

00831

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

ACC

AC74/TN4

10000/148/2133

MISCELLANEOUS

MAY 1972 - JAN

00/148/2133

MISCELLANEOUS CORRESPONDENCE
MAY 1940 - JAN. 1946

Ministry of Transports
I S R Direction General

Rome, Jan. 25 1946
C. 21/230917/24 Dec 18052/5

Subject: Payment of freight charges

to Transportation Sub Commission AG
Rails Division

Building

1) The "Federazione Italiana dei Consorzi Agrari" moved, on 17 and 26 Nov. 1945, 6 wagons loaded with clothes (carriage to be collected - escorted by regular way bill), addressed to Mr. Robert DICHIE, Civilian War Relief, Bari.

On the arrival of the goods, Mr. DICHIE refused to pay the freight charges stating that he was not responsible for it.

The I.S.R. Administration contacted, therefore, the "Federazione Italiana Consorzi Agrari" that stated that the freight charges are to be paid by Mr. DICHIE.

In view of what above stated, considering also the possibility of other similar future cases, you are kindly requested to let us know who is responsible for this payment.

The Director General

sgt Di Raimondo

cu ng 24/1

5721


MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma li, 25 GEN 1946 194

N. 211/20917/24/2na/8052/5

Al N

del

74/135

OGGETTO

Pagamento tasse di porto

Alla Commissione Alleata
Sottocommissione Trasporti

ALLEGATI N.

R o m a

La Federazione Italiana dei Consorzi Agrari effettuò, in data 17 e 26 novembre 1945, la spedizione in porto assegnata con lettera di vettura ordinaria, di 6 carri indumenti all'indirizzo del Signor Roberto Dichie del Civilian War Relief di Bari.-

All'arrivo della merce il sig. Dichie ha rifiutato il pagamento delle tasse non rientrando la cosa nella sua competenza.-

Questa Amministrazione si è allora rivolta alla Federazione Italiana dei Consorzi Agrari, la quale ha fatto conoscere che le tasse debbono essere pagate dal predetto sig. Dichie.

Stando così le cose, si gradirebbe conoscere, anche per eventuali casi del genere che potessero verificarsi in avvenire, chi è responsabile del pagamento delle tasse.-

IL DIRETTORE GENERALE

Ugo Raimondo

Sm.-

5720

TRANSLATION

AS/FL

Florence 31 Dec. 1945

Ref: TV 14.1/5036/180.18

Subject : Financial Report.

Compliant to instructions issued by the Director General with letter P A G 22/183483, of 4 dec. 45, we forward Three copies of Financial Report concerning work and supplies above the Lire 1,000,000 expenditure, authorized by the Minister or the Director General in the month of October, November and December 1945, in favour of our office.

The Chief of the Service
sgd illegible.

5719

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO - DIREZIONE GENERALE
SERVIZIO MATERIALE E TRAZIONE

Firenze, 11

TV IA I/ 5036/180.18

194

OGGETTO: Rapporto Finanziario.

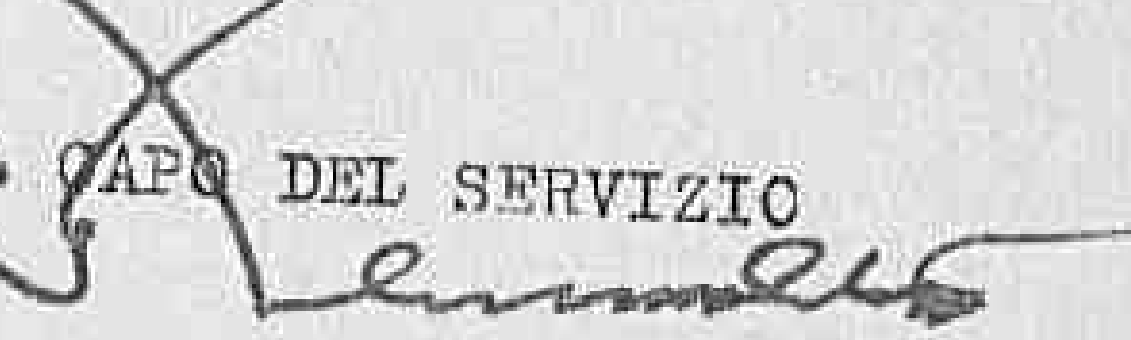
Al N. _____

del _____

N° 3 all.

Alla SOTTO COMMISSIONE DEI TRASPORTI
A.C.R O M A
=====

In conformità alle disposizioni impartite dal Sig. Direttore Generale con lettera PAG 22/183483 del 4 e.m., si inviano N° 3 copie del Rapporto finanziario dei lavori e forniture d'importo superiore a Lire I.000.000.- autorizzate dal Sig. Ministro o dal Sig. Direttore Generale durante i mesi di Ottobre, Novembre e Dicembre 1945 a favore di questo Servizio.

IL CAPO DEL SERVIZIO


5718

74/136
R-31TRANSPORTATION & SUPPLY SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (R) Main
C.M.F.Tel: 843191/9582
Ref: AC/74/Tn 1

26 January 46

SUBJECT : Payment of freight charges.TO : Director General
Italian State Railways

1. In reply to your C. 211/20917/24/1004/8052/5 dated January 25, 1946.
2. At this consignment was carried under a regular waybill the collection of carriage charges should follow the normal civil procedure.
This would ensure the ISR having a guarantee of payment before effecting delivery of the goods.

W. J. H. H. H.
for Director *(and)*

5717

GIUSEPPE CURELI
VIA MANFREDI, 17
Tel. 871660
ROMA

23 Gennaio 1946

Alle FF.SS. - Sotto-
Commissione Alleata
Villa Patrizi
Roma.

Le merci che arrivano in partite coi carri carichi possono essere scaricati velocemente e con economia direttamente davanti la porta del comperatore, impiegando l'uso di un trattore speciale che viene utilizzato da parte delle FF.SS.

Ciò risparmia il carburante, dato che questo trattore traina 15-20 tonn. in una sola volta, mentre il solito carro ha soltanto una capacità media di 3 tonn.

Questo servizio è soltanto a disposizione di coloro che possono fornire il carburante necessario, ciò significa, quelli che sono in relazione col mercato nero. Sembra che le FF.SS. non hanno alcuna autorizzazione di acquistare ad un giusto prezzo dalla Commissione Alleata, il carburante necessario per far marciare questi trattori.

Sarebbe possibile per voi di mettere in grado gli speditori di poter mantenere giù il prezzo, mettendo a disposizione alcune tonn. di carburante al mese, un quantitativo sufficiente per poter far funzionare i rimanenti tre trattori?

Con ossequi

fto. GIUSEPPE CURELI

5716

GIUSEPPE CURR 1
VIA MANTRELLI, 17
TELEF. 871
ROMA

23/1/46

Italian State's Railway
Allied Sub-Commission
Villa Patrizi
ROME

Gentlemen:

Merchandise entering the city in carload lots may be rapidly and economically discharged right at Buyer's door, with the use of special tractors owned and operated by the State's Railways.

This also saves fuel oil in as much as the tractor pulls 15 to 20 tons at the time, whereas the usual truck's capacity averages only 3 tons.

The service however is only available to those who can supply the fuel oil needed, which means to those connected with the black market operators. The State's Ry seems to have no authority to purchase at the proper price from the A.C. whatever fuel oil is required to run the tractors.

Would it be possible for you to enable the Italian Shippers to keep their costs down by setting aside a few tons of fuel oil per month sufficient to operate the three tractors left?

Yours very truly

Giuseppe Curr

5715

Servizio Materiale e Trazione
Ufficio 1° - Sezione 4°

IMPORTI ALIQUOTI DI CUI 13% DI PRODOTTO PER ALIQUOTA DI 1.000.000,00 CONCESSI PER LAVORI E SERVIZI

dal 1° OTTOBRE- NOVEMBRE- DICEMBRE 1945

Località	Numero autorizzazione di spesa	Importo	Descrizione sommaria del lavoro o fornitura	Provvista definitiva	Grado di priorità	Materiali da impiegare
Bologna	79/103.PAG.22/I38 945 del 6/10/45	1.800.000	Riparazione gru a ponte da t.80 danneggiata per cause di guerra	Definitiva	Il lavoro verrà eseguito gradualmente	Profilati, mat. elettrici
Dep. Lec. Bologna e Rimini	80/103/698 pag.22/ 100390 del 6/10/45	3.800.000	Riparazione macchinario danneggiato per cause di guerra	"	"	"
Vari Depositi	N° 98 CP del 15/10/45	3.000.000	8 compressori d'aria	"	"	Acquisti
Sez. Mat. e Traz. Napoli	79 CP del 21/10/45 PAG 22/I65604	1.984.000	Fornitura mobili da Uffici	"	"	"
Off. Motori Firenze	68 CP del 23/10/45 PAG 22/I50217	4.635.490	Fornitura macchinari e mezzi d'opera	"	"	Acquisti
Varie	213/103D/698 Pag/I52628 del 23/10/45	5.000.000	Riparazione macchinario recuperato dal Nord	"	"	Profilati, mat. elettrici

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

DI OTTOBRE- NOVEMBRE- DICEMBRE 1945

Importo	Descrizione somma- ria del lavoro e fornitura	Provvisoria o definitiva	Grado di priorità	Materiali da impiegare	data prevista di ultimazione dei lavori
6.22/138 6/10/45	1.800.000 Riparazione gru a ponte da t.80 dan- neggiata per cause di guerra	Definitiva	Il lavoro verrà ese- guito gra- dualmente	Profilati getti, mat. elet- trici	entro il 1946
8 pag.22/ 1 6/10/45	3.800.000 Riparazione macchi- nario danneggiato per cause di guerra	"	"	"	" " "
del 21/10/45 5604	3.000.000 8 compressori d'ar- ria	"	"	Acquisti	" 30/6/46
1 23/10/45 50217	1.984.000 Fornitura mobili da Uffici	"	"	"	" " 1946
598 8 del 23/10	4.635.490 Fornitura macchinari e mezzi d'opera	"	"	Acquisti	" " "
	5.000.000 Riparazione macchi- nario recuperato dal Nord	"	"	Profilati getti e mat. elettro- ci	" " "

Traz. Napoli	PAG 22/I65604	I.984.000	Fornitura mobili da Uffici	"	"	"
Off. Motori Firenze	68 CP del 23/IO/45 PAG 22/I502I7	4.635.490	Fornitura macchinari e mezzi d'opera	"	"	Acquisti
Varia	2I3/I03D/698 Pag/I52628 del 23/IO 45	5.000.000	Riparazione macchinario recuperato dal Nord	"	"	Profilati getti e mat. elettrici
Firenze SMN	326/I03 PAG 22/I72 220 del 19/II/45	3.000.000	Lavori di riparazione della Centrale Termica	"	"	Profilati ghisa materassi refrattari
Firenze S.M.E.) Firenze C.M.) Bologna C.I.E.) Lise)	349 I03/D I° del 27/II/45	I.003.235	Riparazione macchinari	"	"	Acquisti
Firenze C.M.) Firenze SMN) Livorno S.M.) Vico, Cagliari)	III4 CP del 27/II 45	I.302.916	Acquisto macchinari	"	"	Acquisti
Dep. Roma S.I.) Roma Sm.) Salerno)	I46 CP del 2/I2/45 PAG 22/p/I973II	2.000.000	Fornitura macchinari e attrezzi diversi	"	"	Acquisti
Livorno	409/I03 del 12/I2/45 PAG 25/II7II5	3.000.000	Riparazione gru elettrica a ponte da 70 t del Dep. Livorno	"	"	Profilati getti, materassi elettrici
Dep.lec Roma Sm.to	I5I CP del 14/I2/45	I.500.000	Attrezzi vari per operai	"	"	Acquisti

PGM/af

74/114

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

Tel.: 843238

9 January 1946

Ref.: EA.74/Tn.4

SUBJECT: Price of cement.

TO : I.S.R. Bidg.

1. Ref., is your letter C.211/4124/24/Ioca/6240/5 of 2 September 1945.
2. It is our information that the price of cement to civilian organizations has been considerably higher for AC sponsored and civilian requirements.
3. 84% of the cement produced was used directly by military organizations, but we are informed that even in that case, consideration was given in the selling price for the cost of the lignite.
4. It is our opinion that you are entitled to recover rail freight charges on at least 16% of the traffic which passed - i.e. for the cement which was sold at the higher rate for civilian purposes and it is suggested you follow on with Italcementi accordingly.

For Director.

5743

HEADQUARTERS PENINSULAR BASE SECTION
Office of the Transportation Officer
APO 782

19 November 1945

SUBJECT: Price of Cement

TO : Headquarters Allied Commission
Transportation Sub-Commission
APO 394

1. Following is information requested with reference price of cement to Allied Forces and civilians.

PRICE OF CEMENT:

TO ALLIES & BRITISH:

February 1 to February 15	\$ 12.35 per ten
February 16 to April 30	19.984 per ten
May 1 to May 31	17.344 per ten

TO CIVILIANS AND "AC"

February 1 to February 15	\$ 17.50 per ten
February 16 to March 19	20.00 per ten
March 20 to April 30	25.00 per ten
May 1 to May 7	30.00 per ten
May 8 to May 31	35.00 per ten

Barton
GEORGE W. BARTON
Lt. Col., T.C.
Transportation Officer

5712

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

MS/11

29 October 1945

AC/32/A/Tnl

SUBJECT : Freight Charges
TO : Commerce Sub Commission,
Coal Division

1. Reference attached correspondence.
2. It would appear that an error has been made in not including the freight charges in the total cost of the finished cement.
3. Will you advise this office whether the cement was sold to Allied Forces at the same rate as to Civilians.

Melton Steinberg
MELTON STEINBERG
Capt. Accounts Br.

30	OCT 1945	Coal Division	132.1
	Col. Evans		
	Lt. Col. Oxley		
	Mr. Harris		
	Capt. Jones		
	Chief Clerk		
	Min. of Ind. Liaison		
	Min. of En. Liaison		

5711

H. QUARTERS PENINSULAR BASE SECTION
Office of the Transportation Officer
APO 782

5 October 1945

SUBJECT: Payment of Freight Charges.

TO : Headquarters Allied Commission
Transportation Sub-Commission
APO 394

1. This has reference to your letter of 22 September 1945, File AC/32/A/Tn. 1, respecting payment of freight charges covering the movement of lignite from Guincaico to Civitavecchia.
2. As requested, there is attached hereto a certified true copy of statement which reveals the amount of cement used during the months of February, March, April, and May.
3. The cement released to civilians was done so through or at the request of the Allied Commission. It would, therefore, appear Allied Commission will desire to prorate the charges involved.

Barton
GEORGE W. BARTON
Lt. Col., T. C.
Transportation Officer

Incl: Certified true copy of
routing slip signed by
J. Huston McClane, Maj.
C.E. Pur. & C. Officer

ROUTING SLIP

HEADQUARTERS
PENINSULAR BASE SECTION
APO 782

(Classification)

(Date of Basic Letter)

File No.

SUBJECT: PAYMENT OF FREIGHT CHARGES.

Number each memo consecutively. Fill in each column. Initial action, draw one line across the sheet. Use the entire width of sheet for long memoranda.

No.	Date	From	To-													
1	10 Sept 45	Tpn. C.	Engr.	1. Request advice with respect to the attached. <u>BARTON</u>												
2	11 Sept 45	Engr	Tpn. C.	1. The lignite in question was shipped to the Soc Italcementi at the request of AC/Hq Commerce S/C Coal Division and the lignite was paid for by Italcementi. The cost of the finished cement was calculated to include this cost of lignite. 2. The charges for freight for lignite never entered into the cost of the cement inasmuch as the cement was being used principally by American and British Allied Forces with a small amount being used by civilians and AC. 3. The amounts of cement used during the months of February, March, April, and May were as follows. <table border="1"> <thead> <tr> <th></th> <th>Tons of Cement</th> <th>%</th> </tr> </thead> <tbody> <tr> <td>American</td> <td>11,309</td> <td>42</td> </tr> <tr> <td>British</td> <td>11,320</td> <td>42</td> </tr> <tr> <td>Civilians & AC</td> <td>4,535</td> <td>16</td> </tr> </tbody> </table> 4. It would appear that the freight charges should be charged proportionally as calculated in 3. above. For DSB/Engr		Tons of Cement	%	American	11,309	42	British	11,320	42	Civilians & AC	4,535	16
	Tons of Cement	%														
American	11,309	42														
British	11,320	42														
Civilians & AC	4,535	16														

CERTIFIED TRUE COPY:

J. HUSTON MC CLANE

Major, C.E.

Purchasing & Contracting Officer

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
A.P.O. 394

Drans

WEB/lp

To : - P.B.S. LEHORN.

SUBJECT : - Freight Charges.

32/A/Tn.1.

4th Sept 1945

1. Ref. attached copy letter C.211/4124/24/IOCA 6240/5 of 2nd Sept.45 from Ministry of Transports I.S.R. Direction General.
2. This Sub-Commission was informed that the consignees refused to pay the relative amounts of freight charges.
3. As a result I.S.R. Direction General were informed that as in all cases quoted both consignors and consignees were civilian organizations and that it was possible that Allied Authorities merely sponsored the movement, the liability for freight charges was not altered.
4. In view of the remarks in the attached letter an explanation by yourselves as to the exact nature of the consignments would appear to be necessary before the liability for Freight Charges can be established.

For the Director,

W. F. Baylis

(W. F. BAYLIS) Major R.A.S.A.

Ministry of Transports
I.S.R. Direction General

Rome 2 Sept 1945
C.211/4124/24/ICCA 6240/5

To : - A.C. Tn. S/C.A.P.O.394.
R O M E

SUBJECT : - Unpaid Freight Charges.

Ref. is to the letter 32/A/Tn.1. dated May 28/45 & to the letter
ICCA/4612.5 dated July 1st 1945.

Soc. Italcementi contacted, for the payment of the freight charges
of the known movement of lignite wagons from Cianturco to Civitavecchia,
stated that their Cement Factory at Civitavecchia is controlled by P.B.S.
Leghorn.

Said P.B.S. have strictly forbidden to pay any charge for the
following reasons :

- 1 Because the coal is being sent to Civitavecchia on P.B.S. behalf.
- 2 Because the coal even after the storage at the factory is of P.B.S.
property.

Please examine again the question and let us know your decisions.

The Director General
Sgd. Di Raimondo

Cu.1.9.cb.

5707

T R A N S L A T I O N

AS/fl

Ref: 5517

Rome 22 Nov. 45

Answer to: 3671-13/10/45

Subject : Gavarry Firm-Savona

To : Al Comitato Industriale Olii e Grassi
V. V. Ugo, 2 - Milano -
Alla Commissione Alleata
S/C Trasporti
S/C Industria - Roma -

The General Command of the Guardia di Finanza has informed us that the Nucleo di P.T.I. in Savona has investigated the business activity from 1943 to today of the Gavarry Firm in Savona producers of soap, lubricants, lotions, perfums etc.

The results of the investigation is:

1. Allocation, during the period September 1943 August 1944, of 440,32 quintals of special fats and emulsions for machines and for machine factories and metal works, in benefit of the German Army, and for a sum of 219,536,00 Lires. Since the elements attesting the crime of collaboration are missing, a verbal inquiry has been written down to the end to ascertain the gains on which to levy the State income.
2. That 400 qls of raw material have been deviated and sold at altered prices in accordance to Royal Ministerial Decree N. 245 of 22/4/1943.
3. Evasion of the "I.V.E." amounting to L. 1.625,35 and an evasion of the "Imposta di Registro", (Register Tax,) of L. 77,133.05.
4. Industrial equipment valued at thirty millions and a business out-put proportioned to this amount. This data has been sent to the "Ufficio Distrettuale delle Imposte Dirette" for the levy of the R.M. and the taxation of the war profits.
5. Smuggling of 1155 liters of alcohol used for the production of perfume, with evasion of the tax on production.
6. Buying and selling transactions of automobile material of the Italian Army for an amount equal to L. 1.200,000,00.

