

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

ACC AG 74/TN 4

10000/143/2131

MISCELLANEOUS
DEC 1977 - JUL 1

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MISCELLANEOUS CORRESPONDENCE
DEC. 1944 - JUL 1945

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 220

MHT/h1

200/63/TM 1

12 July 1945

Dector Ugo La Malfa,
Minister of Transport,
Rome.

My dear Dr. La Malfa:

We refer to the question of availability of timber as discussed at our meeting 3 July 1945 and made the subject of your letter of 5 July 1945.

Timber in the Calabrian forests is being withdrawn by the Military Authorities for use as packing and dunnage necessary to troop redeployment operations. We are requesting allocation in part for ISR requirements.

Possibility of import from Austria is the subject of discussions now being conducted with AFHQ and an effort is being made to clear present commercial restrictions.

As you are aware, shortage of this item in the United States is extremely critical. We are endeavoring to ascertain availability from world stocks and we shall advise you of our findings.

Yours very truly,

Merritt H. Taylor
MERRITT H. TAYLOR,
Director.

copies to: Major Ping, Rail Division
Charles Ryan, Planning Staff

Taylor

5593

QUARTIER GENERALE DELLA COMMISSIONE ALLEATA
APO 394
SOTTOCOMMISSIONE TRASPORTI

Tel: 220

MHT/h1

200/63/TN 1

Dottore Ugo La Malfa,
Ministro dei Trasporti,
ROMA

12 Luglio 1945

Caro Dott. La Malfa:

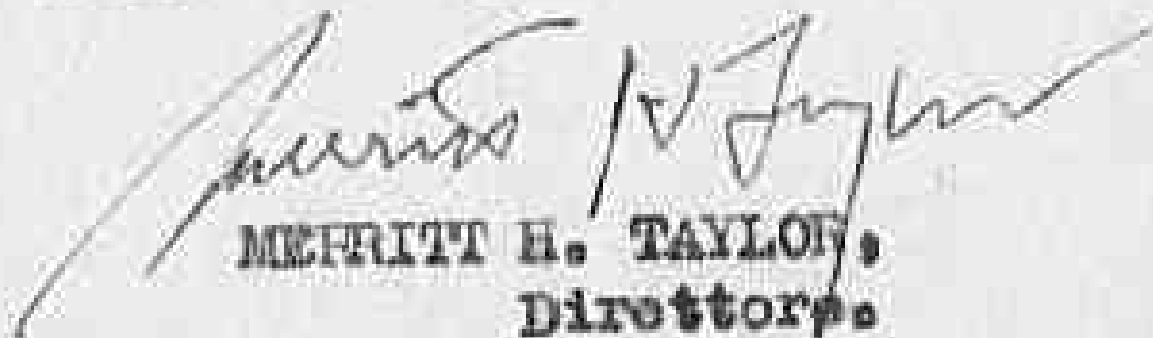
Mi riferisco alla questione della disponibilità di legname, che fu argomento della nostra conferenza del 3 Luglio 1945 e oggetto di una sua lettera del 5 Luglio 1945.

Il legname delle foreste della Calabria è prelevato dalle Autorità Militari per operazioni di imballaggio e stivaggio, e concernenti il reimpiego delle truppe. Stiamo richiedendo l'assegnazione di una parte di esso per il fabbisogno delle Ferrovie dello Stato.

La possibilità d'importazione dall'Austria è oggetto di discussione coll'AFHQ e si stanno facendo sforzi per abolire le attuali restrizioni commerciali.

La penuria di questo materiale, come lei ben sa, è assai critica negli Stati Uniti. Stiamo cercando di accertare la disponibilità degli stock mondiali e non mancheremo di tenerla informata sulle nostre ricerche.

Sinceramente,


MERRITT H. TAYLOR,
Direttore.

per conoscenza:

Maggiore Ping, Rail Division
Sarg. O. Ryan, Planning Staff

5597

HEADQUARTERS
ALLIED COMMISSION
FINANCE SUB-COMMISSION
ACCOUNTING SUB-SECTION
APO 394

Tel: Dial 489161, Ext. 259

Ref: 13846/F/A/13

11 April 1945

SUBJECT: Unpaid bills.

TO : Director,
Transportation Sub-Commission,
H.Q. Allied Commission.

1. The attached account for Lire 821.80 has been received in this office from Claims and Hirings, Rome.

2. It would appear that the firm of "Montecatini" have made repeated endeavours to have this bill paid. It is obviously not a payment to be made by the Allied Commission, but as it relates to the Allied Forces Military Railway Service, with which you are in touch, we are sending it to you for onward transmission.

For Wipping Capt RA

For Chief Accountant,
Finance Sub-Commission.

GHT/mg

5593

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: FX 49690

Date/Time of Origin: MAR 25 1735A

Message Centre No: D/6046
Date Time Rec'd: MAR 26 0730A
Precedence: ROUTINEFROM: AFHQ SIGNED ALEXANDER CITE FHGEG
TO: TROOPERS FOR F5 INFO HQ ALCON ROME

RESTRICTED

RESTRICTED

Reference 73904 F5 of 5th March.

VESUVIUS railway. Following for THOMAS COOK from AC
Finance.

