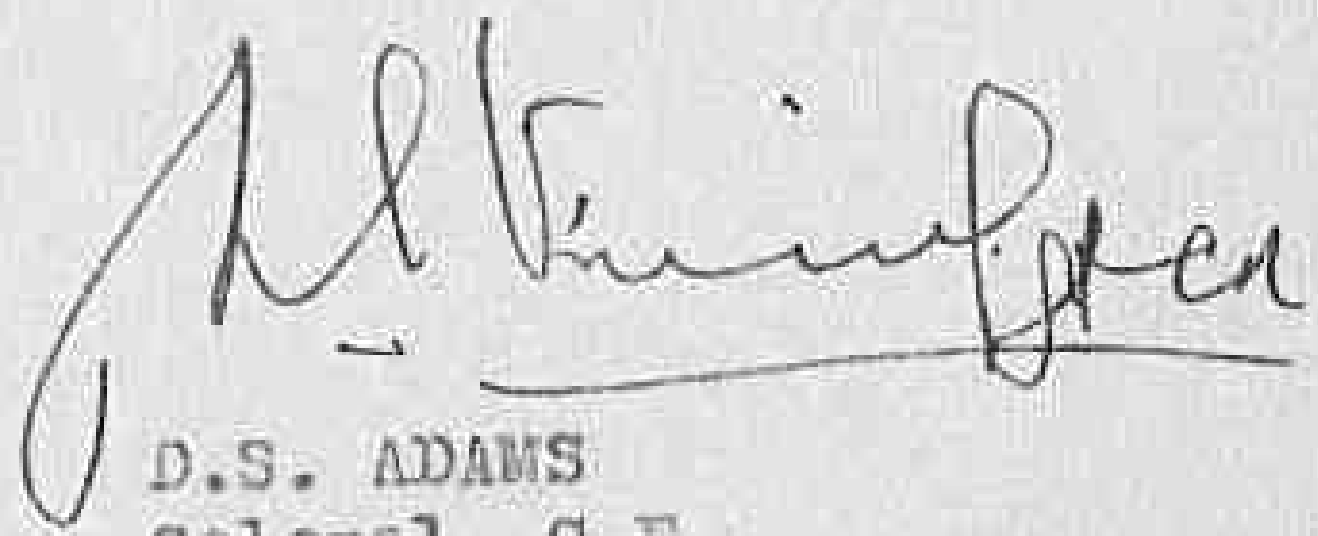
SUBJECT: Valdenato Railway

TO : Ministry of Communications
Ispettorato Generale della Motorizzazione Civile
e dei Trasporti in Concessione.

1. Information is sought at an early date as to the status of the Valdenato Railway, operating between Campodinaco & Crotona, and at present conveying timber.

2. There does not appear to be any fixed rates for conveyance, and no information appears in your Data Statistics 1940 on the subject.

3. Will you please say if this is purely a local industrial railway with which mutually acceptable rates may be arranged without prejudice to the normal procedure for increase in rates and fares.


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

4300

TRANSPORTATION SUB-COMMISSION

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT: RATES VALDENETO RY

TO: H.Q. A.C.C.

TN SUB-COMM

A.P.O. 384

REF: REF I/O/41

II AUG 44

1. Further to my letter 31 Jul 44 file I/O/40. It was hoped that the writer could visit Crotone and ascertain distances and conditions on the Valdeneto Railway to discover if there was any good reason why tariff rates at present authorized on the Italian State Railway and the Calabro-Lucane Ry should not apply on the Valdeneto Line.
2. This visit has been impossible due to excessive work and it is suggested that published tariff rates for the same commodity carried the same distance, now applicable on the Italian State Ry and the Calabro-Lucane, be also authorized and paid to the Valdeneto Railway.

W. F. Blair

W. F. BLAIR, MAJOR

DIV SUPT. TN SUB-COMM

4299

HEADQUARTERS

SUBJECT: RATES VALDENETO RY

TO: H.Q. A.C.C.
TN SUB-COMM
A.P.O. 394

1. Further to my letter 31 Jul 44 file I/O/40. It was hoped that the writer could visit Crotone and ascertain distances and conditions on the Valdeneto Railway to discover if there was any good reason why tariff rates at present authorized on the Italian State Railway and the Calabro-Lucane Ry should not apply on the Valdeneto Line.