The General Command of the Guardia di Finanza has informed us that the Nucleo di F.T.I. in Savona has investigated the business activity from 1943 to today of the Savarri Firm in Savona producers of soap, lubricants, lotions, perfums etc.

The results of the investigation is:

1. Allocation, during the period September 1943 August 1944, of 440,32 quintals of special fats and emulsions for machines and for machine factories and metal works, in benefit of the German Army, and for a sum of 219,536,00 Lires. Since the elements attesting the crime of collaboration are missing, a verbal inquiry has been written down to the end to ascertain the gains on which to levy the State income.

Income:

2. That 400 qts of raw material have been deviated and sold at altered prices in accordance to Royal Ministerial Decree N. 245 of 22/4/1943.
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5. Smuggling of 1155 liters of alcohol used for the production of perfume, with evasion of the tax on production.
6. Buying and selling transactions of automobile material of the Italian Army for an amount equal to L. 1.200,000,00.

The material has been impounded and put in charge of the "Ufficio Militare Recuperi" of the Genoa Army Corps.

We bring the above to your knowledge for any action to be taken.

for the Minister
sgd illegible.

6-6

1005

22 NOV. 1945

AL COMITATO INDUSTRIALE OLII E GRASSI
Via V. Ugo, 2 (Seguito fog. n. 5093
del 22-10-45) = MILANO =
ALLA COMMISSIONE ALLEATA
S/C Trasporti (Seguito fog. n. 3671
S/C Industria del 13-10-1945)
= ROMA =

Ministero dell'Industria
e del Commercio

Dir. Gen. Ind. e Minerie
Ufficio Grassi

5517 Allegato

Oggetto: Ditta GAVARRY di Savona.

Per quei provvedimenti che saranno ritenuti del caso si informa che il Comando Generale della Guardia di Finanza ha riferito che il Nucleo di P.T.I. di Savona ha condotto una serie di accertamenti nei confronti della Ditta Gavarry, da Savona, produttrice di saponi, emulsioni e grassi speciali per macchine, creme, prodotti di bellezza e profumerie in genere, al fine di rilevare la effettiva portata dell'attività svolta dal 1943 ad oggi.

Sono stati così accertati:

1° - L'avvenuta fornitura, nel periodo dal settembre 1943 all'agosto 1944, di q.li 440,32 di grassi speciali ed emulsioni per macchine a industrie meccaniche e metallurgiche varie, nello interesse mediato delle autorità militari tedesche, per un importo complessivo di L.219.536,00. Mancando gli elementi di diritto e di fatto per la individuazione del reato di collaborazione, è stato compilato processo verbale di accertamento ai fini dell'avocazione allo Stato del profitto conseguito.

2° - La mutata destinazione e vendita a prezzi maggiorati di oltre 400 q.li di materie prime, ai sensi del R.D.L. 23-4-1943, n.245.

3° - Una elusione all'I.G.E. ammontante complessivamente a L.1.625.925,55 nonché una evasione alla imposta di registro ammontante a L.77.133,05.

4° - Un valore di attrezzature industriali ed impianti aggirantesi sui trenta milioni, con giro d'affari proporzionato a detta cifra. Questi elementi sono stati segnalati all'Ufficio Distrettuale delle imposte dirette ai fini della tassazione di R.M. e sui maggiori utili relativi allo stato di guerra.

Aut. N. 5517

Registrazione

Oggetto: Ditta GAVARRY di Savona.

Per quei provvedimenti che saranno ritenuti del caso si informa che il Comando Generale della Guardia di Finanza ha riferito che il Nucleo di P.E.I. di Savona ha condotto una serie di accertamenti nei confronti della Ditta Gavarry, da Savona, produttrice di saponi, emulsioni e grassi speciali per macchine, creme, prodotti di bellezza e profumerie in genere, al fine di rilevare la effettiva portata dell'attività svolta dal 1943 ad oggi.

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- 5° - Un contrabbando consumato di litri 1155 di spirito,

././.

1007

impiegato nella produzione dei proiettili, con evasione alla imposta di fabbricazione.

6° - L'avvenuta compra-vendita di materiale automobilistico di pertinenza del R.E., per l'ammontare di lire 1.200.000,00.

Il materiale è stato sequestrato e consegnato all'Ufficio Militare recuperi del Corpo d'Armata di Genova.

IL MINISTRO

[Handwritten signature]

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

TN.A.1/230.

9 Nov 45.

Subject: Inspection Report.

To: Director General,
Italian State Railways.

With reference to conversation of 7 Nov 45:-

1. I am forwarding herewith a copy of a report relating to an inspection recently carried out on the East Coast by Colonel Barnes, Lt.Col. Kelly, Capt. Long, Capt. Wordsworth and Ing. Tonni.
2. It shows evidence of a very unsatisfactory state of affairs which is having an adverse effect on the efficiency of operation in this area; it is essential that immediate steps be taken to improve the position.
3. I would draw your particular attention to the following points:-
 - (a) Disorderly and dirty condition in shops, particularly Bari and Foggia.
 - (b) Unsatisfactory conditions for workers, again particularly at Bari and Foggia.
 - (c) Waste of coal. An excessive number of engines under steam and in many cases, little or no protection of coal stocks.
 - (d) Uneconomical running of traffic between Bari and Foggia and lack of control of civilian passengers.
 - (e) Continuation by local firms of contracts let in 1938. These firms appear to be working on manufacture of parts for which adequate reserves already exist or which could be made easily available by cannibalisation of equipment which is otherwise beyond repair.
4. Will you please let me know what steps have been or will be taken with a view to improving the above position.

1. I am forwarding herewith a copy of a report relating to an inspection recently carried out on the East Coast by Colonel Barnes, Lt.Col. Kelly, Capt. Long, Capt. Wordsworth and Ing. Tonni.

2. It shows evidence of a very unsatisfactory state of affairs which is having an adverse effect on the efficiency of operation in this area; it is essential that immediate steps be taken to improve the position.

3. I would draw your particular attention to the following points:-

- (a) Disorderly and dirty condition in shops, particularly Bari and Foggia.
- (b) Unsatisfactory conditions for workers, again particularly at Bari and Foggia.
- (c) Waste of coal. An excessive number of engines under steam and in many cases, little or no protection of coal stocks.
- (d) Uneconomical running of traffic between Bari and Foggia and lack of control of civilian passengers.
- (e) Continuation by local firms of contracts let in 1938. These firms appear to be working on manufacture of parts for which adequate reserves already exist or which could be made easily available by cannibalisation of equipment which is otherwise beyond repair.

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Brigadier,
Director, Military Railway Service,
(R.D. Waghorn.)
Italy.

Copy:- Tn Sub-Commission, Rail Secn.

57.4

COPY.

Allied Force
MILITARY RAILWAY SERVICE - ITALY WTK/jm
Office of Director

A.P.O. 512
29 Oct 1945

453 (55 - EQ)

SUBJECT: Summary of Inspection Tour Made by Lt. Col Kelly,
Capt Long, Capt Wordsworth, and ISR Ing Tonni

TO : Whom it may concern

1. Inspection at Taranto: Inspection of the engine house, yards and shops were made 22 October. There were entirely too many locomotives under steam. The locomotives in general as far as maintenance, looked to be in fairly good shape. There seemed to be an ample supply of coal at this point. Arrangements for the location of oil facilities were gone over with the engineer in charge; and we were assured that the work would start immediately for the erection of oil facilities. There were 52 locomotives at this point at the time inspection was made. The water used for locomotive boilers seems to be very good. The shop tracks and the yard were in very bad condition and should be repaired immediately. This was handled with those concerned at this point. There were no guards or any effort being made by the Italians at this point to protect the coal piles.

2. Inspection at Brindisi: This is a small shop and the power seems to be in fairly good shape. They have an enormous amount of coal stored with no protection whatever. All locomotives that were serviceable were under steam. All were instructed in regards to the grave coal situation which is now confronting Italy.

3. Inspection at Bari: Inspection in the Bari shops and yard and of shop facilities were made. The shop was in a very dirty, disorderly condition. The oil storage tanks and facilities are now ready for service. The shopyards were in very good condition. Inspection of car shops was made and from my observation, there are entirely too many cars in for light repairs, which could have been handled in the yards. There was more time lost moving these cars to the shop than the repairs required. It seems that they have approximately sixty day coal supply, if it is properly taken care of. However there were ~~signs~~ no guards on the coal piles. The morale of the Italian workers was very low, and constitutes what I consider a very critical state of unrest. My suggestion would be that the ISR give this matter immediate consideration as the condition is very bad.

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4. Inspection at Foggia: Inspection of locomotives shops was made, and the shop as well as the storehouse was found to be in a very disorderly condition. There was material scattered everywhere. There seemed to be no supervision of the enginehouse and locomotive shop whatsoever. The waste of coal at this point was very unsatisfactory. Stoves were found burning in almost every building for heating purposes; while the weather was very warm this particular day. One building was found where there was approximately one-half to one ton of coal burning for no reason whatever.

5723

The Capo nor none of the ISR Officials knew anything about it. From the conditions inside this building it seemed that this had been going on from day to day. I personally think that this coal is burned for the purpose of making coke, which people carry off in small baskets. The coal pile was unguarded and there were many places along the wire fence that had been pulled up. Indications around the coal pile in these openings were that there were tons of coal being removed through these openings. Conditions in the locomotive shop were so bad that when we passed through all the workers ceased work and gathered around us as though there had been a mass meeting called to settle their problems. I talked to the chairman of the labor organization at Foggia, alone with the interpreter, and found that their working conditions were most unsatisfactory. There was no one giving instructions as to what they should do or work on and no one seemed to be interested in what was going on. He also told me that as long as the British were in the shop, things went very well for the workers; but after the British left, no one has seemed to be interested in what goes on in the shops. It seems that the workmen are not so much interested in money as they are food and clothing. Inspection of the car shops was made and the situation in and around the buildings that are being repaired was very satisfactory. There were a great number of empty cars of all types sitting around on different spurs; and from the indication of wheels and tracks, these cars had been sitting around for months. The oil installation work is underway; and an estimated date of 15 November was given us by the British Captain in charge of the mobile shop. This shop has three IRS coaches in excellent condition that are being used as living quarters.

5. Inspection at Pescara: This shop at Pescara is one of the best small shops that I have seen in Italy. The morale of the personnel at this point is very high and they all seem to be a very loyal, interested group of employees. We were very much impressed by with the interest that these men are taking in repairing their shop and machinery. The cleanliness of the shop yards and shop was most outstanding. The capo in charge of this engine shop should be praised for his leadership and loyalty to the ISR. The oil facilities there will be completed in about ten days time.

6. Inspection at Ancona: We made an inspection of shop and yards at this point. There was not very much coal stored, and I consider the coal situation here very good. The shop and yards were in a very dirty condition. There was an excessive amount of steam locomotives under steam, and many cars under load, that from all indications have been under load for sometime. The yards are full of empty cars and every spur and track space was full of empty high side low side and tank cars. It seems that there is no one interested in the movement of these badly needed tank cars.

1013

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7. Inspection at Falconara: Inspected the shops and yards at this point. The car situation there was about the same as Ancona. The maintenance of English locomotives at Falconara was satisfactory other than the locomotives are not being given the proper inspections. Engine 71083 was in the engine house for a DR inspection. They had the water column removed from the boiler head and the nipples with which this water column were attached to the boiler was absolutely a solid hard thick crust of baked mud. There was absolutely no way to have the proper water reading of the boiler through this column. This condition was called to the attention of those concerned.

- 3 -

8. Inspection/at Rimini: We made an inspection at this point and the coal supply was found to be very low. Inspection was made of the engine house and the large ISR locomotive shop on the outskirts of Rimini. The yards and the engine house were in fairly good condition. The large shop is very badly damaged. Repairs to the building are being made, but the progress is slow. They have a large number of serviceable shop machines as well as many new tools. These tools and machines could be used in other ISR shops that are now in operation, as it will be sometime before this shop is ready for heavy locomotive repairs.

9. Inspection at Bologna: Inspection was made of the locomotive shed and the large Diesel shop. Things are progressing very satisfactorily at this point. The maintenance of locomotives is being carried out satisfactorily. There was very little coal at Bologna. Inspection was also made at the ISR car shop and repairs to the shop building and shop facilities were progressing very slowly. The large contract car shop was inspected and the work in this shop is progressing very satisfactorily. The condition at Bologna as a whole was very satisfactory.

10. Inspection at Florence: At Florence, an inspection was made of the roundhouse, Diesel shop, machine shop, store house and car shop. All were found to be in very good condition. Repairs to the shop buildings are progressing very slowly. At the Porto Prato shop, repairs to the buildings and shop facilities is progressing very slowly. They are doing a lot of very heavy locomotive work at this shop; but from my observation, the power that they are working on is not important at ~~this~~ this time. They should take locomotives with less work so that they can be put into service more quickly. The heavy work should be set back, and priority given to the class of locomotives that are badly needed at this time. At Pistoia, the large San Giorgio Car shop was inspected. The work here ~~is~~ is going along very well. There were some 400 cars undergoing heavy repairs at the time of the inspection.

11. Remarks: It was noticed at Foggia and Bari that the operation of freight trains as well as passenger trains was most unsatisfactory. The manner in which these civilian passenger trains are being overloaded by the class of people that are only dealing in black market is disgraceful. On one particular coach, there were 47 civilians and a great quantity of baggage and luggage. Coaches are so overloaded that there is a noticeable swag of from 8" to 14" in the centre. There are any number of civilians being killed in passing through tunnels; and we were told that a few days ago, one of the coaches collapsed on a train while in motion, resulting in serious injury to a number of civilians. There seems to be no effort on the part of the ISR employees to try and stop the misuse of this

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It was noted at one point south of Foggia that there were six steam locomotives on one train enroute handling only fourteen cars. There is no consideration given whatever to the saving of fuel. The allocation of coal from what was observed, is completely out of line. There is entirely too much coal at Foggia, Bari and Brindisi.

1016

The ISR employees are making no effort whatever to take care of this coal. I personally think that this should be handled very rigidly with the ISR officials at Rome. The condition at Bari, Foggia and Ancona is disgraceful. It was also found that the contract car shop at Civitanova Marche had gone back to filling ISR contracts for cars the ISR had let in 1938. The parts that they are moulding, machining, and turning out, such as journal boxes, draft gear, springs and many other items are not needed. The ISR has now in stock at all points a sufficient supply of these items to last five years. The point is that ~~xxx~~ they are requesting coal and coke to manufacture these unnecessary items. This is not the only point in Italy that is following this procedure. I understand that these contracts were let to these independent firms before the war. When the war broke out, work on the ISR contracts was stopped, and the firms were given ammunition, guns and other war material to manufacture. When the war ceased, these same firms are checking up and filling the old ISR contracts. I have handled this with Ing Corbellini, head of the ISR Equipment Section, and he fully agrees that these contracts should be filled. Someone in the ISR should cancel all such contracts immediately. I am well convinced that the ISR has sufficient raw material, machines, locomotives, cars, and rolling stock to take care of all transportation for an unlimited time.

W.T. KELLY,
Lt. Col, TC
Asst Deputy Director

8700

SPB/em

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

c/o Transportation (Br) Main,
C.M.F.

Tel : 843239

Ref : AC/Tn/44/46 C.E.

18th October 1945

SUBJECT : Hand over notes Major Buckley to Major Mele.

Sig. Ing. Bianchi is Commissario straordinario I.S.R. north west and appears to have the full power of a Deputy G.M. Milan Compartimento: Tn AC have an office at Central station, scala B, room 30, this is on the left hand side platform, phone numbers, I.S.R. system, 265541, Interno 222, Military line 632003.

I.S.R. official Ing. Aschieri, Capo Sezione Lavori, Ing. Navarette bridge engineer and general assistant to Aschieri, we have here sig. Ranzetti, Tn AC staff draftsman, he keeps close contact with the above mentioned I.S.R. engineers.

Ing. Bianchi has his office at palazzo Litta, Corso Magenta 24, we have a temporary office here which we proposed to transfer to the central station, signora Grech secretary is in this office which is used mainly for contact work with 1212 R.C.E. and I.S.R.

My quarters are in this wing. I.S.R. previously supplied the part time services of a batman, Rosario Berti he has had some trouble with CNL and he has come off the payroll I.S.R., he is now working as office messenger and general factotum. I have asked A.M.G. to put him on the payroll. This as a temporary measure untill such time as Ing. Bianchi who has this matter in hand has obtained his replacement of the I.S.R. payroll, he will then still continue to be office messenger, etc. A.C. staff now paid by the A.C. Advanced Echelon. Copy of letter attached.

A.C. transportation (Col. Harras) and Commerce Sub-Commission ("Major White) are located in Montecatini A.M.G., the relevant, telephone numbers are in our own telephone list, in both offices.

Work Section : Last monthly reports most of the progress was shown as concerns the winterization program, copy of report is with sig. Ranzetti who is making up the report for the current month.

1018

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Line 61 : Milan-Genoa winterization, bridge over the Po at Mezzana Corte should be completed end of October, this line in Milan Division completed for traffic to Genoa.

Line 53 : Milan-Verona safe for Winter.

...//...

Line 54 : Bridge over the river Ticino Sesto Calendo should be made safe for winter with a provisional bridge, should be completed by November 45.

Viaduct of 8 arches at Km. 4+142, a temporary repair, safe for winter should be completed 31st October.

Line 65 : Provisional work being done by 1212 R.O.E. Permanent work by A.C. and I.S.R. well in hand.

Line 66.: Piacenza-Voghera-Alessandria = permanent bridge over river Trebbia, contractors short of cement, O.C. 1212 R.O.E. endeavouring to release from factory at Piacenza. M.R.S. are placing provisional spans, part of this bridge where arches have been blown out, this been replaced with earth fill, this will require watching when the river floods, as these arches will not be completed before winter.

Line 155 : Parma-Piadena-S.Zeno-Folzano = bridge over river Po near Castel Maggiore should be safe for winter by 31st December. Bridge over river Chiesa near Cannetto, Provisional work, safe for winter should be completed about 15th November.

This covers the main line, for details of other lines, see monthly report.

I should mentioned to you that there is a bridge on line 53, 12 Km east of Novarra over the river Ticino which was in the early stages to be under Milan Compartimento, but has now been transferred to Turin as is within their area, this is a conjoint Railway and Highway, this is a stone bridge, very much damaged but still open for traffic with speed restriction worked by tablet system. My report on this bridge is in the bridges file and you will find also copies of letters from the Regional Eng. Piedmont and Myself endeavouring to persuade the two authorities to get a move on.

Materials : The supply of materials worked by Committee under control of A.C., for instance, Comitato per legname e Comitato per le gomme, but in practice the requests from I.S.R. and Contractors do not function unless they have our stamp and approval on this request, they then usually bear their fruit. Contractors benzine, I stamp and approve their requests and as they do not complain, I presume they get it.

Tyres : The position is serious, Major White, Commerce has promised to affect the release by the Comitato per le gomme, and at least a portion of our outstanding request. They are two separate financial sections of the I.S.R. for M.R. One is the Engineering, the other Railway police. Sig. Gaslini usually collect these tyres when released and makes the necessary distribution and financial adjustment, I.S.R. have offered to change where practicable wheel sizes to suit non standard sizes of tyres that may be in stock or in process of manufacture by Pirelli and Michelin, a letter to Major White on this has been

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to change where practicable wheel sizes to suit non standard
sizes of tyres that may be in stock or in process of manufacture
by Pirelli and Michelin, a letter to Major White on this has
been written.