"MARINO says application suspending services dependent on consideration that suspension due to acts beyond control shall not prejudice concession and that if Ministry grant request obviously it will be without prejudice to concession. Also says that after suspension and liquidation of personnel there should not be any payment of salaries except to few persons appointed for care and custody but that this cannot be guaranteed.

PAPPALARDO states it will cost lire 90,000 per month for salaries when the railway is on care and maintenance basis.

Shall we file application to place on care and maintenance basis."

May future communications above subject from AC go by air-mail.

INFO - ACTION

Dist

Info-Action - Tn SC (2)

Info - A/President

Chief Commissioner

Econ Sec

File (2)

Float

HEADQUARTERS
25 MAR 1945
A. C.

5595

RESTRICTED

TRANSLATION

24/38

Ministry of Transports
ISR General Direction

Rome 8/1/45

Works and Constructions Depart.

Our ref: L.5/15/095

Reply to yours : AC/74/Tn of 27/12/44

Subj: Grivofer - Railmen's Union.

1) Upon initiative of the Italian Railmen's Union it has been established a Grivofer for the Compartment of Rome; Grivofer's object is to employ for reconstruction, repair and rehabilitation works on ISR lines and plants, those ISR employees who cannot be usefully employed for their former jobs because the plants they were employed in, are not yet in full operating conditions on account of war damages.

2) Grivofer's member are those ISR employees who, being in above conditions, request to may co-operate to the reconstruction plan of ISR in a greater extent that that allowed by their normal activity.

3) Above employees are organised in squads and they work under the direction of ISR officials and technicians, according to programmes prepared in agreement with Chiefs of competent Department.

4) As a rule, Grivofer would carry out only works like clearing of debris, salvaging of materials, and eventually rehabilitation of station yards, reconstruction of small bridges etc., all expenses for transportation, materials, tools and equipment to be borne by ISR administration. No special pays are due to the volunteer Grivofer members besides the normal ones.

5) In order to may utilize the personnel of non-operating lines, Grivofer of Rome has been charged with re-habilitation works on the line Ciampino-Frascati.

Please authorize that similar works be carried out also on the line Ciampino-Albano.

The Director General
G. di Raimondo



MINISTERO
~~XXXXXXXXXXXXXXX~~
 DEI TRASPORTI
 FERROVIE DELLO STATO
 DIREZIONE GENERALE

Roma,

N. L.5/15/995

Al N. AC/74/Tn

del 27 /12/1944

SERVIZIO LAVORI E COSTRUZIONI

COMMISSIONE ALLEATA

SOTTO COMMISSIONE TRASPORTI

OGGETTO

"GRIVOFER" - Sindacato
 Ferrovieri Italiani

S E D E

ALLEGATO N.

- I) - Per iniziativa del Sindacato Ferrovieri Italiani si è costituito nel Compartimento di Roma un "Gruppo Ricostruttori Volontari Ferrovieri" (GRIVOFER) che si propone lo scopo di utilizzare per lavori di ricostruzione e riparazione delle linee ferroviarie l'opera di quegli agenti dell'Amministrazione F.S. che per causa di forza maggiore non possono attualmente prestare servizio utile e continuativo negli impianti ai quali appartengono, dato che gli impianti stessi, per i danni bellici subiti, non sono ancora in condizione di poter funzionare normalmente. Analoghi Gruppi si vanno costituendo presso gli altri Compartimenti con identiche finalità.
- 2) - Dei Gruppi fanno parte, a domanda, gli agenti che, trovandosi nelle condizioni anzidette, desiderano concorrere nell'interesse dell'Amministrazione F.S. e del Paese all'opera di ricostruzione della rete ferroviaria in misura maggiore di quanto non sia loro consentito dalle proprie normali mansioni.
- 3) - Detti agenti sono raggruppati in squadre e lavorano, sotto la direzione di funzionari e Capi Tecnici dell'Amministrazione, in base a programmi elaborati d'accordo con i Capi Servizio ed i Capi Compartimento competenti.
- 4) - In genere al GRIVOFER vengono assegnati lavori di sgombero macerie, recupero e raccolta di materiali, ovvero lavori di entità non molto rilevante per sistemazione di binari e piazzali, riparazione di ponticelli, ecc.- Le spese per mezzi di trasporto, acquisto di materiali ed attrezzi necessari, ecc., vengono sostenute dall'Amministrazione F.S. che si avvale dell'opera degli agenti volontari ai quali non corrisponde altro compenso se non le normali competenze.
- 5) - L'iniziativa riscuote tutto il favore e l'appoggio dell'Amministrazione ferroviaria in considerazione degli evidenti vantaggi che ne derivano.
- 6) - Per utilizzare il personale delle linee non in esercizio al GRIVOFER

559

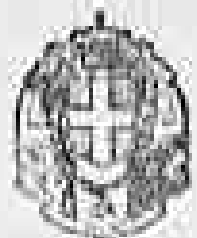
./.

08771

VOFER di Roma sono stati affidati alcuni lavori di ripristino riguardanti la linea Ciampino-Frascati.
Si prega di volere autorizzare che analoghi lavori siano eseguiti sulla linea Ciampino-Albano.

IL DIRETTORE GENERALE
Udi Raimondo

16



MINISTERO
DELLE COMUNICAZIONI
E DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma,

194 / A.