2. This visit has been impossible due to excessive work and it is suggested that published tariff rates for the same commodity carried the same distance, now applicable on the Italian State Ry and the Calabro-Lucane, be also authorized and paid to the Valdeneto Railway.

W. F. Blair

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



4299

TRANSPORTATION SUB-COMMISSION
ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT: VALDINETTO RAIL RATES

REF: REG I/G/40

TO:

M.Q. A.C.C.

TM SUB-COM

A.P.C. 384

21 JUL 44

1. Acknowledging your letter 20 Jul 44 file ACC TM I3/33 and returning complete file.
2. It is ascertained that Major Holmstrum and Lieut. Button, both of the Supply Branch A.C.C. entered into a verbal agreement, in January 1944, ^{with} the Manager of the Valdineto Narrow Gauge Ry at Crotone to pay the railway cash at the rate of 20 lire per ton for shunting from Port to the Montecatini Chemical Works, a distance of about three (3) kilometers, where the nearest State railway tracks are located. Attached sketch will show the layout.
3. Major Holmstrum is not now in this area but Lieut. Button is still at Crotone employed as Imports Officer of Supply Section A.C.C. looking after port clearance.
4. Lieut. Button stated that they considered it a fair price but cannot say that it was based upon any of the usual factors to be considered in rate structure. Giving the line its pre-war value, the rate of 20 lire per ton would compare favorably with switching rates in other countries.
5. The traffic moved is flour, grain, and other supplies from Liberty ships and in a few cases, fertilizer from Montecatini Chemical Works to the port. All A.C.C. Movement.
6. The New Zealand Forestry Coy who are operating in that area also use this railway for bringing military timber, ^{cut} of the hills, to the port and to the State Railway for transshipping. Shipping stations and distances are not known to the writer.

1034

REF: REG I/G/40
31 JUL 44

SUBJECT: VALDINETO RAIL RATES

TO: H.Q. A.C.C.
TH SUB-COMM
A.P.O. 384



1. Acknowledging your letter 20 Jul 44 file ACC TH 13/33 and returning complete file.
2. It is ascertained that Major Holmstrom and Lieut Button, both of the Supply Branch A.C.C. entered into a verbal agreement, in January 1944, with the Manager of the Valdineti Arrow Gauge Ry at Crotone to pay the railway cash at the rate of 20 lire per ton for shunting from port to the Montecatini Chemical Works, a distance of about three (3) kilometers, where the nearest State railway tracks are located. Attached ^{is} which will show the layout.
3. Major Holmstrom is not now in this area but Lieut Button is still at Crotone employed as Imports Officer of Supply Section A.C.C. looking after port clearance.
4. Lieut Button states that they considered it a fair price but cannot say that it was based upon any of the usual factors to be considered in rate structure. Giving the lire its pre-war value, the rate of 20 lire per ton would compare favorably with switching rates in other countries.
5. The traffic moved is flour, grain, and other supplies from Liberty ships and in a few cases, fertilizer from Montecatini Chemical Works to the port. All A.C.C. Movement.
6. The New Zealand Forestry Coy who are operating in that area also use this railway for bringing military timber, ^{cut} of the hills, to the port and to the State Railway for trenching, shipping stations and distances are not known to the writer.

./.

70331

ALLIED CONTROL COMMISSION
PROVINCE OF REGGIO IN CALABRIA

SUBJECT:

REF:

TO:

7. Before the introduction of military warrant A B 287 A the Valdineti Ry received cash from Lieut Sutton for ACC movements and cash from the timber contractors for the military timber movements.

If the railway cannot exchange the warrants for cash their workmen are unpaid.