Signal of Communication : This is coming along well, except east
Brescia, where we can never get through on I.S.R. lines to
Verona and Venice, they promised to check up on this.

...//...

O/C 404 Tr Signals is working to help I.S.R., who has discovered some 200 tons of signal equipment, obviously I.S.R. in Army dumps, he has obtained the release from D.A.D.O.S., number 2 District and when connecting, his own material has been good enough at the same time to pick up these I.S.R. equipments. Ing. Falocci, I.S.R., was to come from Rome to inspect and distribute.

I warned OC 404 SIGS that he would probably send most of it south, it is certainly northern material and he promised to see through his NCOs that Eng. Falocci makes a fair distribution to the northern Compartimenti, according to their immediate requirements.

S.P. Buckley

S.P. BUCKLEY, Major R.E.

JWG/10

74/71

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

Tel. 643403

Ref. AC/200/MK/Tn 4

5 October 1945

SUBJECT : Reduction of Supervisory Activities.

TO : Chief of Material and Traction Section
Attention Ing. Corbellini, I.S.R., Florence

1. In accordance with Allied Commission policy it is necessary for Branches of the Rail Division to change over from present supervisory status to one, advisory in nature.

2. This change in status, as above, will be gradual through out the month of October. During this period every effort will be made by the Mechanical Engineering Section to inform ISR officials of problems being handled currently by it.

3. On November 1, 1945 it will be assumed that the ISR will take over complete responsibility for all railway shops previously supervised by Allied Commission, Rail Division. These shops are inclusive of all ISR shops in compartments of Sicily and Reggio Calabria.

4. In addition to the responsibility for ISR shops mentioned above the State Railways will be expected to assume sponsorship for private shops performing work for the ISR. This sponsorship includes the following responsibilities:-

(a) See that work is supplied, when needed, to the private shops in sufficient quantity to provide maximum output.

(b) To maintain liaison with and inspection of these shops to assure the output being of ISR standard and specification.

(c) To add, in all ways possible, the procurement of materials and supplies for private workshops in order that they may maintain maximum output.

5. Reports of shop operations both ISR and private will continue to be furnished periodically, as required by the Mechanical Engineering Section. If additional reports are required they will be requested as the need arises.

6. On November 1, 1945 this section will function in an advisory capacity only. It will continue to work with the ISR, cooperating, as an advisor, in every way possible. Conferences on subjects pertinent to Mechanical matters, with a view to assistance in the operation and rehabilitation of the Italian Railways is invited.

1023

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(b) To maintain liaison with and inspection of these shops to assure the output being of ISR standard and specification.

(c) To aid, in all ways possible, the procurement of materials and supplies for private workshops in order that they may maintain maximum output.

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R. P. Moss

for Director

Copy to: Executive Officer En Sub-Commission
D.M.S.S. Italy.

4/12

Tel.: 843403

Ref.: AC/200/M.

5 October 1945

OGGETTO: Riduzione attività di sovrintendenza.Al : Capo Servizio Materiale e Trazione
att.: Ing. Corbellini P.S. SS Firenze.

1. In relazione alla politica della Commissione Allocated, in vari Uffici della Direzione Ferroviaria modificheranno le loro attuali mansioni di sovrintendenza in quelle di consulenza.
2. Quota modifica avverrà gradualmente durante il mese di Ottobre ed in questo periodo la "Sezione Ingegneria Meccanica" farà ogni sforzo per tenere informate le P.S. sui problemi normalmente da essa affrontati.
3. Per il 1° Novembre 1945 le P.S. assumeranno la completa responsabilità di tutte le officine ferroviarie, precedentemente sotto la sovrintendenza della Commissione Allocated, Divisione Ferroviaria. Tra queste officine sono incluse tutte quelle delle P.S. nei Compartimenti della Sicilia e di Reggio C.
4. Oltre alla responsabilità per le Officine P.S. suddette, una certa tutela da parte delle P.S. viene richiesta verso quelle officine private che eseguono lavori per conto di esse. Tale tutela include le seguenti responsabilità:
 - (a) Provvedere affinché sia ad essa fornito sufficiente lavoro in modo che il massimo di produzione sia assicurato.
 - (b) Mantenere i contatti ed ispezionare le officine in modo che la produzione abbia i requisiti richiesti dalle P.S.
 - (c) Aiutare in tutti i modi possibili il conseguimento dei materiali e delle forniture per queste Officine in modo che esse possano mantenere la produzione al massimo.
5. I prospetti sull'andamento delle varie Officine, private e P.S., continueranno ad essere forniti periodicamente alla "Sezione Ingegneria Meccanica". Questa potrà anche richiedere altri prospetti se se ne presenterà l'occorrenza.
6. Con il 1° novembre 1945 questa Sezione funzionerà soltanto con mansioni di consulenza. Essa continuerà la sua opera in cooperazione con le P.S., nel miglior modo possibile, desiderosa di contatti su argomenti di sua pertinenza e con lo scopo di agevolare le operazioni di ripristino delle Ferrovie Italiane.

Uffici della Direzione Ferroviaria modificheranno le loro attuali mansioni di sovrintendenza in quelle di consulenza.

2. Questa modifica avverrà gradualmente durante il mese di Ottobre ed in questo periodo la "Sezione Ingegneria Meccanica" farà ogni sforzo per tenere informate le FF.SS sui problemi normalmente da essa affrontati.
3. Per il 1° Novembre 1945 le F.S. assumeranno la completa responsabilità di tutte le officine ferroviarie, precedentemente sotto la sovrintendenza della Commissione Alleata, Divisione Ferroviaria. Tra queste officine sono incluse tutte quelle delle F.S. nei Compartimenti della Sicilia o di Reggio C.
4. Oltre alla responsabilità per le Officine F.S. suddette, una certa tutela da parte delle F.S. viene richiesta verso quelle officine private che eseguono lavori per conto di esso. Tale tutela include le seguenti responsabilità:
 - (a) Provvedere affinché sia ad esso fornito sufficiente lavoro in modo che il massimo di produzione sia assicurato.
 - (b) Mantenere i contatti ed ispezionare le officine in modo che la produzione abbia i requisiti richiesti dalle FF.SS.
 - (c) Aiutare in tutti i modi possibili il conseguimento dei materiali e delle forniture per queste Officine in modo che esse possano mantenere la produzione al massimo.
5. I prospetti sull'andamento delle varie officine, private e F.S., continueranno ad essere forniti periodicamente alla "Sezione Ingegneria Meccanica". Questa potrà anche richiedere altri prospetti se ne presenterà l'opportunità.
6. Con il 1° Novembre 1945 questa Sezione funzionerà soltanto con mansioni di consulenza. Essa continuerà la sua opera in cooperazione con le F.S., nel miglior modo possibile, lasciando di contatti su argomenti di sua pertinenza e con lo scopo di agevolare le operazioni di ripristino delle Ferrovie Italiane.

Per il Direttore

Copia a: Ufficiale esecutivo Sotto-Commissione Trasporti.
Direzione Servizio Militare Ferroviario - Italia -

22/11/1945

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

1 November 1945

Tel. 843238
Ref. AC/74/Tn4

SUBJECT : Proposed Bus Services.

TO : Roads Division.

1. Reference is to your letter AC/49/31/Tn3 of 27 October 1945. C. I. T. is a subsidiary organization of the Italian State Railways and it is noticed from newspaper advertisements that number of long distance road services are in operation at high rates.

2. We operate passenger train services between Rome and the North, offering connections at all the points at which C. I. T. now wishes to operate road services. The trains are limited in number and there is always a greater demand for seats than accommodations available. As we have noticed, however, that Italians seem to desire to travel at all times in spite of discomforts which they have to suffer, we cannot definitely state that the demand for rail travel is based on essential journeys, as much as for black market purposes and for personal business.

3. Undoubtedly, if you give authority for the operation of coach services, they will be very well patronized, but if you have the question of petrol consumption in mind, then it is suggested that you advise the C. I. T. that the points that they wish to serve are already covered by semi-fast and slow passenger trains and there is no immediate approval forthcoming.

4. As far as Trieste is concerned, we have been very careful in the introduction of civilian trains, because it is our opinion that it is most undesirable to afford easy means of travel into that area at the present time.

A.C. PING, Major
for Director
Chief RD

CWGT/gbl

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

74/68

REF :- AC/49/21/Tn5
SUBJECT :- Proposed Bus Services
TO :- Rail Division

27 October '45

1.- Attached is translation of letter dated 20 October 1945 from C.I.T. who are requesting authority to run bus services ROME - MILAN - , ROME - BOLZANO and ROME - VENICE - TRIESTE.

2.- Please inform this Office whether in your opinion in view of the existing Rail Services such new bus services can be justified.

FOR THE DIRECTOR

H. M. Downer
H. M. DOWNER

Major Inf.

Copy to: Mov.Div.(Rail & Road)

5693

RSM/gbl

TRANSLATION

COMPAGNIA ITALIANA TURISMO
(Italian Tourist Company)

REF :- AC/49/20/Tn5

SUBJECT:- Permits for Motor Transport Services

TO :- A.C.AFO 394 - Tnp - S/O -ROME

Referring to your letter of 11 October '45 we enclose herewith the originals of the permits from the Ministry of Transport in order to obtain your approval for the towns of Milano, Torino, Venezia, Trieste, Bolzano; we kindly request you to return a copy of each bearing your approval.

Moreover we beg to inform you that the following schedules will be observed for each of the lines:

1) ROME - MILANO, starting from Rome- Piazza Colonna and from Milan, Via Meravigli 3, at 600 and 1700 hrs. The distance is covered in about 24 hours; arrival respectively at 600 and 1700 hrs.

Route: Rome, Grosseto, Livorno, Pistoia, Bologna, Piacenza, Milano and viceversa; or Rome, Grosseto, Livorno, Genova, Pavia, Milano and viceversa. Stops at Grosseto, Livorno, Bologna or at Grosseto, Livorno and Genova.

2) ROME - TORINO, starting from Rome, Piazza Colonna and Torino, CIT Office- Via 3 Gennaio, at 1700 and 800hrs. Distance covered in about 24 hours; arrival respectively at 1700 and 800 hrs.

Route b Rome, Grosseto, Livorno, Spezia, Genova- Alessandria, Torino and viceversa. Stops at Grosseto Livorno and Genova.

3) ROME - BOLZANO, starting from Rome Piazza Colonna & Bolzano, CIT Office -Piazza Vittorio Emanuele, at 1700 hrs. Distance covered in about 27 hours; arrival about 2000 hrs.

5092

TO

:- A.C.APO 394 - Tmp - S/C -ROME

Referring to your letter of 11 October '45 we enclose herewith the originals of the permits from the Ministry of Transport in order to obtain your approval for the towns of Milano, Torino, Venezia, Trieste, Bolzano; we kindly request you to return a copy of each bearing your approval.

Moreover we beg to inform you that the following schedules will be observed for each of the lines:

- 1) ROME - MILANO, starting from Rome- Piazza Colonna and from Milan, Via Meravigli 3, at 600 and 1700 hrs. The distance is covered in about 24 hours; arrival respectively at 600 and 1700 hrs.

Route: Rome, Grosseto, Livorno, Pistoia, Bologna, Piacenza, Milano and viceversa; or Rome, Grosseto, Livorno, Genova, Pavia, Milano and viceversa. Stops at Grosseto, Livorno, Bologna or at Grosseto, Livorno and Genova.

- 2) ROME - TORINO, starting from Rome, Piazza Colonna and Torino, CIT Office- Via 3 Gennajo, at 1700 and 800hrs. Distance covered in about 24 hours; arrival respectively at 1700 and 800 hrs.

Route: Rome, Grosseto, Livorno, Spezia, Genova- Alessandria, Torino and viceversa. Stops at Grosseto Livorno and Genova.

- 3) ROME - BOLZANO, starting from Rome Piazza Colonna & Bolzano, Cit Office -Piazza Vittorio Emanuele, at 1700 hrs. Distance covered in about 27 hours; arrival about 2000 hrs.

Route: Rome, Grosseto, Livorno, Pistoia, Bologna, Verona, Trento, Bolzano and viceversa. Stops at Grosseto, Livorno, Bologna and Trento.

4.- ROME - VENEZIA-TRIESTE, starting at 630 and 1800 hrs from Rome Piazza Colonna- Trieste CIT Office Piazza dell'Unità and Venezia Ufficio CIT- Piazzale Roma. Distance covered in about 27 hours: arrival at 1000 and 2100 hrs.

Route Rome, Ancona, Rimini, Ferrara, Venezia Trieste and viceversa. Stops at Foligno, Ancona, Rimini, Terra.

CIT service are carried out at any time the expediency arises, and always on the public's request.

We shall be grateful if you will kindly give your attention to our request.

Awaiting the favour of your approval

We are Dear Sirs

C.I.T.
T. Carletti, Manager

1031

7/4/65 ACP/ic

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

Tel: 243238 ✓
Ref: AC/7/4/TH 4

27 October 45

SUBJECT : Cement Plant in Prato.

TO : Ing. S. Rissone
Capo Compartimento
Florence

Dear Ing. Rissone,

Thank you for your letter of the 23rd of October 1980/11/4/3
regarding reopening two cement plants near Prato.

The plan as submitted appears to be a sound one and I am
attaching hereto a copy of letter sent to the Industry Sub-Commission asking
that the matter of reopening the two plants be explored and if the plants
are reopened that a coal allocation made.

Very truly yours,

10321

Dear Ing. Risacene,

Thank you for your letter of the 23rd of October 1980/11/4/3 regarding reopening two cement plants near Prato.

The plan as submitted appears to be a sound one and I am attaching hereto a copy of letter sent to the Industry Sub-Commission asking that the matter of reopening the two plants be explored and if the plants are reopened that a coal allocation made.

Very truly yours,

509

Ing. J. Risacene
Capo Compartimento
Firenze

1033

44/65

PER/10

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
of Transportation (or) Main
C.A.F.

26 October 45

Tel: 8431/4
Ref: 12/71/1m 4

SUBJECT: Cement for Railways.

TO: Industry Sub-Commission.
RE: AC

1. Attached letter from the Cgo of the Florence Compartiments of the Italian State Railways. There has been a shortage of cement within the Florence-Bologna area for the past several weeks. The demand for cement in this territory will increase as permanent repairs to structures are undertaken and it is vital and most essential that an adequate cement supply be available to carry out the reconstruction of the railways.
2. The proposal submitted by Ing. Risso is sound provided the factories are in working conditions and can produce the amount mentioned in the attached letter. It is requested that an examination of the situation be made by the Industry Sub-Commission and arrangements made for the responding of the two plants, also for the allocation of coal for their operation.
3. Please advise result of your handling.

R. P. MOSS

R. P. MOSS,
for Director

Copy to: Eng. Branch
Stores Branch

MINISTERO DELLE COMUNICAZIONI
FF.SS. COMPARTIMENTO DI FIRENZE

OGGETTO: Cement.

Florence 23rd Oct.45

TO: Mr. Moss, Chief A.C.
Tn. Sub-Comm. (Rail Div)
ROME

Copy to: Col. W. T. Kelly;
Hq. / 4th Rly Gr. Division ROME

1. The reconditioning of our rly lines is getting on fairly well, but, owing to irregular arrival of cement we were often obliged to slow works about.
2. I now beg to submit you the following proposal, that I already made some months ago, unluckily without getting any favourable reply.
3. There are near Prato two factories which can produce some 2000 tons cement per month. What they need is coal : about 500 tons per month.
4. For several months already we have used here more than 2000 tons cement p. month, and it was sent to us from Civitavecchia or other places farther south.
5. Now I ask: "Would it not be more convenient to ship 500 tons coal from Civitavecchia to Prato, instead of sending 2000 tons cement? The problem of transportation would only improve, I think, to the advantage of general welfare.
6. I hope you will kindly take my proposal into your broad minded consideration, and trust in your cooperation.

The Capo Compartimento ISR.

1035

ADP/82

7/1/64

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

Tel.: 843238

Ref.: AC/74/Tn.4

23 October 45

SUBJECT: Removal of Materials from Railway Lines.

TO : ATRQ, G-4 (Mov & Tn).

1. A complaint has been received from the Italian State Railways that German prisoners camped in the area adjacent to the Rimini-Balleria Station in the Bologna Compartment are removing railway ties and ballast from the railway tracks and apparently are taking this material away in trucks.
2. Italian State Railways ask that the necessary instructions be given to those in charge of the camps in order to prevent continuation of this damage.

For the Chief Commissioner

P.A.

Acting Director.

Ministry of Transport
I.S.R. Direction General

Rome 22 OCT. 1945
I33A/6864 /35

Subject:
Removal of materials
from railways lines

Allied Commission
Transport. Sub-Commission

R o e

1. The Capo Compartimento at Bologna has informed our General Direction that the German prisoners camped on the area adjacent the Rimini Ballarica Station, have removed, on several occasion, from the railway line, all ties and gravel located under the rails. Said prisoners carry off the materials by trucks at their disposal.
2. The Italian Police Authorities have not the possibility to avoid this materials' removal.
3. Therefore we point out this serious inconveniences to your Commission and we beg you to take adequate measures to avoid the recurrence of such facts which damage the railway lines.

Director General
Sgd. Di Raimondo

5687

Removal of materials
from railways lines

Transport. Sub-Commission

R o m e

1. The Capo Compartimento at Bologna has informed our General Direction that the German prisoners camped on the area adjacent the Rimini Ballarica Station, have removed, on several occasion, from the railway line, all ties and gravel located under the rails. Said prisoners carry off the materials by trucks at their disposal.
2. The Italian Police Authorities have not the possibility to avoid this materials' removal.
3. Therefore we point out this serious inconveniences to your Commission and we beg you to take adequate measures to avoid the recurrence of such facts which damage the railway lines.

Director General

Sgd. Di Raimondo

5687

Mi.21.cb.



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 1.^a 22 OTT. 1945 - 194 - A.

N. ICCA/6861/35

ALL N

del

OGGETTO

Asportazione materiali
dalle linee ferroviarie.

COMMISSIONE ALIBATA
SOTTO COMMISSIONE TRASPORTI

R O M A

ALLEGATI N

I) - Il Capo del Compartimento ferroviario di Bologna ha informato questa Direzione Generale che i prigionieri tedeschi accampati nella zona adiacente alla stazione di Rimini Bellaria, hanno asportato a più riprese, dalla linea ferroviaria, tutte le traverse e la ghiaia che tolgono da sotto il binario, materiali che i prigionieri stessi trasportano lontano dal posto servendosi di automezzi che hanno a loro disposizione.

2) - Le Autorità di polizia italiana si trovano nella impossibilità di opporsi efficacemente alla manomissione dei materiali.-

3) - Si segnala pertanto il grave inconveniente a codesta Commissione con preghiera di voler promuovere provvedimenti idonei ad impedire il ripetersi di atti che devastano la linea ferroviaria.

IL DIRETTORE GENERALE

5685

Arti Ramondo

SIGNAL MESSAGE OUT.

DATE - TIME OF ORIGIN.

18.

FROM:- TN MAIN, ROME.

TO:- TROOPERS.

INFO:- MIDEAST.

702 TN TWO UNCLASSIFIED (.) CAROTET DOCS FOR ITALY IS SUBJECT (.)
M.E. CABLE TN TWO ORLINE TWO FOUR TWO ORLIQUE FIVE FOUR FOUR TWO FOUR
OCT ONE FIVE, YOUR SEVEN EIGHT SIX SIX FIVE ORLIQUE TN TWO, OCT NINE (.)
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THROUGH A.C. CHANNELS SUBMITTED AGAINST THEATRE SURPLUS IN M.E. (.)
SECOND (.) ASSUME M.E. M NEED IS MILITARY AND A.C. CIVIL BID VOID (.)
ADVISE (.)