R. L. 10/10/1935

Al R. AG/74/In del 27/12/1944

SERVIZIO LAVORI E COSTRUZIONI

COMMISSIONE ALLIATA

SOTTO SEZIONE TRASPORTI

OGGETTO

"GRIVOPRA" - Sindacato
Ferrovieri Italiani

ALLEGATO N. _____

- 1) - Per iniziativa del Sindacato Ferrovieri Italiani si è costituito nel Compartimento di Roma un "Gruppo Ricostruttori Volontari Ferrovieri" (GRI-VOPRA) che si propone lo scopo di utilizzare per lavori di ricostruzione e riparazione delle linee ferroviarie l'opera di quegli agenti dell'Amministrazione F.S. che per causa di forza maggiore non possono attualmente prestare servizio utile e continuativo negli impianti ai quali appartengono, dato che gli impianti stessi, per i danni bellici subiti, non sono ancora in condizione di poter funzionare normalmente. Analoghi Gruppi si vanno costituendo presso gli altri Compartimenti con identiche finalità.
- 2) - Nei Gruppi fanno parte, a domanda, gli agenti che, trovandosi nelle condizioni anzidette, desiderano concorrere nell'interesse dell'Amministrazione F.S. e del Paese all'opera di ricostruzione della rete ferroviaria in misura maggiore di quanto non sia loro consentito dalle proprie normali mansioni.
- 3) - Detti agenti sono raggruppati in squadre e lavorano, sotto la direzione di funzionari e Capi Tecnici dell'Amministrazione, in base a programmi elaborati d'accordo con i Capi Servizio ed i Capi Compartimento competenti.
- 4) - In genere al GRIVOPRA vengono assegnati lavori di sgombero macerie, recupero e raccolta di materiali, ovvero lavori di entità non molto rilevante per sistemazione di binari e piazzali, riparazione di ponticelli, ecc. - Le spese per mezzi di trasporto, acquisto di materiali ed attrezzi necessari, ecc., vengono sostenute dall'Amministrazione F.S. che si avvale dell'opera degli agenti volontari ai quali non corrisponde altro compenso se non le normali competenze.
- 5) - L'Amministrazione riserva tutto il favore e l'appoggio dell'Amministrazione ferroviaria in considerazione degli evidenti vantaggi che ne derivano.
- 6) - Per utilizzare il personale delle linee non in esercizio al GRI-

/.

VOFAR di Roma sono stati affidati alcuni lavori di ripristino riguardanti la linea Ciampino-Frascati.

Si prega di volere autorizzare che analoghi lavori siano eseguiti sulla linea Ciampino-Albano.

IL DIRETTORE GENERALE

Il Dire. Generale

translation

Impress Ing. Amedeo Barra
Via Novara, 33, Rome

Rome, 10 December 1944

To Admiral Stone,
Chief Commissioner,
Allied Commission

R o m e

Subject: restitution of yard equipment.

The State railways invited us to collaborate to the reconstruction of the Adriatic railway lines, which are necessary for our operations.

We feel the needs of the moment and are ready to give all our help to these works, but we must have every means at our disposal before we assume definite engagements.

In Naples, in the area occupied by 797 R.C.D. in A. Giorgio a Gremmo, great part of our equipment has been unused for over a year, without any requisition order, and without any possibility of restitution, because of the veto of Col. Roux, in spite of the unblocking granted by 73 C.R.D.

We complained to the competent office in Naples, but this question will only be solved after a long lapse of time.

In this way, 4,000 of timber have been taken from the said yards, while 800 which were by the Ottavio Alaberni firm in Cotrone (Calabria) have also been blocked.

The destructions made by the Germans in Italy are enormous, especially in what concerns road and railway bridges. It is necessary for the firms which do these works to work hard to rehabilitate the transports. We are willing to do our best and to collaborate with great goodwill, but, as a soldier requires weapons, we require equipment, otherwise we cannot do anything.

We only ask the Allies to give us back what has been taken from us, and is not being made use of. With these means, we shall work for the Allied cause, and prove our ability.

Will you kindly see that our equipment is returned to us; this will enable us to rebuild the bridges and railroads, which are now used exclusively by the Allies.

Truly yours,

s/ A. Barra

5501

IMPRESA ING. AMEDEO BARRA

COSTRUZIONI EDILI - STRADALI - CEMENTI ARMATI

SEDE CENTRALE: ROMA - Via Novara, 53 - Telef. 82-264

UFFICIO DI NAPOLI - Corso Umberto I, 7 - Telef. 29-097

DEC 21 1944

ISCRITTA ALBO
NAZIONALE APPALTATORI
IMPORTO ILLIMITATO

Roma li 16 Dicembre 1944

AL SIGNOR AMMIRAGLIO STONE

Capo della Commissione Alleata
di Controllo

R O M A

Oggetto: Restituzione attrezzatura di cantiere. =

Le Ferrovie dello Stato ci inviano inviti a collaborare per la ricostruzione delle linee ferroviarie adriatiche, necessarie per le operazioni belliche.

Noi sentiamo tutto il dovere del momento e siamo pronti a dare tutta la nostra attività, per tali opere, ma è anche necessario avere tutti i mezzi d'opera a disposizione per assumere impegni categorici.