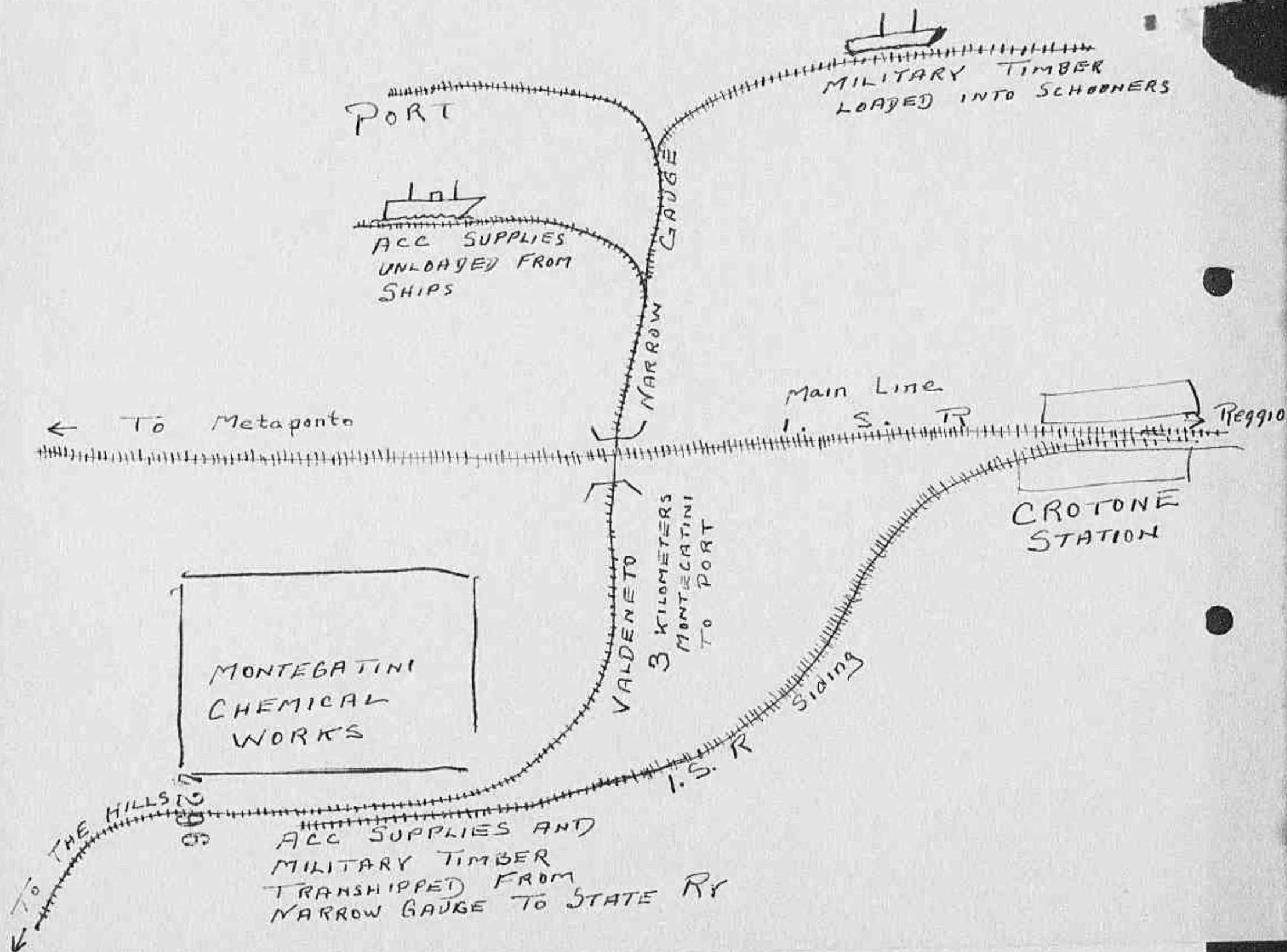
8. It is suggested that every assistance be given this railway in procuring funds through the honoring of warrants A B 473 A.