THIS MESSAGE MAY BE SENT
AS WRITTEN BY ANY MEANS,
INCLUDING WIRELESS.

ORIGINATOR'S INSTRUCTIONS.
DEGREE OF PRIORITY.

SIGNED

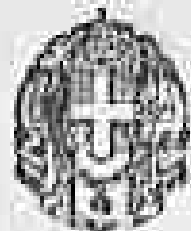
Guaplen/100

Routine

Copy to:- Tn. Sub Commission A.C.

Tn. A. 2/38/2.
DDE.

5685
18 Oct. 45



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 1^a 22 OTT. 1945 - 194 - A.

N. ICCA/6861/35

Al N. _____ del _____

OGGETTO

Asportazione materiali
dalle linee ferroviarie.

COMMISSIONE ALLEATA
SOTTO COMMISSIONE TRASPORTI
ROMA

ALLEGATI N. _____

1) - Il Capo del Compartimento ferroviario di Bologna ha informato questa Direzione Generale che i prigionieri tedeschi accampati nella zona adiacente alla stazione di Rimini Bellaria, hanno asportato a più riprese, dalla linea ferroviaria, tutte le traverse e la ghiaia che tolgono da sotto il binario, materiali che i prigionieri stessi trasportano lontano dal posto servendosi di automezzi che hanno a loro disposizione.

2) - Le Autorità di polizia italiana si trovano nella impossibilità di opporsi efficacemente alla manomissione dei materiali.-

3) - Si segnala pertanto il grave inconveniente a codesta Commissione con preghiera di voler promuovere provvedimenti idonei ad impedire il ripetersi di atti che devastano la linea ferroviaria.

5686
IL DIRETTORE GENERALE

Ugo Leonardo

SIGNAL MESSAGE OUT.

DATE - TIME OF ORIGIN.

18.

FROM:- TN MAIN, ROME.

TO:- TROOPERS.

INFO:- MIDREAST.

702 TN TWO UNCLASSIFIED (.) CAPROTTI LOGS FOR ITALY IS SUBJECT (.)
M.E. CABLE IN TWO OBLIQUE TWO FOUR TWO OBLIQUE FIVE FOUR FOUR TWO FOUR
OCT ONE FIVE, YOUR SEVEN EIGHT SIX SIX FIVE OBLIQUE TN TWO. OCT NINE (.)
FIRST (.) A.C. ITALY CONFIRM LOGS REQUIRED CIVIL USE ITALY - INDENT
THROUGH A.C. CHANNELS SUBMITTED AGAINST THEATRE SURPLUS IN M.E. (.)
SECOND (.) ASSUME M.E. IN NEED IS MILITARY AND A.C. CIVIL BID VOID (.)
ADVISE (.)

THIS MESSAGE MAY BE SENT
AS WRITTEN BY ANY MEANS,
INCLUDING WIRELESS.

ORIGINATOR'S INSTRUCTIONS.
DEGREE OF PRIORITY.

SIGNED

Copy to:- Tn. Sub Commission A.C.

Tn. A. 2/38/2.
JCH.

5685
18 Oct. 45.

1042

all of the fuel
74/57

TRANSPORTATION DIVISION
(RAIL DIVISION)
c/o Transportation (Br) Main
G.A.S.

17 October 43

TO: SAC, NEW YORK
FROM: SAC, NEW YORK/24/Tm 4

SUBJECT: Boiler Repairs, Narrow Gauge Locomotives.

TO: Chief Material and Traction Section
Italian State Railways, Florence
(through Eng. Genl, 100 - 514).

1. Attached will be found a letter from the Galbraith-Lewis Railways requesting assistance of the I.R. in making two boiler repairs. Attached also are prints of the boilers mentioned.
2. Every effort is being made to get a flow of lignite coming from the mines of Lignite Italia Building 1.1. located south of Legnano. The difficulty to date has been shortage of locomotives of the engine type.
3. The repair of these boilers will permit, through substitution, the provision of power adequate for the services required.
4. Please contact the Galbraith-Lewis Railway authorizing the shipping of these boilers at shortest ship.
5. When these boilers arrive, top priority should be given to their repair and return, in order to provide power for lignite movement as efficient as possible.

Director

P

548

1. Attached will be found a letter from the Calabris-Lazaro Railway requesting acquisition of five IFR in making two boiler repairs. Attached also are prints of the boilers mentioned.

2. Every effort is being made to get a flow of lignite coming from the mines of lignite Italian Meridionale S.A., located south of Lago di Lago. The difficulty so far has been shortage of locomotives of the "prova" type.

3. The repair of these boilers will permit, through substitution, the provision of power adequate for the repairs required.

4. Please contact the Calabris-Lazaro Railway authorizing the placing of these boilers at the repair shop.

5. When these boilers arrive, top priority should be given to their repair and return, in order to provide power for lignite movement at earliest possible date.

Director

P

Chief Engineer and Section Chief
Italian State Railway, Florence
(through Eng. Ford, IFR - Hdg.)

1043

1044

7-156

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

Tel. 843238

13 October 45

SUBJECT : Compagnie Internationale des Wagons-Lits.

TO WHOM IT MAY CONCERN

1. The Wagon-Lits organization in Rome is under Allied Commission supervision, and is engaged in heavy and light repairs to freight and passenger rolling stock.
2. It is in the interests of rehabilitation of Italian State Railways and restitution of International services for authority to be given to the Chief Engineer of the Company, Mr Albert FILLERICH, 159 Avenue de Malakoff, Paris, to visit Italy as may be considered necessary.
3. He will report to Rail Division, Transportation Sub-Commission, Allied Commission on each visit.

For the Chief Commissioner :

acting mgn.
A.C. PING, Major

TO WHOM IT MAY CONCERN

1. The Wagon-Lits organization in Rome is under Allied Commission supervision, and is engaged in heavy and light repairs to freight and passenger rolling stock.
2. It is in the interests of rehabilitation of Italian State Railways and restitution of international services for authority to be given to the Chief Engineer of the Company, Mr Albert FILIPPO, 159 Avenue de Malakoff, Paris, to visit Italy as may be considered necessary.
3. He will report to Rail Division, Transportation Sub-Commission, Allied Commission on each visit.

For the Chief Commissioner :

A. C. PING, Major
A. C. PING, Major

5480

OGGETTO:

Riparazione impianti del Servizio
Trazione del Compartimento di Torino.

A.C. SOTTOCOMMISSIONE TRASPORTI

(Col. STREET)

1) Fra i numerosi fabbricati ferroviari del Compartimento di Torino, danneggiati della guerra, che debbono essere riparati, hanno speciale importanza gli impianti del Servizio Trazione (depositi locomotive, officine di riparazione delle locomotive, carrozze e carri);

2) La riparazione di questi ultimi è particolarmente urgente, dato l'approssimarsi della stagione invernale, in considerazione del grave disagio a cui altrimenti verrebbe sottoposto il personale addetto, che dovrebbe in questo caso lavorare allo scoperto ed esposto alle intemperie.

3) Il Cap. Conway, rappresentante locale di codesta Sottocommissione, ha disposto che la riparazione dei fabbricati sia subordinata alla riparazione dei ponti ed ha riservato per questi ultimi tutte le materie da costruzione disponibile (cemento e mattoni).

4) Si prega voler esaminare se, per quanto esposto al punto 2, non sia possibile destinare parte di tali materiali al ripristino degli impianti del Servizio Trazione. In caso affermativo si prega dare le istruzioni adatte alle Autorità Alleate del Compartimento di Torino.

IL CAPO DEL SERVIZIO

Fco) Le Cigno

1043

7/1/82

COPY

Originator's Reference: 5406
 Date/Time of Origin SEP 262105Z
 Message Centre No.: P/9133
 Date Time Rec'd: SEP 271020A
 Precedence: ROUTINE

FROM WAR FROM OCS OTTE 00A0

TO ALLIED COMMISSION FOR ACTION FOR CLAC RPTD INFORMATION AREA FOR
 FUEL AND UK BASE SECTION FOR CASHEW SECRETARIAT.

UNCLASSIFIED.

This is COM 225. Refer OAL 1489, CAL 1453, LAC 1301.

Fuel consumption CAN ITALY.

1. Supply position heavy fuel oil other than navy special improving. Supply authorities feel reasonably confident we could double the monthly requirements for heavy oil now contained NOV 253.
2. Assume here you can make decision on general policy concerning locomotives, if availability fuel is only consideration.

RU DIST
 Pet/Sec, AFHQ
 Pet/Sec, Commerce S/C
 Transportation S/C
 Rail Div 14
 Plan. Div 1
 Industry S/C
 Agriculture S/C
 P & U S/C
 Brig. Anderson

DIST
 ACTION: REG DIV 4
 INFO: OAL 1489, CAL 1453, LAC 1301
 LA COMMISSIONER 2
 ECON SEC 2
 FINANCE 30
 CA TO 3 EMB
 CO TO 03 EMB
 FILE 2
 FIGHT

UNCLASSIFIED.

This is COM 225. Refer OAL 1489, SAL 1457, LAG 1501.

Fuel consumption OAL ITALY.

1. Supply position heavy fuel oil other than navy special improving. Supply authorities feel reasonably confident we could double the monthly requirements for heavy oil now contained NOV 250.

2. Assume here you can make decision on general policy concerning locomotives, if availability fuel is only consideration.

RA Dist
Pet/Sec, ARWQ
Pet/Sec, Commerce S/C
Transportation S/C
Rail Div 1
Plan. Div 1
Industry S/C
Agriculture S/C
PW & U S/C
Brig. Anderson

DIST

ACTION: REG DIV 4
INFO: CHIEF COMMISSIONER
EX COMMISSIONER 2
ECON 200 2
FINANCE 50
CA TO 3 ENB
CO TO US ENB
FILE 2
FLORE

5081

ALLIED FORCE HEADQUARTERS
Petroleum Section
APO 542

25 September 1945

Ref/305

SUBJECT: Fuel Oil for L.S.R. locomotives - Oil
Conversion Locomotives - East Coast

TO : Director
Military Railway Service
ROME

1. Reference your letters, file in A.2/7/1 of September 23 1945. It is desired to call attention to this Section's letter Ref 305 of August 3, 1945 enclosing copy of ACHAR cable HQ IN 15974 of July 25, 1945 wherein ACHAR pointed out that there was a very short supply of heavy liquid fuels. In that cable ACHAR also stated that any further conversion of coal burning locomotives to liquid fuels should be discontinued until further notice.
2. Shortage of Navy Special Fuel still exists in the Mediterranean Theater, there being only slightly over 30 days consumption held in the entire Theater in 14 separate storage points.
3. ACHS short shipped 164,000 bbls Navy Special fuel in September against our firm demand. Against our requests in October ACHS is short shipping 101,000 bbls.
4. L.S.R. will be allocated a total of 140,000 bbls in October plus sufficient to cover ACHS in British zone, Austria. No increase in October over this quantity can be permitted. ACHS is being advised of your increased requirements of 35,000 bbls in November and 56,000 bbls in December. No definite assurance however can be given as to your November and December allocations until advices are received as to definite shipping schedules in those months.
5. This Section is however calling ACHS asking for their opinion as to the possibility of more nearly meeting total requirements of Navy Special fuel in November and December. You will be advised in case of a favorable reply so that a conversion program of locomotives from coal to oil can then be undertaken. Until such assurances are received this Section advises that no further conversions be undertaken, either in Austria or Italy.

cc: Ref Sec, RAC
A.C.S.A. (1)
The 3 (RAC).
The Sub-Commission A.C.
C-14-43 End.

[Signature]
H.C. LEBER,
Colonel, Inf.

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KBS/ic

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

Tel: 04.34.45

17 October 1945

SUBJECT : Repair to Slipway-Guidecocks-18,000 Lbs.

TO : C.C.,
1065 I.W.T. Workshops Coy.
Royal Engineers
C.E.F.

Reference your 1065/400 dated 9th October 1945 and previous correspondence from HQ 6 I.W.T. Coy. RE.

1. The Slipway and Guidecocks referred to were requisitioned in the normal manner by me as O.C. 1065 I.W.T. Workshops Coy. and at the time of requisitioning the Manager of the firm was requested to have the slipway and gear cleaned up ready for military use. This was done and no repairs were necessary or were carried out.

The preparation of the skids and the slipping of the 2 Craft were carried out by labor employed by 1065 I.W.T. Workshops Coy. under the supervision of Capt. Morgan-Giles.

During this period the Manager or Foreman of the Carriers Naval Dockyard Mechanics at Venezuela was twice told by Capt. Morgan-Giles and myself to get his men off the site as they were in the way.

The only personnel belonging to this firm who were concerned in the slipping of 2 Craft were the winch drivers - at no time more than three men.

These were used as the winch was an unusual type and it was considered safer to use the drivers who were accustomed to it.

It is considered that the cost of the use of these men could be included in the rental paid by military authority under the requisition terms.

I cannot certify this invoice as a bill and reasonable charge as beyond the wages of three winchmen no money is due to this firm in connection with work for 1065 I.W.T. Workshops Coy. RE.


Capt. Butler, Major RE.
5679

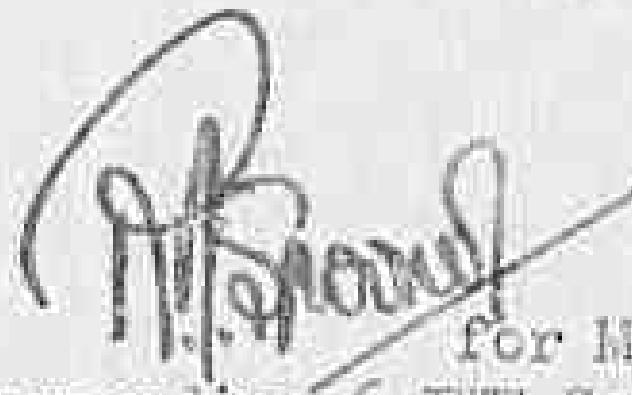
Subject:- Req for to Slipway-GINDECCA-18,000 L.

H.Q.
No. 6 IWT Group, RE.
C.M.F.
Tele: 27021.
Ref: V6/400.

14 Sept. 1945.

To:- Transportation Sub-Commission AC (Rail
Division), c/o Transportation (Br) Main, ✓
C.M.F.

1. Further to our V6/400 of 1st Sept. 45 and your AC/76/TH 4 dated 10th Sept. 45.
2. Your remarks are noted and in view of the disbandment of this Group HQ, wef 16 Sept. 45 - should it be necessary for further communications, will you please write direct to O.C. 1065 IWT W/S Coy, RE, CMF.


Capt. RE.
for Major RE.
Commanding 6 IWT Group R.E.
(R.D. SPOONER)

Copy to :- O.C.
1065 IWT W/S Coy, R.E.

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

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

7h/hs

AGP/1-11

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Tel. 843338
Ref. AG/74/Tn4

6 September 1945

SUBJECT : Attached Papers.

TO : Director, Military Railway Service.

1. Reference is to the attached papers addressed to Major Barnes of this Sub-Commission.
2. Major Barnes is on L. I. A. P. at the present moment and is not expected back for at least three weeks.
3. If there is any immediate urgency in the endorsement of the attached accounts, perhaps it may be possible for MRS to arrange for the necessary endorsement to be made.

acting my
for Director

Attachment:

As stated in
Paragraph 1.

5677



Subject:- Repair to Slipway - DMOK

X E.S.
Hq. 6 IWT Group RE.
CIP.
Tele: 27021.
Ref: V6/490.

1st Sept. 45.

To:- Major J.S. Barrow, RE, A.C.
In Sub Commission.
ROME.

1. Reference enclosed ARS P 1922 and account of Messrs. CANTIERI MARINI & CANTIERI MARCONI at VENEZIA, amounting to 16,000 lire, in respect of repairs to slipway and slipping of 276 at GIUGLIANA on 6th-12th June 45.
2. No records can be traced in the files of 1065 IWT Manda Coy RE., giving confirmation that orders were given for this work to be carried out, and the present staff cannot give any information.
3. The contractor's representative states, that the instructions were given orally by you, in conjunction with Capt. Morgan-Giles for them to carry out this work.
4. Will you please certify ARS P 1922 marked X and return, to enable this HQ to pass on for payment.
5. Please treat as urgent.

A. S. Brown
Capt. RE.
For Major RE.
Commanding 6 IWT Group RE.
(R.D. SPOONER) C
5016

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

Tel: 843403
Ref: AC/...

28 August 45

SUBJECT : Report on Bari Shops.

TO : Head of Mechanical Section.

I - GENERAL : The undersigned during the period of August 23 through 25 inclusive visited the Mechanical Establishments at Bari. Some of these were private organisations performing work under contract with ISR and others were shops operated by the ISR for their own use.

1. I.S.R. SHOPS -

The shops of the ISR in the Bari area consist of a car shop and a locomotive turn around shop designed for not higher than medium repairs. There is a slow down in production in the car shop as a result of a wage dispute between the workmen and the ISR. This has resulted in decreased production through slow down methods. This according to ISR officials has not progressed to the locomotive shops to any extent.

The matter of 50 lire per hour overtime requested by the men has been transmitted to Rome Headquarters. As of the date of this inspection no reply had been received from ISR Headquarters, Rome.

It is felt that the labour slow down is only one cause of the poor production showing in cars turned out in these shops. The supply of material is critically low and in some important items non-existent. The only supply source for these items is through cannibalisation of parts from other equipment usually that which is not repairable. This, for any economic production schedule is uncertain and inadequate. Cars are being sent to Foggia and points north for repair because of material shortage at Bari.

2. PRIVATE CONCERNS WORKING UNDER CONTRACT TO ISR -

At the present time there are two private concerns in Bari performing repair work under contract for ISR: Suiest Railway and AUC - (A Petroleum Refinery). These firms are doing at the present some contract work for ISR but not in any perceptible volume. Equipment and supplies are limited and for maximum utility in the shop, material arrangements and supply will have to be improved. It is understood that an agreement exists for ISR

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The matter of 30 lire per hour overtime requested by the men has been transmitted to Rome Headquarters. As of the date of this inspection no reply had been received from ISR Headquarters, Rome.

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- 2 -
to furnish material to private railways which they cannot themselves obtain through other sources. This is at present limited by a shortage in ISR stocks.

II - GENERAL EQUIPMENT SET UP OF ISR SHOPS, BARI -

1. Locomotive Shop:

This is a shed which has a capacity of 9-12 locomotives for light or medium repair. The equipment in the machine shop is old and the floor space is very crowded. In fact maximum utility of the machine equipment at hand is curtailed by overcrowding of floor space.

The equipment in the shop is as follows :

(a) 2 shapers

8 lathes - varying sizes

1 Boring Mill (small)

1 Wheel lathes (fair condition)

2 Forges (medium size)

1 Air hammer

Hoisting equipment consists of 4 screw hoists of 80000 kg capacity manually operated. Two drop pits are available for dropping wheels, one in the shed and the other on an outside track adjacent to the shed. Capacity of shop approximately 3 DR or DAP repairs for month. 20 Locomotives are the average turn daily.

150 is the approximate number men employed in this shop.

All heavy repairs to locomotives are sent to Pietrarsa shop, Naples as well as flues and tubes for repair.

Wheels other than necessary turning are sent to Granili shop, Naples.

Source of supply and raw material is stores at Pietrarsa shop, Naples with a few coming from shop at Foggia.

2. CAR SHOP :

The car shop at Bari has a capacity of about 50 cars at a time.

No passenger coaches are repaired at this point. There are eight trucks set aside for repair purposes with approximately 1600 feet under roof. I was informed that during rainy season production on outside tracks was reduced for this reason. Estimated output under ideal conditions of labor and material supply about 150 cars per month light, medium and heavy repairs. At present cars are being sent to shops in Foggin and North for repair at the rate of 15-20 per week.