A Napoli, nell'area occupata attualmente dal 557 B.O.D. a S. Giorgio a Cremano esiste molto nostro macchinario fermo, senza alcun decreto di requisizione, da oltre un anno e senza possibilità di restituzione per il divieto opposto dal Sig. Col. Eous, nonostante lo sblocco avuto dal 73 E.R. E.

Abbiamo presentato il reclamo all'Ufficio competente a Napoli, ma la pratica è molto lunga per risolversi.

Così pure ci sono stati presi mc. 4.000. = di legname nel detto cantiere, mentre una ns/ partita di mc. 800. = giacente presso la ditta Ottavio Palombaro a Cotrone (Calabrie) è stata anche bloccata.

Le distruzioni create dai tedeschi in ritirata, in Italia, sono enormi, specie per i ponti stradali e ferroviari. Occorre che le ditte idonee a detti lavori si prodighino per mettere in efficienza i trasporti. Noi siamo pronti a dimostrare tutta la ns/ volontà di lavorare e di collaborare con la massima serietà. Ma, come il soldato in guerra ha bisogno delle armi, noi abbiamo bisogno degli attrezzi, altrimenti nulla potremo fare.

Nulla cerchiamo dagli Alleati se non quanto ci è stato preso, per restare fermo ed inutilizzato. Con detti mezzi, lavoreremo per la ~~557 B.O.D.~~ Alleata e dimostreremo la nostra capacità.

Preghiamo vivamente la S.V. di intervenire per la restituzione del nostro macchinario ed esso servirà per metterci in condizioni di ricostruire i ponti e le ferrovie che servono oggi esclusivamente agli Alleati.

Con tutta osservanza.

IMPRESA ING. A. BARRA
A. PRISTIVARO

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

Tel: 483025

Our Reference: AC/TA/Tn

29 December 44.

SUBJECT : Transportation Element

1. On and from the first week in January, Rail En Sub-Commission Officers in the field are asked to submit returns weekly, based on the information given on the enclosed draft.

2. Statistics requested should be given, and where electric traction is employed on IEM, if separate figures are available the information should be supplied.

3. Careful attention should be given to paragraph 4, in order that a watch may be maintained on the shortage of stock to meet requirements.

4. Information is requested in regard to both IEM and private railways, which should be shown separately and suitable arrangements should be made for the particulars asked for to be supplied.

5. Item 13 should include particulars of all failures to load when wagons have been requested and supplied.

Distribution:

Major G. W. G.	Taylor C/o HQ Sicily Region, AD.
Major W. F.	Blair C/o Movement Region
Major E. B. D.	Jeffrey C/o Movement, East Italy
Major V. B.	Bowen C/o HQ Southern Reg. AG.
Capt. A. E.	Dean C/o HQ Rome Region
Capt. E. S.	Smith C/o Movement, 61 Area
Capt. B. W.	Noddy C/o Movement, Section.

P. L. LINDBERG
Lt. Col. J. S. S.
Chief, Rail Section

5533

TRANSPORTATION SUB-COMMISSION, A.C.
(RAIL SECTION)

C/O TRANSPORTATION INCREMENT:

--- T.M.F. ---

DATE:

Sender's Reference:

FROM :

TO : Transportation Sub-Commission, (RAILS), C/O CH. INCREMENT, CTR.

RAILY PROGRAM REPORT: FROM COULPOUS MONDAY 45
TO 24000000 SUNDAY 45.

1. 1st. Basic Schedule of Trains:

Standard number:

- (a) of trains (coal)
(b) of trains (diesel)
(c) actually run (coal)
(d) actually run (diesel)

EXHIBIT.
No. 1000.

EXHIBIT.
No. 1000.

2. 1st. Additional to Basic Schedule:

- (a) Coal
(b) Diesel
(c) Reasons for additional movements.

3. Basic Schedule of Trains (Private Railways)

- (a) of trains (coal)
(b) of trains (diesel)
(c) actually run (coal)
(d) actually run (diesel)

4. Additional to Basic Schedule (Private Railways)

- (a) Coal
(b) Diesel
(c) Electric

Reasons for additional movements:

5. Tonnage moved:

(Tons)

TOTAL

TOTAL

Reason for

A.C.

Reason for

(Tons)

5588

(a) Brief particulars of preceding movements:

(b) Reasons for movements:

1. 1. Basic Schedule of Trains:

Standard number:

	PLAN. NO.	REASON.	REASON. NO.	TOTAL NO.
(a) of trains (coal)				
(b) of trains (diesel)				
(c) actually run (coal)				
(d) actually run (diesel)				

2. 2. Additional to Basic Schedule:

- (a) Coal
(b) Diesel
(c) Reasons for additional movements.