W. F. Blair

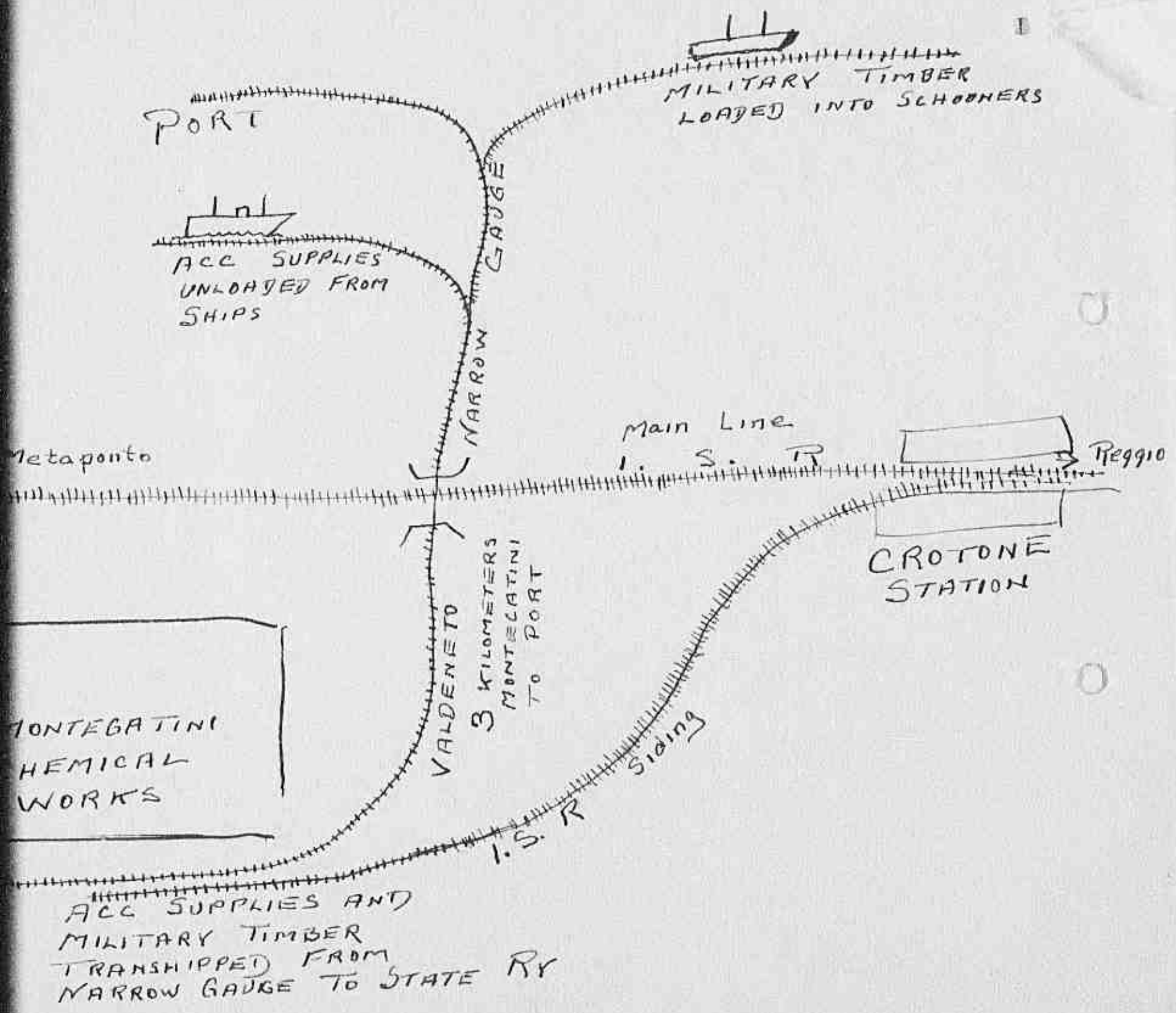
W. F. BLAIR, MAJOR

DIV. SUPT. TN. SUB-COMM.

1297



10371



ACP/gfh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

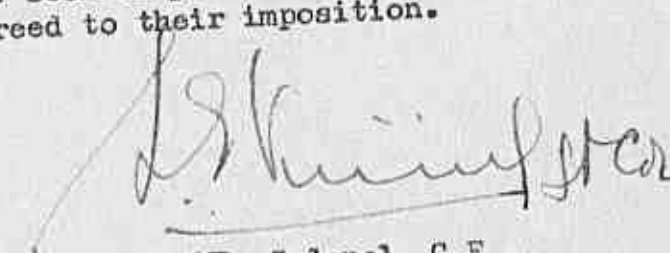
Our Reference : ACC Tn/13/33

Date : 20 July 44

TO : Major W.F. Blair,
c/o Mov. Reggio.