Equipment in shop as follows :

- 4 drill press (varying sizes)
- 1 lathe (fair condition)
- 1 shaper
- 1 small compressor (for use in testing car air brakes)
- 1 Saw (rotary disc)
- 1 Saw, Band
- 1 Planer (small, wood)
- 1 Air brake tester
- 2 Forges (medium)
- 1 Hammer, Pneumatic (small)

Equipment in shops in fairly good condition though not of a size for capacity output. All wheels to be turned or repaired are sent to Grindall shop Napier.

The material situation particularly in steels etc, are bad. The stores supply consists for the most part of cannibalised parts from damaged cars.

Number men employed is 193 at present.

III - PRIVATE WORKSHOPS -

(a) Sulest Railway :

The shops of the Sulest Railway at Bari are doing contract repair work for the ISR on a limited scale. 12 cars and 1 locomotive are being repaired per month for the ISR on contract. The facilities of this shop are not large or modern in most respects. The workmen however are of a higher grade

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- 4 drill press (varying sizes)
- 1 lathe (fair condition)
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56721.

than those in ISR shops and because of receiving a higher wage are more contented.

Equipment :

- 4 lathes
- 1 shaper
- 1 planer (small)
- 1 slotter
- 1 wheel lathe (small about 50")
(All machines individual motor drive)
- 4 screw hoists for lifting locomotives

(b) AMTC -

This is a petroleum cracking plant at the present time about 90% inoperative. They have a nice machine shop for repair of their equipment, which is relatively modern. In addition they have a small sheet metal shop with shears, bending rolls, punches, etc. Prior to the war they maintained their own tank cars. Since the war the organization has looked for a side line to keep operation going pending the resumption of operations in their petroleum refining.

As a result they have recently contracted with ISR to repair tank cars. They estimate at present 15-20 per month. This may be increased later as production gets under way.

They stated that they might be willing to equip themselves to work on regular freight cars. It would necessitate the purchase and installation of certain woodworking equipment which in view of the original function of the plant would appear to be uneconomical for a short time programme. They are not now equipped to repair or turn wheels and this item will have to be handled by the ISR shops.

RECOMMENDATIONS :

1. That the Allied Commission Liaison Officer in the district be given inspection authority for all shops and have periodic conversations with the Capo in charge. He should also supervise the periodic shop reports required. These should be channelled through his office to the Headquarters Department concerned.

Periodic reports of shops in the Compartiments should be

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- 1 shaper
- 1 planer (small)
- 1 slotter
- 1 wheel lathe (small about 50")
(All machines individual motor drive)
- 4 Screw hoists for lifting locomotives

(b) ANIC -

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Periodic reports of shops in the Compartimento should be

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forwarded to Headquarters summarizing inspections and conversations with ISR officials.

2. Supplies and materials should not be accumulated and stored at larger shops. Allocations on the basis of output should be made to all repair points so that production may not be curtailed for that reason. It is the understanding that employment as well as production be maintained to a maximum degree at all points which precludes retaining all supplies in a centralized stores setup with consequent delay in filling current requisitions from outlying shops. A check up on distribution of existing materials seems indicated.

It is also suggested that periodic checks by ISR stores personnel be made of the shops to prevent hoarding in one shop when a need exists in another.

3. It is suggested that the AC might well use its influence to bring the two parties, workmen and ISR, together for a conference with a view to settling the grievance of the men in the Bari car shops.

The slow down is costing many cars per month in output with a corresponding curtailment of the rehabilitation program.

It seems that the attitude of the Rome ISR Headquarters is not too diligent in reaching a decision concerning the situation.

Suggestion through the proper channel might help the situation at Bari and prevent possible spread to other shops and areas.

J. W. Gill
J. W. GILL, Major

567

INTER-OFFICE MINUTE

JWG/ic

Ref. AC/221/ME/Tn 4

SUBJECT : Monthly Report Mechanical Section Rail Division.
TO : Chief, Rail Division.

1. The following report is submitted for the month of September covering data on shops and compartimentos under Allied Commission jurisdiction.

~~e. l.~~ Private workshops are functioning as follows :

(a) Wagon-Lits - Rome

The Wagon Lits shop in Rome has under repair several heavy repair jobs requiring from 1000-1500 man hours. This accounts for a slight drop from 9 coaches in August to 5 in September. They are at present repairing 1 sleeping car of which there is need. They will continue to run a sleeping car per month through the shop during the next three months.

At present there are awaiting shop several units from a British Ambulance train. These will be given priority and should all be in service during the next 15 days.

(b) Bombrini - Parodi - Delfino - Colleferro

This plant is doing an excellent job considering the continued shortage of materials and supplies.

The output of this shop is entirely war damaged equipment constituting heavy repairs and is for the most part, new in service, equipment when outshopped.

An effort has been made to increase the box car production but as a result of lumber shortage other types of equipment such as flats, gondolas, etc. have had to be substituted.

The output for the last period was as follows: 77 wagons.

Special mention, should be made of the initiative displayed in use of scrap and rough manufacture to fill in material shortages. For example they are making nails, bolts, screws etc. for which they have very crude equipment in order to get by. They are doing a fine job under the handicaps they are experiencing.

(c) Cecchetti Works at Civitanova Marche :

The Cecchetti Works have had an average repair month turning out 79 cars. This plant as have other private Industries been experiencing severe material shortages. Timber, sheet iron, coke etc. necessary to their output have been very difficult to supply.

The electric power situation as mentioned in previous reports is undergoing a gradual improvement. It is as yet not up to normal and this necessarily retards production.

(d) ISR Rialzo Shop - Rome Smistamento.
This shop is still undergoing a slow rebuilding program. It will be ./. 50.

- 2 -

some months before this phase has progressed sufficiently to permit maximum output.

Rialzo Shops have put out for the period 15 medium and 178 light repairs.

3.2 The locomotive and car situation in the Compartimentos of Calabria and Sicily are as follows :

(a) Reggio Calabria (Locomotive)

<u>TYPE OF LOCOMOTIVE</u>	<u>IN SERVICE</u>	<u>WAITING REPAIR</u>	<u>UNDER REPAIR</u>	<u>TOTAL</u>
ROAD LOCOMOTIVE	47	71	2	120
SWITCH LOCOMOTIVE	12	7	1	20
ELECTRIC LOCOMOTIVE	26	4	-	30
Total	85	82	3	170

During the period August 15 to September 15 3 Electric and 11 Steam locomotives were outshopped in this Compartimento.

(b) Reggio Calabria (cars)

During the month 45 units of passenger train equipment were given medium or heavy repairs. In addition to the above 15 units were recovered from previously inaccessible areas and either placed in service or moved to shops for light repairs.

The freight cars repaired in the area were 84 medium repairs and 1417 light repairs. This does not include the 1893 running repairs which were handled during the period.

(c) Sicily (Locomotives)

<u>TYPE OF LOCOMOTIVE</u>	<u>IN SERVICE</u>	<u>WAITING REPAIR</u>	<u>UNDER REPAIR</u>	<u>TOTAL</u>
ROAD LOCOMOTIVE (Standard Gauge)	152	114	3	269
ROAD LOCOMOTIVE (Narrow Gauge)	31	28	-	59
SWITCH LOCOMOTIVE	25	24	1	50
Total	208	166	4	538

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- 3 -

(d) Sicily (cars)

During this period 62 units of passenger equipment were given light and medium repair.

The freight equipment was handled through the shops at the rate of 45 heavy 48 medium and 690 light repairs. In addition 1031 units were given running repairs.

4.3 General :

A new private workshop has requested material aid from the Allied Commission. Officine di Casaralta at Bologna through the MRS submitted material requisitions which were handled through the Rail Division Stores section.

It seems that this shop is the only one of its kind undamaged in the Bologna area. The 163 Railway Workshop Company (Br) is billeted in the shop area and have been giving such supply help as they were able.

It is suggested that the Company vacate the area making their barrack space available for normal shop purposes and supply requisitions be handled in the future through this Office to ISR or to ISR direct.

It is felt that It seems reasonable to believe they should be in the same category as Colleferro and Cecchetti for supply and materials aid, and question of evacuation of military to allow development of the shop is on hand

5.4 Inspections trips

During the month inspection trips were made to Colleferro, Wagon Lits and to the Steel Mill at Bagnoli (Ilva).

The first shops named are covered previously in this report.

The purpose of the inspection to the steel mill was to determine their state of rehabilitation and when it could be expected to produce steel rail of which there is a serious shortage. This inspection was the subject of a report at that time.

As an overall picture, however, steel rail may be expected from this plant shortly after November 15 at the rate of 100-150 tons per day. This to be made from materials already in stock. On or about December 15 the furnaces should start and be able to supply billet material for the rolls at the rate of 250-300 tons per day. This later depends on the supply of a coking coal at rate of 10,000 tons per month. This is I understand under advisement at the present time. Failure to furnish coal in the proper quantity will delay operatives of the furnace until a supply is furnished.

6. The above report is submitted for your information.

5603
John W. Gill
JOHN W. GILL,
Major T.C.
Mechanical Section.

7/28

REF/16

TRANSPORTATION SUB-COMMISSION, AG
(RAIL DIVISION)
c/o Transportation (ar) Bldg
G.P.E.

3 August 45

Tel. 345209
Ref. AC/7/In 4

SUBJECT : Reconstruction Rails N.Y. Italy.

TO : Director
In Sub-Commission II, AG

I feel you may be interested in the enclosed submission by one of the Civil Engineers engaged on repairing rail tracks and installations in the Genoa and Turin areas.

R. P. Moss
R. P. MOSS,
Chief,
Rail Division.

Please return to
Rail Division
Moss
9/8/45

5667

ITALIAN STAT RAILWAY

COMPARTIMENTO

di

T O R I N O

LIST AND QUANTITIES OF MATERIALS USED UP TO DATE AND SAME REQ

M a t e r i a l s

Material used up to 18th/7/1945

CEMENT

Tonn. 750

IRON

" 1.500

BRICKS

N° 150.000

TILES

" 50.000

TIMBER

c.m. 360

LIME

Ql. 480

10671

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

AND QUANTITIES OF MATERIALS USED UP TO DATE AND SAME REQUIRED

Material used up to 18th/7/1945		Materials required	
Tonn.	750	Tonn.	28.000
"	1.500	"	34.000
Nº	150.000	Nº	6.500.000
"	50.000		
c.m.	360	c.m.	10.000
Ql.	480	Ql.	10.000

1068

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

CEMENT

Tonn.

750

IRON

"

1,500

BRICKS

N^o

150,000

TILES

"

50,000

TIMBER

c.m.

360

LIME

Ql.

480

1069

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

Tonn.	750
"	1.500
Nº	150.000
"	50.000
c.m.	360
Ql.	480

Tonn.	28.000
"	34.000
Nº	6.500.000
c.m.	10.000
Ql.	10.000



ITALIAN STATES RAILWAY

COMPARTIMENTO

di

T O R I N O

LINES OUT OF USE AS AT 1st MAY AND LINES RESTORED TO DATE 1

L i n e s	Lines out of use	Lines of tracks restored	Elect
<u>TORINO-MODANE</u> (Including Frejus tunnel)	-----	-----	ml.
<u>TORINO-GENOVA</u> (Section Turin-Bivio Bormida)	-----	-----	"
<u>TROFARELLO-CUNEO</u>	-----	-----	"
<u>SAVONA-CARMAGNOLA</u> (Section S.Giuseppe-Carmagnola)	-----	-----	"
<u>GENOVA-OVADA-ASTI</u> (Section Acqui-Asti)	-----	-----	"
<u>CHIVASSO-AOSTA</u>	ml. 54	-----	
<u>CHIVASSO-CASALE</u>	" 30	-----	
<u>NOVARA-DOMODOSSOLA</u>	" 2.743	ml. 294	

AS AT 1st MAY AND LINES RESTORED TO DATE 18 JULY 1945

Lines of tracks restored	Electric power lines to be restored	Electric power lines restored
-----	ml. 31.943	-----
-----	" 35.809	ml. 4.500
-----	" 36.500	" 2.000
-----	" 1.510	" 812
-----	" 130	-----
-----	-----	-----
-----	-----	-----
ml. 294	-----	-----

(SECTION TUPIN-DIVIO DOTTIER)

<u>TROFARELLO-CUNEO</u>	----	----	"
<u>SAVONA-CARMAGNOLA</u> (Section S.Giuseppe-Carmagnola)	----	----	"
<u>GENOVA-OVADA-ASTI</u> (Section Acqui-Asti)	----	----	"
<u>CHIVASSO-AOSTA</u>	ml. 54	----	
<u>CHIVASSO-CASALE</u>	" 30	----	
<u>NOVARA-DOMODOSSOLA</u>	" 2.743	ml. 294	
<u>CASALE-MORTARA</u>	" 330	" 280	
<u>ASTI-CHIVASSO</u>	" 144	" 72	
<u>ASTI-CASALE</u>	" 42	" 24	
<u>SANTHIA-ARONA</u>	" 350	" 312	
<u>TOTAL</u>	ml. 3.693	ml. 982	ml.

		"	35.809	ml.	4.500
		"	36.500	"	2.000
		"	1.510	"	812
		"	130		
ml.	294				
"	280				
"	72				
"	24				
"	312				
ml.	982	ml.	105.892	ml.	7.312

Handwritten signature
 COMMISSION
 U. S. C. (Rails)
 BRANCH
 N. W. ITALY
 OFFICIAL
 *

1074

L i n e s

T e m p o r a r y r e p a i r s

TORINO = GENOVA

Bridges : on river :

STENEVASSO Km. 37+733
TRAVERSA Km. 46+150
BORBORE Km. 29+797

Various :

UNDERWAY Km. 70+095

Viaduct :

Km. 23+007

Temporary restored with difeudinggen trusses

" " " " "
" " " " "
" " " " "
" " " " "

10751

- 3 -

Temporary repairs

Permanent repairs

Temporary restored with dished trusses

"	"	"	"	"
"	"	"	"	"
"	"	"	"	"
"	"	"	"	"

Various :

UNDERWAY

Km. 70+095

" " " " "

Viaduct :

Km. 23+007

" " " " "

1077

L. L. C.

COMMIS
Tn. S. C. (Ralls)
C E. BRANCH
N. W. ITALY
OFFICIAL

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- 2 -

L i n e s

T e m p o r a r y r e p a i r s

CASALE = MORTARA

Bridges : on river :

SESIA Km.76+256

ASTI = CASALE

Bridges : on river :

RIO MAGGIORINO

SANTHIA = ARONA

Bridges :

STRADA LA CARRATA

STRADA S.CRISTINA

TROFARELLO = CUNEO

Bridges : on river :

MELLEA Km.34+963

CHIVASSO = CASALE

Bridges : on river :

Temporary restored with ~~Differdingen~~ trusses

- 2 -

Temporary repairs	Permanent repairs
-----	Repaired
-----	Repaired
-----	Repaired
-----	Repaired
Temporary restored with diff Berdingen trusses	

Bridges : on river :
RIO MAGGIORINO

SANTHIA = ARONA

Bridges :
STRADA LA CARRATA
STRADA S. CRISTINA

TROFARELLO = CUNEO

Bridges : on river :
MELLEA Km. 34+963

CHIVASSO = CASALE

Bridges : on river :
DORA BALTEA Km. 12+386

Various : UNDERWAY LAMPERO STREET

Temporary restored with Biffertingen trusses

1081

Repaired

Repaired

Repaired

porary restored with ~~Aiff~~erdingen trusses

Repaired

Repaired

5603

- 4 -

L i n e s	Bridges	Viaducts
<u>ASTI = CHIVASSO</u> <u>Bridges :</u> on river : PO Km. 46+838 <u>Lines of tracks to be replaced :</u>	20	3
<u>ASTI = CASALE</u> <u>Bridges :</u> on river : RIO MAGGIORINO <u>Lines of tracks to be replaced :</u>	1	
<u>SANTHIA * ARONA</u> <u>Bridges :</u> on river : ELVO Km. 6+398 <u>Lines of tracks to be replaced :</u>	1	
<u>TOTAL</u>	23	3

1083

- 4 -

	Bridges	Viaducts	Tunnels	Various	line of tracks to be replaced	Electric power line to be restored
	20	3	2	3	ml.3.157	ml.105.892
	1				ml. 144	
	1				ml. 42	
	1				ml. 350	
<u>TOTAL</u>	23	3	2	3	ml.3.693	ML.105.892

- 3 -

L i n e s	Bridges	Viaducts
TROFARELLO = CUNEO ===== <u>Bridges :</u> on river : MELLEA Km. 34+963) STURA " 73+302 (<u>Electric power lines to be restored :</u> CHIVASSO = CASALE ===== <u>Bridges :</u> on river : DORA BALTEA Km. 12+386 <u>Various :</u> UNDERWAY-LAMPORO STREET Km. 12+987 <u>Tracks of lines to be replaced :</u> NOVARA = DOMODOSSOLA ===== <u>Bridges :</u> on river : TOCE Km. 66+217 <u>Tracks of lines to be replaced :</u> Including section NOVARA-VIGNALE that was double tracked	14 2 1 1	3

- 3 -

	Bridges	Viaducts	Tunnels	Various	Lines of tracks to be replaced	Electric power line to be restored
	14	3	2	2	ml. 54	ml. 69.392
	2					ml. 36.500
	1			1	ml. 30	
	1				ml. 2.743	

987

tracked

CHIVASSO = CASALE

Bridges : on river :

DORA BALTEA Km. 12+386

Various :

UNDERWAY-LAMPORO STREET Km. 12+987

Tracks of lines to be replaced :

NOVARA = DOMODOSSOLA

Bridges : on river :

TOCE Km. 66+217

Tracks of lines to be replaced :

Including section NOVARA-VIGNALE that was double tracked

CASALE = MORTARA

Bridges : on river :

SESIA Km. 76+256)
AGOGNA " 88+714 (

Lines of tracks to be replaced :

Handwritten signature
COMMISSION
T. S. C. (Rail)
C. E. BRANCH
N. W. ITALY
OFFICIAL
*

1

1

2

20

3

10871

2+987

tracked

1			1	ml. 30	
1				ml. 2.743	
2				m l. 330	
20	3	2	3	ml. 3.157	ML.105.892



1088

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

ITALIAN STATES RAILWAY
 COMPARTIM¹ TO
 di
 T O R I N O

THE FOLLOWING WERE DESTROYED OR PARTIALLY DESTROYED AS FOUND ON

L i n e s				Bridges	Viaducts
<u>TORINO</u> = <u>MODANE</u> <u>Bridges</u> : on river : DORA RIPARIA Km. 44+190) " " " 65+309 (" " " 70+585) " " " 82+328 (on river : MELEZET " 83+622) <u>Viaduct</u> : RIO GELASSO " 51+622) AQUILA " 62+850 (<u>Tunnels</u> : PONT VENTOUX) FREJUS (<u>Various</u> : UNDERWAY " 82+310 <u>Electric power lines to be restored</u> : including FREJUS TUNNEL <u>SAVONA</u> = <u>CARMAGNOLA</u> <u>Bridges</u> : on river : AQUARONA Km. 8+127)				5	2

)
(
)
(
)
(
)

)
(

)
(

ml. 31.943

1090

Bridges : on river :

DORA RIPARIA	Km.	44+190	)
"	"	65+309	(
"	"	70+585	)
"	"	82+328	(

on river :

MELEZET	"	83+622	)
---------	---	--------	---

Viaduct :

RIO GELASSO	"	51+622	)
AQUILA	"	62+850	(

Tunnels :

PONT VENTOUX	)
FREJUS	(

Various :

UNDERWAY	"	82+310
----------	---	--------

Electric power lines to be restored :
including FREJUS TUNNEL

SAVONA = CARMAGNOLA
=====

Bridges : on river :

ACQUARONA	Km.	8+127	)
RIO ISOLA	"	9+408	(
LETIMBRO	"	10+561	)
STURA	"	88+961	(

Electric power lines to be restored :

Section S.GIUSEPPE-CARMAGNOLA



5

2

4

9

2

1091

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

5					
	2				
		2			
			1		
					ml. 31.943
4					
					ml. 1.510
9	2	2	1		33.453



- 2 -

L i n e s	Bridges	Viaduct
TORINO = GENOVA ===== <u>Bridges</u> : on river : STENAVASSO Km. 37+733) TRAVERSA " 46+150 (BORBORE " 29+797) <u>Viaducts</u>: " 23+007 <u>Various</u> : UNDERWAY " 70+095 <u>Electric power lines to be restored</u> : Section TORINO-BIVIO BORMIDA	9 3	2 1
GENOVA - OVADA - ASTI ===== <u>Bridges</u> : on river : TANARO Km. 10+710 <u>Electric power lines to be restored</u> : Section ACQUI-ASTI	1	
CHIVASSO = AOSTA ===== <u>Bridges</u> : near by : IVREA Km. 32+838 <u>Lines of tracks to be restored</u> :	1	

1093

- 2 -

)
(
)

	Bridges	Viaduct	Tunnels	Various	Lines of tracks to be replaced	Electric power line to be restored
	9	2	2	1		ml.33.453
	3					
		1		1		ml.35.809
	1					ml. 130
	1					ml. 54

Viaducts: " 23+007

Various : UNDERWAY " 70+095

Electric power lines to be restored :

Section TORINO-BIVIO BORMIDA

GENOVA - OVADA - ASTI

Bridges : on river : TANARO Km. 10+710

Electric power lines to be restored :

Section ACQUI-ASTI

CHIVASSO = AOSTA

Bridges : near by : IVREA Km. 32+838

Lines of tracks to be restored :

1

1

1

14

3

1095

	1		1		ml. 35.809
1					ml. 130
1				ml. 54	
14	3	2	2	ml. 54	ml. 69.392
					5504

COMPARTIMENTO OF GENOA.GENOA HARBOUR LINES.