3. 3. Basic Schedule of Trains (Private Railways)

- (a) of trains (coal)
(b) of trains (diesel)
(c) actually run (coal)
(d) actually run (diesel)

4. 4. Additional to Basic Schedule (Private Railways)

- (a) Coal
(b) Diesel
(c) Electric

5589

Reasons for additional movements:

5. 5. Tonnage Moved:

	ALLIED FORCES	A.C.	ITALIAN FORCES	CIVIL	TOTAL
(Tons)					

(a) Brief Particulars of Production Connections:(b) Tonnage Authorized, but not moved (with reasons):(c) No. of personnel moved on trains additional to basic schedule:6. Interchange of rolling stock and freight cars:

TYPE	RECEIVED		DISPATCHED		DAILY BALANCE	
	Loaded	Empty	Loaded	Empty	PLUS	MINUS
BOX						
HIGH						
FLAT						
BOX						

7. Summary of time per yet open with persons:

- (a) 1st line
 (b) private lines

8. Coal position:

Consumption consumed consumption on hand consumption received

Reasons in full for excessive use over normal allocation:

9. <u>Active power and active power position: (12)</u>	In Service	Spare	For light repairs	For heavy repairs	Previously in service	
					Previously	Not previously
KNOWLEDGE						
KNOWLEDGE						
KNOWLEDGE						
TOTAL						
REASON						

10. Active power and active power position (Private services)

10. <u>Active power and active power position (Private services)</u>	In Service	Spare	For light repairs	For heavy repairs	Previously in service	
					Previously	Not previously
KNOWLEDGE						
KNOWLEDGE						
KNOWLEDGE						
TOTAL						
REASON						

11. Active power and active power position:

11. <u>Active power and active power position:</u>	In Service	Spare	For light repairs	For heavy repairs	Previously in service	
					Previously	Not previously
KNOWLEDGE						
KNOWLEDGE						
KNOWLEDGE						
TOTAL						
REASON						

12. No. of cars used for service, but reasonably located:

12. <u>No. of cars used for service, but reasonably located:</u>	Subsiding	Light repairs	Heavy repairs	Previously in service	
				Previously	Not previously
KNOWLEDGE					
KNOWLEDGE					
KNOWLEDGE					
TOTAL					
REASON					

285

In Service	Spares	For Light Repairs	For Heavy Repairs	Previously Returned	Previously In Service
7001 Unit					
7002 Unit					
7003 Unit					
7004 Unit					