SUBJECT : Rates on Valdineto Railway.

1. Your attention is directed to copies of letters attached.
2. Under the requirements of Instructions ES/44 of 20th February '44 it was expected that only ACC traffic, i.e., articles and items, the property of ACC., would pass without charges, in the same way that purely Military traffic passes without charges, on freight warrant.
3. It is not quite clear why the Manager of the Valdineto Railway consulted Movements, nor why Movements did not refer the Manager to you, in view of the fact that full responsibility for such matters in the Reggio Calabria Division is now vested in ACC., and that private lines are in any case our responsibility.
4. Please let me have a full report as soon as possible, especially in regard to the alleged Flat rates, and who agreed to their imposition.


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

Copy to :- Economic Section.
Finance Sub-Commission.

C O P Y - For Finance Sub-Commission.

Headquarters
Allied Armies in Italy
MOV 3/118

Subject :- Rates on Valdineto Railway

16 Jul 44.

D.Tn. A.C.C.

Copy to:- Mov. Reggio

Tn (Br)

Financial Advisor. A.A.I.

1. Please see the attached copy of a letter from Mov Crotona regarding the payment of the Valdineto private narrow gauge railway, for the carriage of A.C.C. traffic and timber traffic against freight warrants.
2. It is, of course, essential that this railway be kept open^{and} therefore, money must be found to pay current charges.
3. It is requested that you arrange for payment to be made against warrants. These will, no doubt, be obtainable from the Finance branch of Tn (Br).
4. In addition, will you please assume responsibility for defraying the charges for Docks Clearance in September and October.

R.W.L. Fellowes,
Brigadier
D.Q.M.G. (M).

6294

C O P Y - Finance Sub-Commission

SUBJECT :- Rates on Valdineto Railway

Movements,
CROTONE

Ref MTR/109

6th July 44

Headquarters
Movements
REGGIO

The question of payments has been raised with me by the Manager of the Valdineto Railway.

As you are aware, charges for timber traffic were previously paid by the contractors, while A.C.C. traffic charges were met currently under A.C.C. arrangements. However, Freight Warrants have now been introduced. No payment has since been made; in the case of A.C.C. traffic since 1st April and of timber since 1st May.

In view of the fact that this is a private railway, no assistance is forthcoming as for State or for State subsidised railways. I shall be glad, therefore, if you will advise me what the position is with regard to settlement. The closing down of the railway for lack of funds would be most unfortunate and it would indeed be a very serious matter for A.C.C. for they rely on the railway for all Dock Clearance.

Prior to the introduction of Freight Warrants, the following scale of rates was in operation:-

A.C.C. Traffic. Flat rate of 20 lire per ton.

Timber Traffic. 70 lire a ton for timber from Campo Danarro to Crotone.

All the timber on the line passes between these two points. It should be noted however, that since the rate of 70 lire was fixed in January 1944, various costs have risen sharply which call for a corresponding rise in the rate. A figure of 90 lire would be fair, though the Calabro-Lucane receive 100 lire for approximately the same distance.

In addition there is outstanding an amount of approximately 40,000 Lire being charges due for Docks Clearance to depots in September and October.

(J.A.K. Gray)
Captain. R.E.

6296

ACP/gfh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

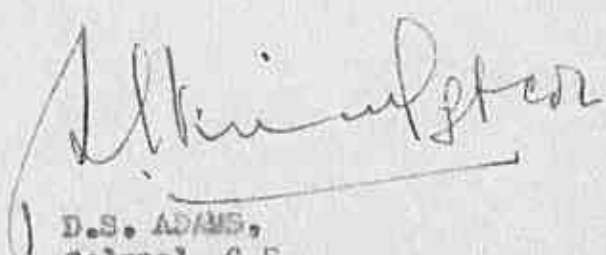
Our Reference : ACC Ta/13/34

Date : 20 July '44

TO : Brigadier H.W.L. Fellowes,
D.Q.M.G. (M).
HQ., AAI.