15th July 1945

LIST OF RAILWAY INSTALLATIONS WHICH HAVE BEEN REPAIRED (temporary)

QUAYS (Tracks destroyed or damaged)	TUNNELS	VARIOUS	Electric power lines.	Tele. Tele. li.
Sanità quay. Bettolo quay. Canzio quay. Rubattino quay. S. Gimgio quay (east) " " " (west) Etiopia (east) quay. Eritrea quay. Aereodrome quay. Chiappella quay. Zingari quay. Colombo landing stage. "Ponte Parodi" quay. "Darsena" quay. "Ponte Morosini" quay. "Ponte Calvā" quay. "Ponte Spinola" quay. "Ponte Embriaco" quay. "Molo Vecchio" quay. Gadda quay. Boccardo quay. Caracciolo quay. Assereto quay. All these quays have been partially repaired according to the programme established by the Allies.	Romairone tunnel. San Benigno tunnel. Santa Limbania (almost finished). Grazie tunnel.	Small repairs at the stations of San Benigno, Santa Limbania and Caricamento. The Di Negro warehouse has been partially repaired.	Included in the northern lines.	Included in the northern line.

GENOA HARBOUR LINES.

RELATIONS WHICH HAVE BEEN REPAIRED (temporarily or permanently).

VARIOUS	Electric power lines.	Telephone Telegraph lines.	km. of tracks.	MATERIALS ALREADY EMPLOYED.
all repairs at the stations San Benigno, Santa Limbania and Caricamento. The Di Negro warehouse has been partially repaired.	Included in the northern lines.	Included in the northern lines.	15 km.	Cement 5 Qls. Tiles 2000 Bricks 5000
				MATERIALS STILL REQUIRED. Hydraulic lime 4815 Qls Cement 2895 " Bricks 1805000 Timber 473 Cu m. Iron f. centering 4390 Kg. Tiles 100000 Glasses 200 Square m.
				Equipment Materials: Light Model 5124 m. Sleepers 2920 Timber 538 Cu m.

SECRET

19th July 1949

Total requirements of
materials
for the completion of the electric
power lines.

Iron and steel	48 tons
Cast iron	10 "
Steel for tubular poles	130 "
Steel in drawn ducts	50 "
Copper	1950 "
Bronze	80 "
Brass	5 "
Lead	10 "
Assorted porcelain insulators	20000 pieces
Assorted electric bulbs	2000 "
Cables, lead covered with copper or aluminium leads	35 km.
Pine wood in boardings	30 cu m.
Pitch-pine " "	20 cu m.
Oil for transformers and interruptors	250 tons
Various lubrications	12 "
Kerosene oil	1 "
Mineral oil (cooked)	3 "
Assorted varnishes	8 "
Red lead	3 "
Calcium carbide	5 "
Getters, rags and cuttings	7 "
Coal for the forge	10 "

COMPARTIMENTO OF GENOAGENOA HARBOUR LINES

ON THE FIRST OF MAY THE FOLLOWING RAILWAY INSTALLATIONS WERE D
PARTIALLY DAMAGED:

QUAYS (Tracks destroyed or damaged)	TUNNELS	VARIOUS	Electric power lines.	Teleph Telegr lines
Sanità quay. Bettolo quay. Canzio quay. Rubattino quay. S. Giorgio (east) quay. " " (west) " Etiopia (east) quay. Eritrea quay. Aereodrome quay. Chiappella quay. Zingari quay. Colombo landing=stage. "Ponte Parodi" quay "Darsena" quay. "Ponte Morosini" quay. "Ponte Calvi" quay. "Ponte Spinola" quay. "Ponte Embriaco" quay. "Molo Vecchio" quay, (in+ side). Gadda quay. Boccardo quay. Caracciolo quay. Assereto quay.	Romairone tunnel. Sanità tunnel. San Benigno tunnel. Molo Nuovo tunnel. Biagio Assereto tunnel. S. Limbania tunnel. S. Lazzaro Bassa tunnel. Grazie tunnel.	Movement building in the San Benigno station. Shipping agency and petrol tank. Weigh bridge huts. "Submersible" tracks between S. Benigno and Sampierdarena Polcevera. Water supplies and platforms. Santa Limbania warehouse, and movement building. Station and offices at Carica- mento etc. Mandraccio remblai. Administration buildings. Goods warehouse at Di Negro.	Included in the northern lines.	Includ in th north lines

as at 31st May 1945

GENOA HARBOUR LINESTHE FOLLOWING RAILWAY INSTALLATIONS WERE DESTROYED OR
PARTIALLY DAMAGED:

VARIOUS	Electric power lines.	Telephone Telegraph lines.	km. of tracks	
at building in the San o station. ng agency and petrol bridge huts. rsible" tracks between gno and Sampierdarena era. supplies and platforms. Limbania warehouse, and nt building. n and offices at Carica= etc. ccio remblai. stration buildings. warehouse at Di Negro.	Included in the northern lines.	Included in the northern lines.	70 km.	

S. Giorgio (east) quay.	Biagio Assereto tunnel.	Weigh bridge huts.
" " (west) "	S. Limbania tunnel.	"Submersible" tracks between
Etiopia (east) quay.	S. Lazzaro Bassa tunnel.	S. Benigno and Sampierdarena
Eritrea quay.	Grazie tunnel.	Polcevera.
Aereodrome quay.		Water supplies and platforms.
Chiappella quay.		Santa Limbania warehouse, and
Zingari quay.		movement building.
Colombo landing=stage.		Station and offices at Carica-
"Ponte Parodi" quay		mento etc.
"Darsena" quay.		Mandraccio remblai.
"Ponte Morosini" quay.		Administration buildings.
"Ponte Calvi" quay.		Goods warehouse at Di Negro.
"Ponte Spinola" quay.		
"Ponte Embriaco" quay.		
"Molo Vecchio" quay, (in+		
side).		
Gadda quay.		
Boccardo quay.		
Caracciolo quay.		
Assereto quay.		

bridge huts.
visible" tracks between
gno and Sampierdarena
era.
supplies and platforms.
Limbania warehouse, and
at building.
n and offices at Carica-
etc.
ecio remblai.
stration buildings.
warehouse at Di Negro.



Requiescencia.

8th July 1945

total requirements of
MATERIALS

For the completion of the Electric Power Lines.

Iron and steel	45	tons
Cast Iron	10	"
Steel for tubular poles	100	"
Steel in cross arms	50	"
Copper	1050	"
Brass	40	"
Brass	5	"
Lead	10	"
Assorted porcelain Insulators	20 000	pieces
Assorted electric bolts	2000	"
Cables, lead covered with copper or aluminium leads	30	km
Wire used in bonding	30	km
Pitch-pine " "	20	km
Oil for transformers and interruptors	250	tons
Various lubricants	12	tons
Insulation	1	ton
Linseed-Oil (cooked)	3	tons
Assorted varnishes	8	"
Red lead	3	"
Calcium carbide	6	"
Sutton rope and cuttings	7	"
Coal for the forge	30	"

Compartimento of Genoa

15th July 1945

Lines: I29 = I30 = 66 = 61 = 50

List of Railway Installations which have been repaired

BRIDGES	VIADUCTS	TUNNELS	VARIOUS	Electric Power Lines	Te
Line: <u>Genova-Ovada-Asti</u> Bridge km443+39 temporarily rep. " <u>Alessandria-Piacenza</u> <u>S. Giuliano bridge</u>: temp. repair by deviation. <u>Trebbia-Bridge</u>: temp. " <u>Tortona-Arquata</u> <u>Mereta Bridge</u>: temp. " <u>Tortona-Voghera</u> <u>Curone Bridge</u>: temp. " <u>Voghera-Piacenza</u> <u>Tidone-Bridge</u>: temp. " <u>G i o v i (Branch)</u> <u>Scrivia Bridge</u> km: 21-930 temp. <u>Ronco bridge</u>: 5 spans of 10m temp. <u>Villavecchia Bridge</u>: 5 arches of 12,15 m. temp. <u>Line Turin-Genoa</u> <u>Bridge at km149+392</u> 3 arches of 8 m with underground passage temporary repairs. <u>Line Genoa-Milano</u> <u>Staffora Bridge</u> : temp. repair with deviation.		<u>Giovi Branch line</u>: <u>Villavecchia Tunnel</u>: temp. <u>Giacoboni Tunnel</u>: temp. <u>Borlasca Tunnel</u> : temp.	<u>Novi S. Iovo</u>: <u>Squadra Rialzo Work-</u> <u>shops</u> temp. <u>Railway Staff lod-</u> <u>gings</u>: permanent rep. <u>Novi Station</u> <u>Station Bldg.</u> temp. <u>Arquata</u>: <u>Station Bldg.</u> temp. <u>Line Turin-Genoa</u>: 1 underground passage: temp. repaired. <u>Busalla Station</u> <u>Supplier</u>: permanent. <u>Borgo Fornari</u> <u>Halt and lineman's</u> <u>house</u>: permanent. <u>Line Ponte Assereto-</u> <u>Campasso</u>: Movement <u>Building</u>: permanent.	50 km	

I29 = I30 = 66 = 61 = 50

Railway Installations which have been repaired(temporarily or permanently)

VARIOUS		Electric Power Lines	Telegraph Telephone Lines	Km of Tracks	Lines interrup- ted for damages at the equipment	Material employed
ne:	<u>Novi S. Jovo:</u>	50 km	6 950 m	Main track: 8 km. Secondary track: 40 km.	---	Hydraulic lime 1165 qls. Cement 1297 " Tiles 131700 Bricks 109.400 Timber 56 Cu M. Iron 850 kg.
nnel: temp.	Squadra Rialzo Work-					
l: temp.	shops temp.					
: temp.	Railway Staff lod- gings: permanent rep.					
	<u>Novi Station</u>					
	Station Bldg. temp.					
	<u>Arquata:</u>					Material required
	Station Bldg. temp.					
	<u>Line Turin-Genoa:</u>					
	1 underground passage: temp. repaired.					Cement 99110 qls. Bricks 9210000 Timber 1065 Cu Iron fore centering 15850 kg.
	<u>Busalla Station</u>					Iron various types 31000 kg.
	Supplier: permanent.					Asphalt in blocks: 5100
	<u>Borgo Fornari</u>					Equipment materials:
	Halt and lineman's house: permanent.					Switches 5 Light model 8250 m. Model I.S.R.46.3: 30988 m. Model I.S.R. 50.6: 16198 m.
	<u>Line Ponte Assereto-</u>					Sleepers 97832 Timber 1410 Cu met.
	<u>Campasso: Movement</u>					
	Building: permanent.					

" Tortona-Voghera
Curone Bridge:temp.
" Voghera-Piacenza
Tidone-Bridge.temp.

" G i o v i(Branch)

Scrivia Bridge km:
21-930 temp.
Ronco bridge:5 spans
of 10m temp.
Villavecchia Bridge:
5 arches of
12,15 m.temp.

Line Turin-Genoa
Bridge at km149+392
3 arches of 8 m with
underground passage
temporary repairs.

Line Genoa-Milano
Staffora Bridge :
temp.repair with
deviation.

Line Turin-Genoa:
1 underground passage:
temp. repaired.

Busalla Station
Supplier: permanent.
Borgo Fornari
Halt and lineman's
house: permanent.

Line Ponte Assereto-
Campasso: Movement
Building: permanent.

Line Turin-Genoa:

1 underground passage:
temp. repaired.

Busalla Station

Supplier: permanent.

Borgo Fornari

Halt and lineman's
house: permanent.

Line Ponte Assereto-

Campasso: Movement

Building: permanent.

Cement 99110 qts
Bricks 9210000
Timber 1065 Cu
Iron for centering^{met.}
15850 kg.
Iron various types
31000 kg.
Asphalt in blocks:
5100

Equipment materials:

Switches 5
Light model 8250 m.
Model I.S.R. 46.3:
30988 m.
Model I.S.R. 50.6:
16198 m.
Sleepers 97832
Timber 1410 Cu
met.



1-10-81

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

5095

Compartimento of Genoa

Lines I29 - I30 = 66 = 6I = 50.

On the 1st of May 1945 the following Railway Installations were de
partially damaged.

BRIDGES	VIADUCTS	TUNNELS	VARIOUS	Electri Power lines
Line <u>Genoa-Ovada-Asti</u> Bridge km 39-443 " <u>Ovada-Alessandria</u> on the Bormida " <u>Aless.-Piacenza</u> San Giuliano bridge Trebbia-Bridge " <u>Tortona-Arquata</u> Mereta bridge " <u>Tortona-Voghera</u> Curone Bridge " <u>Voghera-Piacenza</u> Tidone Bridge " <u>Giovi(Branch)</u> Scrivia Br.km 21+930 Ronco bridge" 22+150 Villavecchia Bridge Ronco small passen- ger bridge. " <u>Turin-Genoa</u> Bridge at km149+392 " <u>Genoa-Milan</u> Staffora Bridge		Line:<u>Arquata-Ronco</u> Villavecchia Tunnel Giacoboni Tunnel Borlasca Tunnel	<u>Novi S.Bovo:</u> Locomotive shed, Workshops,Squadra Rialzo Building:all heavily dam. Movement Bldg.destroyed Railway Staff Bldg. dam. <u>Alessandria:</u> 28 tracks destroyed , Marshalling yard:damaged <u>Novi</u> Station, Warehouse ruined. Loading ramp,locomotive shed: damaged. 5 tracks demolished. <u>Serravalle:</u> Track demolished <u>Arquata:</u> track demolished. Station, Warehouses,Ser- Vice Building damaged. 3 tracks interrupted, 14 tracks demolished <u>Stazzano:</u> Track demolished. <u>Ronco:</u> 6 Tracks demolished. Locomotive shed,lodgings, Signalmen'shouse,Provision Stores,Station,Workshops I.E.S. completely damaged. <u>Line Turin-Genoa</u> 1 underground passage <u>Busalla Station</u> Supplier,Halt &lineman's house damaged. Line P.Assereto-Campese	178 k

30 = 66 = 6I =50.

the following Railway Installations were destroyed or partially damaged.

	VARIOUS	Electric Power lines	Telephon Telegraph Lines	km of tracks
<u>a-Ronco</u> <u>chia Tunnel</u> Tunnel Tunnel	<u>Novi S.Bovo:</u> Locomotive shed, Workshops,Squadra Rialzo Building:all heavily dam. Movement Bldg.destroyed Railway Staff Bldg. dam. <u>Alessandria:</u> 28 tracks destroyed , Marshalling yard:damaged <u>Novi</u> Station, Warehouse ruined. Loading ramp,locomotive shed: damaged. 5 tracks demolished. <u>Serravalle:</u> Track demolished <u>Arquata:</u> track demolished. Station, Warehouses,Ser- Vice Building damaged. 3 tracks interrupted, 14 tracks demolished <u>Stazzano:</u> Track demolished. <u>Ronco:</u> 6 Tracks demolished. Locomotive shed,lodgings, Signalmen'shouse,Provision Stores,Station,Workshops I.E.S. completely damaged. <u>Line Turin-Genoa</u> 1 underground passage <u>Busalla Station</u> Supplier,Halt &lineman's house damaged. Line P. Assereto-Campese	178 km	17 950 m	Main tracks: 42+564 km. Secondary tracks: 60 km.

- " Tortona-Arquata
Mereta bridge
- " Tortona-Voghera
Curone Bridge
- " Voghera-Piacenza
Tidone Bridge
- " Giovi(Branch)
Scrivia Br.km 21+930
Ronco bridge" 22+150
Villavecchia Bridge
Ronco small passen-
ger bridge.
- " Turin-Genoa
Bridge at km149+392
- " Genoa-Milan
Staffora Bridge

28 tracks destroyed ,
Marshalling yard:damaged

Novi

Station, Warehouse ruined.
Loading ramp, locomotive
shed: damaged.
5 tracks demolished.

Serravalle:

Track demolished

Arquata:

track demolished.
Station, Warehouses, Ser-
vice Building damaged.
3 tracks interrupted,
14 tracks demolished

Stazzano:

Track demolished.

Ronco:

6 Tracks demolished.
Locomotive shed, lodgings,
Signalmen's house, Provision
Stores, Station, Workshops
I.E.S. completely damaged.

Line Turin-Genoa

1 underground passage

Busalla Station

Supplier, Halt & lineman's
house damaged.

Line P.Assereto-Campasso
Movement Bldgs. Locomotive
shed, some tracks damaged.

Campasso-Rivarolo

Underground passage destr.
Some tracks demolished.

No. 785021

28 tracks destroyed ,
Marshalling yard:damaged

Novi

Station, Warehouse ruined.
Loading ramp, locomotive
shed: damaged.
5 tracks demolished.

Serravalle:

Track demolished

Arquata:

track demolished.
Station, Warehouses, Ser-
vice Building damaged.
3 tracks interrupted,
14 tracks demolished

Stazzano:

Track demolished.

Ronco:

6 Tracks demolished.
Locomotive shed, lodgings,
Signalmen's house, Provision
Stores, Station, Workshops
I.E.S. completely damaged.

Line Turin-Genoa

1 underground passage

Busalla Station

Supplier, Halt & Lineman's
house damaged.

Line P. Assereto-Campasso

Movement Bldgs. Locomotive shed, some tracks damaged.

Campasso-Rivarolo

Underground passage destr.
Some tracks demolished.



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

8-05

Genova Compartimento.

15 th July 1945

Total Requirements of
MATERIALSFor the Completion of the Electric Power Line.