20. Evelyn Moore and Julius Moore (Evelyn Moore)

2867				
DATE	DESCRIPTION	AMOUNT	CHECK NO.	BALANCE
10/1/54	PAID TO BANK	100.00		100.00
10/2/54	PAID TO BANK	100.00		200.00
10/3/54	PAID TO BANK	100.00		300.00
10/4/54	PAID TO BANK	100.00		400.00
10/5/54	PAID TO BANK	100.00		500.00
10/6/54	PAID TO BANK	100.00		600.00
10/7/54	PAID TO BANK	100.00		700.00
10/8/54	PAID TO BANK	100.00		800.00
10/9/54	PAID TO BANK	100.00		900.00
10/10/54	PAID TO BANK	100.00		1000.00
10/11/54	PAID TO BANK	100.00		1100.00
10/12/54	PAID TO BANK	100.00		1200.00
10/13/54	PAID TO BANK	100.00		1300.00
10/14/54	PAID TO BANK	100.00		1400.00
10/15/54	PAID TO BANK	100.00		1500.00
10/16/54	PAID TO BANK	100.00		1600.00
10/17/54	PAID TO BANK	100.00		1700.00
10/18/54	PAID TO BANK	100.00		1800.00
10/19/54	PAID TO BANK	100.00		1900.00
10/20/54	PAID TO BANK	100.00		2000.00
10/21/54	PAID TO BANK	100.00		2100.00
10/22/54	PAID TO BANK	100.00		2200.00
10/23/54	PAID TO BANK	100.00		2300.00
10/24/54	PAID TO BANK	100.00		2400.00
10/25/54	PAID TO BANK	100.00		2500.00
10/26/54	PAID TO BANK	100.00		2600.00
10/27/54	PAID TO BANK	100.00		2700.00
10/28/54	PAID TO BANK	100.00		2800.00
10/29/54	PAID TO BANK	100.00		2900.00
10/30/54	PAID TO BANK	100.00		3000.00
10/31/54	PAID TO BANK	100.00		3100.00
11/1/54	PAID TO BANK	100.00		3200.00
11/2/54	PAID TO BANK	100.00		3300.00
11/3/54	PAID TO BANK	100.00		3400.00
11/4/54	PAID TO BANK	100.00		3500.00
11/5/54	PAID TO BANK	100.00		3600.00
11/6/54	PAID TO BANK	100.00		3700.00
11/7/54	PAID TO BANK	100.00		3800.00
11/8/54	PAID TO BANK	100.00		3900.00
11/9/54	PAID TO BANK	100.00		4000.00
11/10/54	PAID TO BANK	100.00		4100.00
11/11/54	PAID TO BANK	100.00		4200.00
11/12/54	PAID TO BANK	100.00		4300.00
11/13/54	PAID TO BANK	100.00		4400.00
11/14/54	PAID TO BANK	100.00		4500.00
11/15/54	PAID TO BANK	100.00		4600.00
11/16/54	PAID TO BANK	100.00		4700.00
11/17/54	PAID TO BANK	100.00		4800.00
11/18/54	PAID TO BANK	100.00		4900.00
11/19/54	PAID TO BANK	100.00		5000.00
11/20/54	PAID TO BANK	100.00		5100.00
11/21/54	PAID TO BANK	100.00		5200.00
11/22/54	PAID TO BANK	100.00		5300.00
11/23/54	PAID TO BANK	100.00		5400.00
11/24/54	PAID TO BANK	100.00		5500.00
11/25/54	PAID TO BANK	100.00		5600.00
11/26/54	PAID TO BANK	100.00		5700.00
11/27/54	PAID TO BANK	100.00		5800.00
11/28/54	PAID TO BANK	100.00		5900.00
11/29/54	PAID TO BANK	100.00		6000.00
11/30/54	PAID TO BANK	100.00		6100.00
12/1/54	PAID TO BANK	100.00		6200.00
12/2/54	PAID TO BANK	100.00		6300.00
12/3/54	PAID TO BANK	100.00		6400.00
12/4/54	PAID TO BANK	100.00		6500.00
12/5/54	PAID TO BANK	100.00		6600.00
12/6/54	PAID TO BANK	100.00		6700.00
12/7/54	PAID TO BANK	100.00		6800.00
12/8/54	PAID TO BANK	100.00		6900.00
12/9/54	PAID TO BANK	100.00		7000.00
12/10/54	PAID TO BANK	100.00		7100.00
12/11/54	PAID TO BANK	100.00		7200.00
12/12/54	PAID TO BANK	100.00		7300.00
12/13/54	PAID TO BANK	100.00		7400.00
12/14/54	PAID TO BANK	100.00		7500.00
12/15/54	PAID TO BANK	100.00		7600.00
12/16/54	PAID TO BANK	100.00		7700.00
12/17/54	PAID TO BANK	100.00		7800.00
12/18/54	PAID TO BANK	100.00		7900.00
12/19/54	PAID TO BANK	100.00		8000.00
12/20/54	PAID TO BANK	100.00		8100.00
12/21/54	PAID TO BANK	100.00		8200.00
12/22/54	PAID TO BANK	100.00		8300.00
12/23/54	PAID TO BANK	100.00		8400.00
12/24/54	PAID TO BANK	100.00		8500.00
12/25/54	PAID TO BANK	100.00		8600.00
12/26/54	PAID TO BANK	100.00		8700.00
12/27/54	PAID TO BANK	100.00		8800.00
12/28/54	PAID TO BANK	100.00		8900.00
12/29/54	PAID TO BANK	100.00		9000.00
12/30/54	PAID TO BANK	100.00		9100.00
12/31/54	PAID TO BANK	100.00		9200.00
1/1/55	PAID TO BANK	100.00		9300.00
1/2/55	PAID TO BANK	100.00		9400.00
1/3/55	PAID TO BANK	100.00		9500.00
1/4/55	PAID TO BANK	100.00		9600.00
1/5/55	PAID TO BANK	100.00		9700.00
1/6/55	PAID TO BANK	100.00		9800.00
1/7/55	PAID TO BANK	100.00		9900.00
1/8/55	PAID TO BANK	100.00		10000.00
1/9/55	PAID TO BANK	100.00		10100.00
1/10/55	PAID TO BANK	100.00		10200.00
1/11/55	PAID TO BANK	100.00		10300.00
1/12/55	PAID TO BANK	100.00		10400.00
1/13/55	PAID TO BANK	100.00		10500.00
1/14/55	PAID TO BANK	100.00		10600.00
1/15/55	PAID TO BANK	100.00		10700.00
1/16/55	PAID TO BANK	100.00		10800.00
1/17/55	PAID TO BANK	100.00		10900.00
1/18/55	PAID TO BANK	100.00		11000.00
1/19/55	PAID TO BANK	100.00		11100.00
1/20/55	PAID TO BANK	100.00		11200.00
1/21/55	PAID TO BANK	100.00		11300.00
1/22/55	PAID TO BANK	100.00		11400.00
1/23/55	PAID TO BANK	100.00		11500.00
1/24/55	PAID TO BANK	100.00		11600.00