SUBJECT : Rates on Valdineto Railway.

1. Reference is to your MOV 3/118 dated 16 July '44.
2. This is a matter entirely for ACC to deal with, and it is not clear why the Manager of the Valdineto Railway was not referred to our Divisional Superintendent at Reggio Calabria.
3. The matter will be dealt with to a conclusion.


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

Copy to:- Economic Section.
Finance Sub-Commission.

6292

ACP/gfn

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/13/33

Date : 20 July 44

TO : Major W.F. Blair,
o/o Mov. Reggio.

SUBJECT : Rates on Valdineto Railway.

1. Your attention is directed to copies of letters attached.

2. Under the requirements of Instructions E3/44 of 20th February '44 it was expected that only ACC traffic, i.e., articles and items, the property of ACC., would pass without charges, in the same way that purely Military traffic passes without charges, on freight warrant.

3. It is not quite clear why the Manager of the Valdineto Railway consulted Movements, nor why Movements did not refer the Manager to you, in view of the fact that full responsibility for such matters in the Reggio Calabria Division is now vested in ACC., and that private lines are in any case our responsibility.

4. Please let me have a full report as soon as possible, especially in regard to the alleged Flat rates, and who agreed to their imposition.

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

Copy to :- Economic Section.
Finance Sub-Commission.

129.

SUBJECT:- Rates on Val d'Asti Railway.

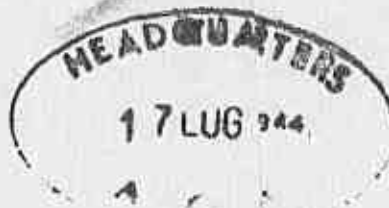
ECON. SEC.
Headquarters,
Allied Armies in Italy. *45307*
MOV 3/118

D.Tn. A.C.C.

Copy to:- Mov. Reggio
Tn (Br)

Financial Adviser, A.A.I.

16 Jul 44.



1. Please see the attached copy of a letter from Mov Crotona regarding the payment of the Valdineto private narrow gauge railway for the carriage of A.C.C. traffic and timber traffic against freight warrants.
2. It is, of course, essential that this railway be kept open and, therefore, money must be found to pay current charges.
3. It is requested that you arrange for payments to be made against the warrants. These will, no doubt, be obtainable from the Finance Branch of Tn (Br).
4. In addition, will you please assume responsibility for defraying the charges for Docks Clearance in September and October.

W. B. Hellos *1290*

Brigadier
D.Q.M.G. (M).

17 Jul
133

C O P Y.

SUBJECT:- Rates on Valdineto Railway

Movements,
CROTONE

Ref MTR/109

6th July 44.

Headquarters
Movements
REGGIO

The question of payments has been raised with me by the Manager of the Valdineto Railway.

As you are aware, charges for timber traffic were previously paid by the contractors, while A.C.C. traffic charges were met ~~currently~~ under A.C.C. arrangements. However, Freight Warrants have now been introduced. No payment has since been made; in the case of A.C.C. traffic since 1st April and of timber since 1st May.

In view of the fact that this is a private railway, no assistance is forthcoming as for State or for State subsidised railways. I shall be glad, therefore, if you will advise me what the position is with regard to settlement. The closing down of the railway for lack of funds would be most unfortunate and it would indeed be a very serious matter for A.C.C. for they rely on the railway for all Dock Clearance.

Prior to the introduction of Freight Warrants, the following scale of rates was in operation:-

A.C.C. Traffic. Flat rate of 20 lire per ton.

Timber Traffic. 70 Lire a ton for timber from Campo Danarro to Crotone.

All the timber on the line passes between these two points. It should be noted however, that since the rate of 70 lire was fixed in January 1944, various costs have risen sharply which call for a corresponding rise in the rate. A figure of 90 lire would be fair, though the Calabro-Iucane receive 100 for approximately the same distance.

In addition there is outstanding an amount of approximately 40,000 Lire being charges due for Docks Clearance to depots in September and October 44.

(J.A.K. Gray).
Captain. R.E.

1045