Iron and Steel	43	tons
Cast Iron	10	"
Steel for tubular poles	190	"
Steel in drawn ducts	50	"
Copper	1950	"
Brass	40	"
Lead	5	"
Assorted Porcelain Insulators	10	"
Assorted electric bulbs	20 000	pieces
Cables, lead covered with copper or aluminium leads	2000	"
Pine wood in boardings	50	km
Fitch-pine "	30	cbm
Oil for Transformers and Interrupters	20	cbm
Various lubricants	250	tons
Paraffin oil	12	tons
Linseed Oil (cooked)	1	ton
Assorted varnishes	3	tons
Red lead	8	"
Calcium Carbide	3	"
Cotton rags and cuttings	6	"
Coal for the Forge	7	"
	30	"

GENOA COMPARTIMENTOLINE 50 = GENOA = LA SPEZIA

15th July 1945

LIST OF RAILWAY INSTALLATIONS WHICH HAVE BEEN REPAIRED (temporarily)

BRIDGES	VIADUCTS	TUNNELS	VARIOUS	Electric power lines.	Telegraph lines.
Cavi bridge can be used without repairs. Riva Trigoso bridge can be used without repairs. Deiva bridge can be used without repairs. Levanto small bridges: tempor.	Mulinetti viaduct can be used without repairs. Framura viaduct: tempor. Monterosso viaduct: tempor.	I of the S. Rocco tunnels can be used. Figari tunnel can be used without repairs. Megli tunnel can be used without repairs. Zoagli tunnel: tempor. Picchi tunnel: tempor.	Bogliasco and Pieve station: perman. Signal man's houses No. 19, 23, 30, 31, 45, 49, 70: tempor. Chiavari station: tempor. Sestri Levante suppliers perman. Bonassola station: perman. Levanto goods warehouse: perman. Monterosso station: tempor.	20 km.	1500 m
<u>CULVERTS</u>					
Framura culvert: tempor. Bonassola culvert: perman.					

E 50 = GENOA = LA SPEZIA

S WHICH HAVE BEEN REPAIRED (temporarily or permanently).

VARIOUS	Electric power lines.	Telegraph Km. Telephone of lines.	Km. tracks	Train service working from..... to.....	Material already employed
Bogliasco and Pieve station: perm. Signal man's houses No. 19, 23, 30, 31, 45, 49, 70: temp. Chiavari station: temp. Sestri Levante suppliers perman. Bonassola station: perman. Levanto goods warehouse: perman. Monterosso station: temp.	20 km.	1500 m.	Main track: 3,800 km. Recco=San Michele Seconda=on the 12th July 1945. 500 m.	Nervi=Bogliasco on the 14th June 1945. Moneglia=La Spezia on the 11th July 1945.	Hydraulic lime 58 qls. Cement 663 " Bricks 5000 Tiles 2000 Wood 37 Cu m. Iron 300 Kg.
				REMARKS Except for the railway sections of the viaducts which have been destroyed and for the railway section Bogliasco=Recco where the tracks are missing almost completely between Genoa and La Spezia there is at least one track which can be used.	Material still required: Hydraulic lime 15851 qls. Cement 70366 " Bricks 5.740500 Timber 4065 Cu m. Iron for center. 27800 Kg. " various types 90000 Kg. Equipment materials: Light model 4430 m. Model I.S.R. 463 804 m. " " 506 22547 m. Sleepers 42214 Timber 1035 Cu m. Switches 26

bridges: tempor.

CULVERTS

Framura culvert:
temp.
Bonassola culvert:
perm.

Levanto goods ware-
house: perman.
Monterosso station:
temp.

Devanto goods ware-
house: perman.
Monterosso station:
temp.

REMARKS

Except for the rail-
way sections of the
viaducts which have
been destroyed and
for the railway sec-
tion Bogliasco-Recco
where the tracks are
missing almost com-
pletely, between Ge-
nova and La Spezia
there is at least
one track which can
be used.

Hydraulic lime	15851 ql
Cement	70366 "
Bricks	5.740500
Timber	4065 Cu
Iron for center.	27800 Kg
" various types	90000 Kg
Equipment materials:	
Light model	4430 m.
Model I.S.R.463	804 m.
" "	506 22547 m.
Sleepers	42214
Timber	1035 Cu
Switches	26 met.



GENOA COMPARTIMENTOLINE 50 = GENOA = LA SPEZIA

ON THE FIRST OF MAY THE FOLLOWING RAILWAY INSTALLATIONS WERE DESTROYED OR

BRIDGES	VIADUCTS	TUNNELS	VARIOUS	Electric power lines.
Iron bridge at Chiavari (spans 22=24=22 m.): completely demolished. Cavi bridge: slightly damaged. Riva Trigoso bridge: slightly damaged. Moneglia bridge (span 5) damaged. Deiva bridge: several damages. Small bridges at Levanto: shoulders and beams damaged.	Bogliasco Viaduct (8 arches of 18 m., 5 arches of 6,5 m.): completely fallen in. Sori viaduct (8 arches of 13,5 m., 8 arches of 8 m.): Only one arch and one pile are still standing. Mulinetti viaduct: slightly damaged. Recco viaduct (19 arches of 13 m., 1 arch of 32 m.): Completely destroyed. San Michele viaduct (5 arches of 9 m.): Blown up in all its length. Zoagli viaduct: (6 arches of 13,6 m., 1 arch of 25 m.) Only some parts of the piles can be used. Moneglia viaduct: (4 arches of 10 m.) Completely destroyed. Framura viaduct: One arch has partly fallen in. Monterosso viaduct: 1 arch is slightly damaged.	San Rocco tunnel. Figari tunnel. Megli tunnel. Zoagli tunnel. Picchi tunnel. Biassa tunnels: a part of a tunnel has fallen in.	About 25 retaining walls. Window panes, shutters, water pipes etc. in the stations of Bogliasco Pieve and Sori. Signal man's houses No. 19, 20, 21, 22, 23, 30, 31, 35, 42, 44, 45, 48, 49, 54, 55, 57, 69, 70. The station, hydraulic installations, warehouse walls etc. at Recco. Goods warehouse at Rapallo. Zoagli station. A wing of the station, roofs, shutters, water pipes, water suppliers, motor pumps at Chiavari. Lavagna station. Sestri Levante station and suppliers. Riva Trigoso station and warehouse. (1) Deiva station and warehouse, and staff building. Framura station and warehouse. Bonassola station. Levanto station: completely fallen in. All railway buildings: damaged. Monterosso station.	Km. 210
CULVERTS				
2 Culverts at Chiavari. Culvert at Zoagli. " at Moneglia. " at Deiva. " at Framura. " at Bonassola.				

as at 1st of May 1945

GENOA = LA SPEZIA

RAILWAY INSTALLATIONS WERE DESTROYED OR PARTIALLY DAMAGED.

VARIOUS	Electric power lines.	Telephone Telegraph lines.	Km. of tracks	Line interrupted for damage to the equipment.
annel. About 25 retaining = walls. l. Window panes, shutters, water pipes etc. in the stations of Bogliasco l. el. stations of Bogliasco el. el. stations of Bogliasco els: a part Pieve and Sori. has compl. Signal man's houses No. 19, 20, 21, 22, 23, 30, 31, 35, 42, 44, 45, 48, 49, 54, 55, 55, 57, 69, 70. The station, hydraulic installations, warehouse walls etc. at Recco. Goods warehouse at Rapallo. Zoagli station. A wing of the station, roofs, shutters, water pipes, water suppliers, motor pumps at Chiavari. Lavagna station. Sestri Levante station and suppliers. Riva Trigoso station and warehouse. (1) Deiva station and warehouse, and staff building. Framura station and warehouse. Bonassola station. Levanto station: compl. fallen in. All railway buildings: damaged. Monterosso station.	Km. 216	m. 21.000	Main track about 29 km. Secondary track: 7,500 km.	Interrupted from Nervi to Recco. Interrupted in Rapallo station. Interrupted in Lavagna and Sestri stations. Interrupted near Levanto.

to: shoulders and beams of I3 m., I arch of 32 m.): Completely destroyed.

CULVERTS

San Michele viaduct (5
arches of 9 m.): Blown
up in all its length.
Zoagli viaduct: (6 arches
of 13,6 m., 1 arch of
25 m.) Only some parts
of the piles can be

2 Culverts at Chiavari used.

Culvert at Zoagli.

" at Moneglia

" at Deiva.

" at Framura.

" at Bonassola.

Moneglia viaduct: (4 arches of 10 m.) Completely destroyed.

Framura viaduct: One arcade has partly fallen in.

Menterosso viaduct: I
arch is slightly dama-
ged.

walls etc. at Recco.
Goods warehouse at Rapallo. Zoagli station.
A wing of the station,
roofs, shutters, water
pipes, water suppliers,
motor pumps at Chiavari.

Lavagna station.

Sestri Levante station
and suppliers.

Riva Trigoso station
and warehouse. (1)

Deiva station and warehouse, and staff building.

Framura station and
warehouse.

Bonassola station.

Levanto station: compl.
fallen in. All railway
buildings: damaged.

Monterosso station.

(1) Moneglia station
and warehouse.

walls etc. at Recco.
Goods warehouse at Rapallo. Zoagli station.
A wing of the station, roofs, shutters, water pipes, water suppliers, motor pumps at Chiavari.
Lavagna station.
Sestri Levante station and suppliers.
Riva Trigoso station and warehouse. (1)
Deiva station and warehouse, and staff building.
Framura station and warehouse.
Bonassola station.
Levanto station: completely fallen in. All railway buildings: damaged.
Monterosso station.
(1) Moneglia station and warehouse.

L. L. L.

Capel



GENOA COMPARTIMENTO

LINE 6I = GENOA = FRENCH BORDER.

15th July 1945

LIST OF RAILWAY INSTALLATIONS WHICH HAVE BEEN REPAIRED (temporarily)

BRIDGES	VIADUCTS	TUNNELS	VARIOUS	Electric power lines
<u>Bridge on the Leirone:</u> only the tracks have been repaired. <u>Portigliolo bridge:</u> temp. <u>Quigliano bridge:</u> temp. <u>Crovetto bridge:</u> temp. <u>Maremolio bridge:</u> temp. <u>Centa bridge:</u> temp. <u>Impero bridge:</u> temp. <u>Argentina bridge:</u> temp.		<u>Invrea tunnel:</u> perman. <u>Crocetta tunnel:</u> temp. Deviation of tracks. <u>Castello tunnel:</u> temp. <u>Termine tunnel:</u> temp. Deviation fo the tracks. <u>Noli tunnel:</u> temp. <u>S. Donato tunnel:</u> temp. Part of the abutments are permanent. <u>S.Spirito tunnel:</u> temp. Half of the construction is permanent. <u>Vadino tunnel:</u> perman. <u>S.Croce tunnel:</u> perman. <u>Capomele tunnel:</u> temp. <u>Capo Torre tunnel:</u> temp. <u>Capo Berta tunnel:</u> temp. <u>Prino tunnel:</u> temp. <u>Arma tunnel:</u> perman. <u>Caponero tunnel:</u> temp. A part is permanent.	<u>Voltri station;</u> most urgent repairs done. <u>Arenzano station:</u> repaired. Signal man's house at <u>Savona:</u> repaired. <u>Vado station:</u> some premises temporarily repaired. Station premises at <u>Albenga:</u> temporarily repaired. Some premises have been temporarily arranged in the <u>Oneglia</u> station.	50 km.

NE 61 = GENOA = FRENCH BORDER.

WHICH HAVE BEEN REPAIRED (temporarily or permanently),

VARIOUS	Electric power lines	Telegraph Telephone lines	km. of tracks	Lines interrupted for damage to the equipment.	Material employed
erman. Voltri station; most temp. urgent repairs done. ks. Arenzano station: re= temp. paired. mp. Signal man's house at tracks. Savona: repaired. Vado station: some pre= temp. mises temporarily re= mens paired. Station premises at temp. Albenga: temporarily truc= repaired. Some premises have erman. been temporarily arran= erman. ged in the Oneglia temp. station. l:temp. l:temp. p. n. temp. ent.	50 km.	I. 300m.	3,9 km.	100 m. between Porto Maurizio and S. Lorenzo. <u>REMARKS.</u> The line was open from Cogoleto to Varazze on the 20th May 1945; from Varazze to Celle on the 23rd May 1945; from Vado to Va= rigotti and from Finalpia to Impe= ria on the 3rd July 1945.	Hidraulic lime: 1250 Qls. Cement: 1950 " Bricks 500 Timber for centering: 175 Cu m. Iron for centering: 600 kg. Iron, laminated etc: 150 kg. Wire at 7 pairs: 2500 m. Copper wire: 28 tons Poles of different kinds: 75 Various materials: 1 ton <u>Material still re= quired.</u> Hydraulic lime 5640 Qls. Cement 25000 " Bricks 1025500 Timber 532 Cu m. Iron for centering: 6770 kg. Iron laminated etc. 715000kg. Asphalt in blocks: 5500 Gble 18 pairs 1000 M. " 19 " 2000 m.

tion is permanent.
Vadino tunnel: perman.
S. Croce tunnel: perman.
Capomele tunnel: temp.
Capo Torre tunnel: temp.
Capo Berta tunnel: temp.
Prino tunnel: temp.
Arma tunnel: perman.
Caponero tunnel: temp.
A part is permanent.

repaired.
Some premises have
been temporarily arran-
ged in the Oneglia
station.

25rd Ma
from Va
rigotti
Finalpi
ria on
July 19

L. G. Shaw
ALLIED
IN
C.E.
N

erman
erman
temp.
l:temp
l:temp
p.
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temp.
ent.

23rd May 1945;
from Vado to Va=
rigotti and from
Finalpia to Impe=
ria on the 3rd
July 1945.

2500 m.
Copper wire: 28 tons
Poles of different kinds: 75
Various materials: 1 ton

Material still re-
quired.

Hydraulic lime	5640 Qls.
Cement	25000 "
Bricks	1025500
Timber	532 Cu m.
Iron for centering:	6770 kg.
Iron laminated etc.	715000kg.
Asphalt in blocks:	5500

Cable B	pairs	1000 M.
"	I9 "	2000 M.

Equipment materials:
Light model 5774 m.
Model I.S.R. 463 .

IOI25 m.
" " 506
I95 m.

Sleepers	I6064
Timber	598 Cu met.

L. Busby Capt

ALLIED COMMUNICATIONS
In S. C. (R-1)
C. E. BRANCH
N. W. ITALY
OFFICIAL
★

1 1 2 2 1
Declassified E.O. 12356 Section 3.3/NND No. 735021

5693

GENOVA COMPARTIMENTO
LINE 6I = GENOA = FRENCH BORDER

ON THE FIRST OF MAY THE FOLLOWING RAILWAY INSTALLATIONS WERE DESTROYED

BRIDGES	VIADUCTS	TUNNELS	VARIOUS	Electric power lines	Telegraph lines
Bridge on the Leiro=Road=viaduct at Valle=Invrea tunnel. ne. crosia. Portigliolo bridge. Quigliano bridge. Crovetto bridge. Maremolo bridge. Centa bridge. Impero bridge. Argentina bridge. Nervia bridge. Bridge on the Roja.		Crocetta tunnel. Castello tunnel. Termine tunnel. Noli tunnel. S. Donato tunnel. Borghetto S.Spirito tunnel. Vadino tunnel. S. Croce tunnel. Capo Mele tunnel. Capo Torre tunnel. Capo Berta tunnel. Prino tunnel. Prarola tunnel. Arma tunnel. Caponero tunnel.	Voltri station. Arenzano station and warehouse; Signal man's house km. 37+356. Savona Letimbro station. Rialzo workshops of Savona. Locomotive shed of Savona. Turning=shop, carpenter shop, electric cabin, suppliers, a platform and all workshops at Savona. Signal man's house at Varigotti. All station premises at Albenga. Station and warehouses at Oneglia. Railway buildings and installations at Porto Maurizio. Railway buildings at Taggia. Railway buildings and installations at San Remo. Ospedaletti station. Railway buildings and installations at Bordighera.	240 Km..	

No. 785021

①

①

①

①

Bridge on the Roja.

Capo Mele tunnel.
Capo Torre tunnel.
Capo Berta tunnel.
Prino tunnel.
Prarola tunnel.
Arma tunnel.
Caponero tunnel.

Turning=shop, carpenter shop, electric cabin, suppliers, a platform and all workshops at Savona.

Signal man's house at Varigotti.

All station premises at Albenga.

Station and warehouses at Oneglia.

Railway buildings and installations at Porto Maurizio.

Railway buildings at Taggia.

Railway buildings and installations at San Remo.

Ospedaletti station.

Railway buildings and installations at Bordighera.

Turning=shop, carpenter shop, electric cabin, suppliers, a platform and all workshops at Savona.

Signal man's house at Varigotti.

All station premises at Albenga.

Station and warehouses at Oneglia.

Railway buildings and installations at Porto Maurizio.

Railway buildings at Taggia.

Railway buildings and installations at San Remo.

Ospedaletti station.

Railway buildings and installations at Bordighera.



GENOVA COMPARTMENT 2

15th July 1945

Total requirements of
Materials
for the completion of the Electric
Power lines.

Iron and steel	45 tons
Cast iron	10 "
Steel for tubular poles	190 "
Steel in drawn ducts	50 "
Copper	1950 "
Bronze	40 "
Brass	5 "
Lead	10 "
Assorted porcelain Insulators	20000 pieces
Assorted electric bulbs	2000 "
Cables, lead covered with copper or aluminium leads	50 km.
Fire wood in boardings	30 cu m.
Pitch-pine " "	20 cu m.
Oil for transformers and interruptors	250 tons
Various lubricatings	12 "
Paraffin oil	1 "
Linseed oil (cooked)	3 "
Assorted varnishes	8 "
Red lead	3 "
Calcium carbide	6 "
Cotton/ rags and cuttings	7 "
Coal for the forge	30 "

Summary of Work done in N.W. Italy (Genova and Torino Compartimentos) under Control of Tn. S.C. (Rails)
C.E. Branch- Allied Commission

from 1st May - 15th July 1945

	Damaged	Repaired
Bridges	59	31 t.
Viaducts	13	5 t.
Tunnels	35	23 t.
.....		11 p.
Various	92	28 t.
.....		14 p.
Quays (Genoa Harbour)	23	23 p.
Track (kms)	218	72 p.
Electric Power Lines (kms)	750	120 p.
Telephone Lines (kms)	42	10 p.

N.B. T - Temporary repair
P - Permanent

Handwritten signature



11341

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

C O E. I. O. XXXXXXXXX 60 Sub Area
C O E. I. O. 151 SUB AREA
C. M. F.

ITALIAN STATE RAILWAYS

GENOVA - VIA ANDREA DORIA 5 - TELEPH. 62-596
TORINO - STAZIONE PORTA NUOVA - " 44-879

GENOVA, 28th July 1945

Ref/B/55

Subject: Reconstruction Rails N.W. Italy.

TO: Lt Col. Street
In S.C. (Rails)
H.Q. ALLIED COMMISSION

In order to present the true picture of results of labour in the field in N.W. Italy, I have had prepared in my offices at Torino and Genova the enclosed summaries of statistics. It is not intended to present it as a report but just a statement of what has been achieved.

It will be appreciated that not one item of material has been received from A.G. sources but is the result of first class cooperation from Naval, Military, A.M.G. and civilian sources.

Apart from its interest to A.C. Rails it may have some propaganda value on a higher level, even if only to affect some of the erroneous statements made by press, radio and individuals.

For information, a copy has been sent to the Regional Commissioners of Liguria and Piemonte regions who have a very slight idea of railway conditions in their areas.