1/25/55	PAID TO BANK	100.00		11700.00
1/26/55	PAID TO BANK	100.00		11800.00
1/27/55	PAID TO BANK	100.00		11900.00
1/28/55	PAID TO BANK	100.00		12000.00
1/29/55	PAID TO BANK	100.00		12100.00
1/30/55	PAID TO BANK	100.00		12200.00
1/31/55	PAID TO BANK	100.00		12300.00
2/1/55	PAID TO BANK	100.00		12400.00
2/2/55	PAID TO BANK	100.00		12500.00
2/3/55	PAID TO BANK	100.00		12600.00
2/4/55	PAID TO BANK	100.00		12700.00
2/5/55	PAID TO BANK	100.00		12800.00
2/6/55	PAID TO BANK	100.00		12900.00
2/7/55	PAID TO BANK	100.00		13000.00
2/8/55	PAID TO BANK	100.00		13100.00
2/9/55	PAID TO BANK	100.00		13200.00
2/10/55	PAID TO BANK	100.00		13300.00
2/11/55	PAID TO BANK	100.00		13400.00
2/12/55	PAID TO BANK	100.00		13500.00
2/13/55	PAID TO BANK	100.00		13600.00
2/14/55	PAID TO BANK	100.00		13700.00
2/15/55	PAID TO BANK	100.00		13800.00
2/16/55	PAID TO BANK	100.00		13900.00
2/17/55	PAID TO BANK	100.00		14000.00
2/18/55	PAID TO BANK	100.00		14100.00
2/19/55	PAID TO BANK	100.00		14200.00
2/20/55	PAID TO BANK	100.00		14300.00
2/21/55	PAID TO BANK	100.00		14400.00
2/22/55	PAID TO BANK	100.00		14500.00
2/23/55	PAID TO BANK	100.00		14600.00
2/24/55	PAID TO BANK	100.00		14700.00
2/25/55	PAID TO BANK	100.00		14800.00
2/26/55	PAID TO BANK	100.00		14900.00
2/27/55	PAID TO BANK	100.00		15000.00
2/28/55	PAID TO BANK	100.00		15100.00
2/29/55	PAID TO BANK	100.00		15200.00
2/30/55	PAID TO BANK	100.00		15300.00
3/1/55	PAID TO BANK	100.00		15400.00
3/2/55	PAID TO BANK	100.00		15500.00
3/3/55	PAID TO BANK	100.00		15600.00
3/4/55	PAID TO BANK	100.00		15700.00
3/5/55	PAID TO BANK	100.00		15800.00
3/6/55	PAID TO BANK	100.00		15900.00
3/7/55	PAID TO BANK	100.00		16000.00
3/8/55	PAID TO BANK	100.00		16100.00
3/9/55	PAID TO BANK	100.00		16200.00
3/10/55	PAID TO BANK	100.00		16300.00
3/11/55	PAID TO BANK	100.00		16400.00
3/12/55	PAID TO BANK	100.00		16500.00
3/13/55	PAID TO BANK	100.00		16600.00
3/14/55	PAID TO BANK	100.00		16700.00
3/15/55	PAID TO BANK	100.00		16800.00
3/16/55	PAID TO BANK	100.00		16900.00
3/17/55	PAID TO BANK	100.00		17000.00
3/18/55	PAID TO BANK	100.00		17100.00
3/19/55	PAID TO BANK	100.00		17200.00
3/20/55	PAID TO BANK	100.00		17300.00
3/21/55	PAID TO BANK	100.00		17400.00
3/22/55	PAID TO BANK	100.00		17500.00
3/23/55	PAID TO BANK	100.00		17600.00
3/24/55	PAID TO BANK	100.00		17700.00
3/25/55	PAID TO BANK	100.00		17800.00
3/26/55	PAID TO BANK	100.00		17900.00
3/27/55	PAID TO BANK	100.00		18000.00
3/28/55	PAID TO BANK	100.00		18100.00
3/29/55	PAID TO BANK	100.00		18200.00
3/30/55	PAID TO BANK	100.00		18300.00
3/31/55	PAID TO BANK	100.00		18400.00
4/1/55	PAID TO BANK	100.00		18500.00
4/2/55	PAID TO BANK	100.00		18600.00
4/3/55	PAID TO BANK	100.00		18700.00
4/4/55	PAID TO BANK	100.00		18800.00
4/5/55	PAID TO BANK	100.00		18900.00
4/6/55	PAID TO BANK	100.00		19000.00
4/7/55	PAID TO BANK	100.00		19100.00
4/8/55	PAID TO BANK	100.00		19200.00
4/9/55	PAID TO BANK	100.00		19300.00
4/10/55	PAID TO BANK	100.00		19400.00
4/11/55	PAID TO BANK	100.00		19500.00
4/12/55	PAID TO BANK	100.00		19600.00
4/13/55	PAID TO BANK	100.00		19700.00
4/14/55	PAID TO BANK	100.00		19800.00
4/15/55	PAID TO BANK	100.00		19900.00
4/16/55	PAID TO BANK	100.00		20000.00
4/17/55	PAID TO BANK	100.00		20100.00
4/18/55	PAID TO BANK	100.00		20200.00
4/19/55	PAID TO BANK	100.00		20300.00
4/20/55	PAID TO BANK	100.00		20400.00
4/21/55	PAID TO BANK	100.00		20500.00
4/22/55	PAID TO BANK	100.00		20600.00
4/23/55	PAID TO BANK	100.00		20700.00
4/24/55	PAID TO BANK	100.00		20800.00
4/25/55	PAID TO BANK	100.00		20900.00
4/26/55	PAID TO BANK	100.00		21000.00
4/27/55	PAID TO BANK	100.00		21100.00
4/28/55	PAID TO BANK	100.00		21200.00
4/29/55	PAID TO BANK	100.00		21300.00
4/30/55	PAID TO BANK	100.00		21400.00
4/31/55	PAID TO BANK	100.00		21500.00
5/1/55	PAID TO BANK	100.00		21600.00
5/2/55	PAID TO BANK	100.00		21700.00
5/3/55	PAID TO BANK	100.00		21800.00
5/4/55	PAID TO BANK	100.00		21900.00
5/5/55	PAID TO BANK	100.00		22000.00
5/6/55	PAID TO BANK	100.00		22100.00
5/7/55	PAID TO BANK	100.00		22200.00
5/8/55	PAID TO BANK	100.00		22300.00
5/9/55	PAID TO BANK	100.00		22400.00
5/10/55	PAID TO BANK	100.00		22500.00
5/11/55	PAID TO BANK	100.00		22600.00
5/12/55	PAID TO BANK	100.00		22700.00
5/13/55	PAID TO BANK	100.00		22800.00
5/14/55	PAID TO BANK	100.00		22900.00
5/15/55	PAID TO BANK	100.00		23000.00
5/16/55	PAID TO BANK	100.00		23100.00
5/17/55	PAID TO BANK	100.00		23200.00
5/18/55	PAID TO BANK	100.00		23300.00
5/19/55	PAID TO BANK	100.00		23400.00
5/20/55				

11. Narrow gauge locomotive used at 1000

DATE	DESCRIPTION	AMOUNT	CHECK NO.	BANK	REMARKS
12/15/2023	DEPOSIT	100.00			
12/16/2023	PAYROLL	50.00	1234	ABC BANK	
12/17/2023	RENT	25.00	1235	DEF BANK	
12/18/2023	UTILITIES	15.00	1236	GHI BANK	
12/19/2023	SALES	75.00	1237	JKL BANK	
12/20/2023	INVENTORY	30.00	1238	MNO BANK	
12/21/2023	ADVERTISING	20.00	1239	PQR BANK	
12/22/2023	TRAVEL	40.00	1240	STU BANK	
12/23/2023	COMMISSIONS	60.00	1241	VWX BANK	
12/24/2023	INTEREST	10.00	1242	YZA BANK	
12/25/2023	TOTAL	500.00			

12. No of cases pending for service, has reasonable looking.

	Subordinate	Direct superior	Name	Previously in service	Now previously in service
NON					
NON					
PEAR					
OTHER					
TOTAL					

13. General statement indicating progress of track and training
training and public work

1. The material referred to should not be covered by photo: 67-6000.

WGF/em

HEADQUARTERS ALLIED COMMISSION
APO 894
TRANSPORTATION SUB -COMMISSION
RAILS

74/19

REF. : December 14th 1944

SUBJECT : Steel girders -
Roseto degli Abruzzi.TO : The Regional Engineer,
Abruzzi-Marche Region,
A.M.O/A.C.

1. With reference to your letter N° 517/18 dated 6th December 1944 on the above subject.
2. Herewith copy of a letter sent to this office by the D.M.R.S. in reply to our request for the girders.

O.H. LINDBERG, Lt.Col., R.E.,
Transportation Sub Commission
RAILS.

5586

WGF/em

HEADQUARTERS ALLIED COMMISSION
APO 334
TRANSPORTATION SUB -COMMISSION
RAILS

REF. :

December 14th 1944

SUBJECT : Steel girders -
Roseto degli Abruzzi.

TO : The Regional Engineer,
Abruzzi-Marche Region,
A.M.O/A.C.

1. With reference to your letter N° 517/18 dated 6th December 1944 on the above subject.
2. Herewith copy of a letter sent to this office by the D.M.R.S. in reply to our request for the girders.

O.H. LINDBERG, Lt.Col., R.E.,
Transportation Sub Commission
Rails.

0889

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

COPY

Military Railway Service
C.M.F.

SUBJECT : Steel girders -
Roseto degli Abruzzi.

Tele. Firebox 41
Outside line 843236
Ref. Tn.A.4/60.A
12th Dec. 44.

TO : Tn. Sub Commission
A.C. (Bldg)

Reference letter to you from Regional Engineer
Abruzzi - Marche Region reference 517/18 dated 6th Dec. 1944

Agreement cannot be given to the use for road
repairs of steel girders now lying at Roseto degli Abruzzi
and at the Tardino river or of the steel points now lying
at Roseto degli Abruzzi. These are Railway construction
materials and will be required for use in the repairs of the
line 36 Ortona - Ancona which work is now in hand.

Sd.: C. Williams,
Major R.E.
for Brig.
Director Military Railway Service.

5584

0 8 9 0

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

Subject: Steel Girders -
Roseto degli Abruzzi.

Military Railway Service.
C.M.F.

Tele. Firebox 41
Outside Line 843236

To: Tn. Sub Commission
A.C. (Bldg)

Ref. Tn.A.4/60.A
12th Dec. '44.

Referenced letter to you from Regional Engineer Abruzzi -
Manche Region reference 517/18 dated 6th December 1944.

Agreement cannot be given to the use for road repairs of
steel girders now lying at Roseto degli Abruzzi and at the
Tordino River or of the steel points now lying at Roseto degli
Abruzzi. These are Railway Construction materials and will be
required for use in the repairs of Line 86 Ortona - Ancona which
work is now in hand.

c. Williams

(C. Williams)
Major R.M.
for Brig.

Director, Military Railway Service.

5580

ENGINEERING DIVISION
HEADQUARTERS
AMG/ACC
ABRUZZI MARCHE REGION
C.M.F.

TO : The Transportation Sub-Commission, Railway Division,
Hq. ACC.
FROM : The Regional Engineer, Abruzzi-Marche Region, AMG/ACC.
SUBJECT : Steel Girders, Roseto degli Abruzzi.
REF : 517/18
DATE : 6 December 1944.

1. There are six steel girders 60 cm. by 16 Meters and three hundred steel points in the Railway Yards at Roseto Degli Abruzzi. This material apparently was in transit when damaged by explosives and ownership is undetermined.
2. There also are damaged girders near the railroad bridge in the river bed of the Tordino River from which lengths of about five meters may be salvaged.
3. These girders are urgently needed for bridge construction on Military Highways in this Region.
4. It is requested authority be granted this Office for the removal and use of the materials indicated.

For the Regional Commissioner

C.A. Latimer
C.A. LATIMER
Lt.Col. C.E.
Regional Engineer

c.c. Regional Comm.
P.W. and U. Sub-Commission HQ, AC.
Capt. E. Milani, P.W. and U. Officer
File 517/18

0 8 9 2