[Signature]
Capt.
R. Signals

TRANSLATION

TRANSPORTATION SUB-COMMISSION (RAILS)
ENGINEERING BRANCH
FLORENCE

Doctor Ivan Matteo LOMBARDI
Under-Secretary for Industry and Commerce

17 September 1945

Dear Doctor LOMBARDI:

Following my letter of Sept. 13, I wish to make you acquainted with the inadequate system for the distribution of petrol and hereto attach letter from your Director of the Chamber of Commerce of Siena to Ing. FALORSI, together with a letter from same Ing. FALORSI to our Office, dated Sept. 15.

As you may see, the request of fuel from such firm for September was 21,000 litres, while only 5,000 litres were received with notice that no more fuel was to be received. Result of this is that the works have to stop to-morrow and the skilled workers will be dismissed. Rail movements will never be restored with such a system, and the important quantity of food, combustibles and other items which Italy may produce, will not be equitably distributed for the people's welfare, and this will be added to the sufferings of next winter.

I hope that before this letter reach you, you have already given the necessary orders in accordance with my suggestions for the resolution of this hard problem, as discussed during our meeting of July last and repeated again in our letter dated Sept. 13.

While assuring you that the only reason for bothering you so frequently is my desire to help Italy and the Italian people, in my best of ways, for a prompt relieving from war ruins, I remain.

nº2 Enclosures:
Letter from Chamber of Commerce
" " Firm FALORSI.

Sincerely yours
Edward Richard
Chief Engineer

1 1 3 6

Dear Doctor LOMBARDI:

Following my letter of Sept. 13, I wish to make you acquainted with the inadequate system for the distribution of petrol and hereto attach letter from your Director of the Chamber of Commerce of Siena to Ing. FALCINI, together with a letter from same Ing. FALCINI to our Office, dated Sept. 13.

As you may see, the request of fuel from such firm for September was 21,300 litres, while only 5,500 litres were received with notice that no more fuel was to be received. Result of this is that the works have to stop to-morrow and the skilled workers will be dismissed. Rail movements will never be restored with such a system, and the important quantity of food, combustibles and other items which Italy may produce, will not be equitably distributed for the people's welfare, and this will be added to the sufferings of next winter.

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no2 Enclosures:

Letter from Chamber of Commerce
" " Firm FALCINI.

Sincerely yours
Edward Richard
Chief Engineer

5650

TRANSPORTATION

TRANSPORTATION SUB-COMMISSION (RAILS)
ENGINEERING BRANCH
FLORENCE

15 September 1942.

Doct. Ivan Matteo LOMARDI
Under Secretary for Industry and Commerce.

Dear Dottor LOMARDI:

I refer to our meeting held on July 26, 1945 concerning the allocation of fuel to the various Chambers of Commerce for I.S.R. Contractors working at the reconstruction of Italian railways, and to the letter from Col. STREET dated Sept. 10, 1945.

During our meeting you promised me to give necessary instructions to the various Directors of Economy Councils for peculiar allocations of fuel to I.S.R. Contractors working for railway reconstructions; in such a way as the Economy Council Directors might have full authority about the quantity of fuel to deliver to them.

The reasons for the necessity of such clear instructions, which would have avoided misunderstandings and interferences which these works important for the economy of Italy, have been proved during that meeting.

In the past, when fuel for contractors was included among the allocation for transports in general, some other transport organizations were receiving their fuel while the contractors could get only a very small amount of it not sufficient to carry on works within the short time at their disposal before winter conditions could stop them.

It was clearly agreed by yourselves and other participants at the meeting that the only resolution for this hard problem was to assign a separate amount of fuel to contractors working for I.S.R. reconstruction, same as a separate amount of fuel is now assigned to Industry, Agriculture etc.

During the meeting and with the above letter you have been requested to inform the Sub-Commission's Director about the peculiar instructions to give to the Directors of various Economy Councils.

I would very much appreciate receipt of a copy of your instructions to the various Directors of Economy Councils of Florence, Siena, Arezzo, Pisa, Lucca and Apuania.

Many important works for I.S.R. reconstruction have been stopped during August, and now in September works have again been prevented owing to the lack of fuel; they will certainly stop very soon if the necessary fuel is not promptly delivered.

I refer to our meeting held on July 21, 1945 concerning the allocation of fuel to the various Chambers of Commerce for I.S.R. Contractors working at the reconstruction of Italian Railways, and to the letter from Col. SMITH dated Sept. 6, 1945.

During our meeting you promised me to give necessary instructions to the various Directors of Economy Councils for peculiar allocations of fuel to I.S.R. Contractors working for railway reconstructions; in such a way as the Economy Council Directors might have full authority about the quantity of fuel to deliver to them.

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Many important works for I.S.R. reconstruction have been stopped during August, and now in September works have again been prevented owing to the lack of fuel; they will certainly stop very soon if the necessary fuel is not promptly delivered.

Economy Council of Florence has received 139,290 litres of fuel for September and I.S.R. Contractors in the Province of Florence were in need of 12,000 litres, this represents only 10% of the allocation for Florence, the remaining 90% is for Industry, Agriculture etc.

Now, how many Contractors have only received 29,000 litres for September is shown by the attached letter from M. COCCHI dated Sept. 12, 1945, with which he affirms he cannot give any more fuel in this month to I.S.R. Contractors. He has later on promised to deliver an additional quantity of 15,000 litres to them, saying that he couldn't afford any more.

Gathering 10% of the fuel assigned to Agriculture, Industry and transports in general, would permit I.S.R. Contractors to get sufficient fuel for carrying on their works. This would be necessary only for a few months as within that time the reconstruction of one track of the most important lines would be finished. From that time on I.S.R. could be able to transport a greater tonnage of food, lignite and other materials, resulting in a reduction of transports by road and consequent economy of fuel to be destined to other uses.

I sincerely hope you will rectify the present fuel distribution as to I.S.R. Contractors, in order to avoid the discontinuation of all the railway reconstruction works with consequent impossibility of rail movements of lignite from S.Giovanni during next winter, and the interruption of the Prato-Bologna line caused by the destruction of temporary military repairs on that line on account of the next heavy rains. Also certain serious delays for the reopening of other railway lines necessary for movement of civilians and other important materials, are to be considered.

I strongly feel the importance of this problem, for this reason I wrote this detailed letter directly to you hoping that some immediate action may be taken.

Sincerely yours
Howard Richard
Chief Engineer

Attached : letter from Doct. ROMANOLI
and letter from firm PERRONNON.

HR/EL/25/5/42.

...the destruction of
temporary military repairs on that line on account of the next heavy
rains. Also certain serious delays for the reopening of other
railway lines necessary for movement of civilians and other important
materials, are to be considered.

I strongly feel the importance of this problem, for this
reason I wrote this detailed letter directly to you hoping that some
immediate action may be taken.

Sincerely yours
Edward Richard
Chief Engineer

Attached : letter from Doct. ROMAGNOLI
and letter from firm KERNERSON.

12/21/23/9/42.

56-3

TRANSPORTATION SUB-COMMISSION (RAILS)
ENGINEERING BRANCH
FLORENCE

17 Settembre 1945

Transito

Dr. IVAN MITTICO LOMBARDI
Sottosegretario per l'Industria
e Commercio.

Gentile Dottor Lombardi

Piacio seguito alla mia lettera del 13 settembre col desiderio di portare a vostra conoscenza l'inadeguato metodo di distribuzione della benzina ed escludo la lettera scritta dal Voostro Direttore della Camera di Commercio di Siena all'Ing. Valorsì ad una lettera dello stesso Ing. Valorsì a questo Ufficio, in data 15 settembre.

Come potete constatare la richiesta carburante di tale ditta per il settembre, era di Litri 21.300, mentre ne ha ricevuto solo 5.500 Litri e le è stato reso noto che non ne riceverà di più. Il risultato di ciò sarà che i lavori dovranno fermarsi domani e gli operai specializzati che lavorano per la ditta dovranno essere licenziati. I trasporti a mezzo ferrovia non verranno mai ripristinati con detto sistema e l'importante quantità di generi alimentari, combustibili ed altri generi che l'Italia può produrre non potranno essere consegnate distribuiti per il miglior beneficio del popolo e ciò va aggiunto alle sofferenze del prossimo inverno.

Spero che prima vi giunga questa lettera, voi avrete dati gli ordini necessari in accordo con i miei suggerimenti per la soluzione di questo difficile problema, come discusso nella nostra riunione del luglio u.s. e ripetuto ancora nella nostra lettera del 13 settembre.

Assicurandovi ancora quel'unico motivo per molestarvi così frequentemente è il desiderio di aiutare l'Italia ed il popolo Italiano, nel mio miglior modo possibile, per un pronto ricollovarsi dalle rovine della guerra.

Incorrente

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11421

Gentile Dottor Lombardi

Faccio seguito alla mia lettera del 11 settembre col desiderio di portare a vostra conoscenza l'ineadeguato metodo di distribuzione della benzina ed escludo la lettera scritta dal Vostro Direttore della Camera di Commercio di Siena all'Ing. Falorsi ed una lettera dello stesso Ing. Falorsi a questo Ufficio, in data 15 settembre.

Come potete constatare la richiesta concorrente di tale ditta per il settembre, era di Litri 21.100, mentre ne ha ricevuto solo 5.500 litri e le è stato reso noto che non ne riceverà di più. Il risultato di ciò sarà che i lavori dovranno fermarsi domani e gli operai specializzati che lavorano per la ditta dovranno essere licenziati. I trasporti e mezzo ferrovia non verranno mai ripristinati con detto sistema e l'importante quantità di generi alimentari, combustibili ed altri generi che l'Italia può produrre non potranno essere equamente distribuiti per il miglior beneficio del popolo e ciò va aggiunto alle sofferenze del prossimo inverno.

Spero che prima vi giunga questa lettera, voi avrete dati gli ordini necessari in accordo con i miei suggerimenti per la soluzione di questo difficile problema, come discusso nella nostra riunione del luglio u.s. e ripetuto ancora nella nostra lettera del 13 settembre.

Assicuratevi ancora che l'unico motivo per molestarvi così frequentemente è il desiderio di aiutare l'Italia ed il popolo Italiano, nel mio miglior modo possibile, per un pronto rincollovarsi dalle rovine della guerra.

Sinceramente

56.7

All. 2
Lettere della Camera Com.
" " Ingr. Falorsi

Edward Richard
Ingegnere Capo

ACT/10

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

19 September 45

Tel: 84,3250
Ref: AC/39/Tn 4

SUBJECT : Supply of Petrol to IRR Contractors.

Dear Dottore La Malfa:

I am fully aware of the difficulties in obtaining petrol for the use of the Italian State Railways' contractors, but must again emphasize the urgent need for reconstruction and rehabilitation of many of the railroad tracks at present in hand, before the winter season not only renders working difficult, but also affects the tracks themselves. In the Florence area where the urgent work is necessary on the line between Arezzo and Florence, so that every opportunity can be taken to obtain lignite from the many mines in the district, the contractors are still suffering from complete lack of essential petroleum.

Attached hereto is a copy of a letter sent to the Ministry of Industry and Commerce by our Engineer in the Florence area, setting out all the difficulties which have arisen and pressing for some speedy action to insure a satisfactory petrol supply. It is hoped that you will think it desirable to press on with the Ministry of Industry and Commerce on this very important matter before winter is upon us.

(Signed) [Signature]
CHIEF, RAIL DIVISION
for Director

Dottore Ugo La Malfa
Minister of Transport
Ministry of Communications Building
Piazza della Croce Rossa
Rome

Attachment:
As stated above.

5646

RECEIVED
FEDERAL BUREAU OF INVESTIGATION
U.S. DEPARTMENT OF JUSTICE
WASHINGTON, D.C. 20535

15 Settembre 1945.

Dr. Ivan Matteo Lombardi
Sottosegretario per l'Industria
e Commercio.

Gentile Dottor Lombardi.

Si riferisco alla riunione avuta con lei il 27 luglio 1945 riguardante l'assegnazione di carburante alle diverse Camere di Commercio, per le imprese della R.S., che ricostruiscono la Ferrovia Italiana, ed alla lettera del Col. Stuart del 6 settembre 1945.

In questa riunione la S.V.I. si promise di dare le necessarie istruzioni ai vari Direttori del Consiglio di Economia per specificare assegnazioni di data quantità di carburante, assegnate specificamente ai contrattisti delle Ferrovie dello Stato per i loro macchinari e veicoli usati per la ricostruzione delle R.S., di modo che i Direttori del Consiglio di Economia avrebbero piena certezza per la consegna di tale quantità di carburante per i suddetti contrattisti per le specifiche ricostruzioni delle Ferrovie dello Stato.

La ragione per la necessità di tali chiare istruzioni ai Direttori dei vari Consigli di Economia per impedire malintesi e relativa interferenza con questi importanti lavori per l'economia d'Italia fu prevista in detta riunione. Poiché nel passato quando il carburante per i contrattisti era incluso in quello dei trasporti in generale, altri tipi di trasporti ricevevano il carburante ed i contrattisti ne venivano dato molto poco e sempre insufficiente per fare il lavoro nel minimo spazio di tempo che essi avevano a loro disposizione per compierlo prima delle piene e che le condizioni invernali impedivano tale ricostruzione.

Per chiarimento concordato dalla S.V.I. ed altri presenti alla riunione che l'unica soluzione a questo difficile problema era di dare una quantità separata di carburante ai contrattisti ricostruttori le R.S. nello stesso modo come una quantità separata di carburante viene ora assegnata per l'Industria, Agricoltura, ecc.

Alla riunione e nella lettera alla quale mi riferisco vi fu chiesto d'informare il Direttore del In. Sub-Com. riguardante alla specifiche istruzioni date da lei ai Direttori dei vari Consigli di Economia.

Il sottoscritto apprezzerrebbe molto ricevere una copia di

5615

Si riferisco alla riunione avuta con lei il 27 luglio 1945 riguardante l'assegnazione di carburante alle diverse Ditte di Commercio, per le imprese delle S.S., che ricostruiscono le ferrovie italiane, ed alla lettura del Col. Street del 6 settembre 1945.

In questa riunione la S.V.I. mi fornisce di avere le necessarie istruzioni ai vari Direttori dei Consigli di Economia per spedire le mandati di 2 te quantità di carburante, assegnate specificamente ai Contrattisti delle Ferrovie dello Stato per i loro macchinari e veicoli usati per la ricostruzione delle S.S., di modo che i Direttori dei Consigli di Economia avrebbero piena autorità per la consegna di tale quantità di carburante per i contrattisti Contrattisti per le spedizioni ricostruzioni delle Ferrovie dallo Stato.

La ragione per la necessità di tali chiare istruzioni ai Direttori dei vari Consigli di Economia per impedire malintesi e relative interferenze con questi importanti lavori per l'economia d'Italia fu provata in detta riunione. Poiché nel passato quando il carburante per i contrattisti era incluso in quello dei trasporti in generale, altri S.V.I. di trasporti ricevevano il carburante ed ai contrattisti ne veniva dato molto poco o sempre insufficiente per fare il lavoro nel minimo spazio di tempo che essi avevano a loro disposizione per compierlo prima delle piene e che le condizioni invernali impedivano tale ricostruzione.

La soluzione accordata dalla S.V.I. ed altri presenti alla riunione che l'unica soluzione a questo difficile problema era di dare una quantità separata di carburante ai contrattisti ricostruttori la S.S. nello stesso modo come una quantità separata di carburante viene ora assegnata per l'Industria, Agricoltura, ecc.

Alla riunione e nella lettera alla quale mi riferisco vi fu chiesto d'informare il Direttore dei In. S.S.-Com., riguardo alla esecuzione istruzioni date da lei ai Direttori dei vari Consigli di Economia. 56-5

Il sottoscritto apprezzerrebbe molto ricevere una copia delle sue istruzioni ai vari Direttori dei Consigli di Economia a Firenze, Siena, Arezzo, Pisa, Lucerna, e Apuania.

In Agosto molti di questi importanti lavori per la ricostruzione delle S.S. furono iniziati ed in settembre il lavoro è stato di nuovo ostacolato per la mancanza di carburante e sarà fermato del tutto molto presto se il carburante necessario non verrà prontamente consegnato. Il Consiglio Economia di Firenze ha ricevuto 739290 litri di carburante per il settembre ed i contrattisti delle S.S. nella Provincia di Firenze necessitano 72.555 litri il che è solamente il 10% dell'assegnazione per Firenze il quale lascia il 90% per gli altri fabbieri Industria, Agricoltura ecc. e quanti contrattisti hanno ricevuto solo 29.000 litri in settembre, come dalla qui acclusa lettera del Dott. Romagnoli 12 Sett. 45

nella quale egli afferma di non poter dare più carburante in questo mese ai contrattisti delle F.S. Successivamente egli ha promesso di consegnare a questi contrattisti un'adizionale quantità di 15.000 litri di benzina, dicendo di non poterne dare di più.

Una riunione del 10% della quantità di carburante per l'Agricoltura, Industria e Trasporti in generale permetterebbe di avere carburante sufficiente per i contrattisti delle F.S. Questo sarebbe necessario solo per pochi mesi poiché in quel tempo la ricostruzione di un binario della linea più importanti sarebbe terminata. D'allora in poi le F.S. sarebbero in grado di trasportare un tonnellaggio ben superiore sia di generi alimentari, lignite ed altri materiali col risultato di una riduzione negli autotrasporti e relativo risparmio di carburante che potrebbe essere adibito ad altri usi.

Io spero sinceramente che voi vorrete correggere la presente distribuzione di carburante riguardo ai contrattisti che lavorano per la ricostruzione delle F.S. poiché dal trascurare di far ciò adesso risulterà la sospensione di tutti i lavori delle ricostruzioni ferroviarie, nessun trasporto di lignite per ferrovia da S. Giovanni potrà aver luogo in questo inverno e l'interruzione della linea Prato-Bologna sarà dovuta dalla distruzione delle temporanee riparazioni Militari eseguite su quella linea, a causa delle forti piogge invernali e nei seri ritardi nell'apertura di altre linee ferroviarie necessario ai trasporti di civi ed altri materiali importanti per l'economia della popolazione italiana in questo inverno.

Sento fermamente l'importanza di questo problema e per detta ragione ho scritto questa lettera così dettagliata alla S.V.I. direttamente con la speranza che verrà presa azione immediata.

Sinceramente.

Edward Richard
Chief Engineer

P.S. Address Lettera Dott. Bonagiolli
" " Ditta Ferrobeton.

564

JWG/10

INTER-OFFICE MINUTE

Ref: AC/248/WF/Tn 4

SUBJECT : Inspection ILVA Steel Mill, BagnoliTO : Chief Rail Division
Allied Commission

The following is a report of ^{an} inspection made by this office of the ILVA Steel Mill located at Bagnoli, near Naples on September 14 and 15, 1945.

OBJECT : To determine, primarily, the date of production of steel rails and secondarily, the general rehabilitation of the plant for all types of production.

GENERAL CONDITION OF PLANT :

The Bagnoli Plant of the ILVA Steel Company was thoroughly and completely demolished through bombing by Allied Forces and through complete demolitions by German forces before leaving the area.

Clearing the area and a start at rehabilitation has been made. Considering the extent of the damage remarkable progress has been accomplished. One rolling mill is ready for operation, one blast furnace will be ready by January 1st and one oven for heating billets is awaiting electric current which will be supplied in the next 30 days.

STEEL PRODUCTION IN PLANT :

Production of steel rails will start on or about November 15, 1945 at a rate of about 100-150 tons per day. With present equipment they will be able to turn out 600 mm rail in three sizes, 36 kg/meter, 46 kg/meter and 50 kg/meter. After February 15th, 1946 with the operation of an additional set of forming rolls they will be able to increase production of rails to 200 tons per day.

Sufficient billet material is on hand to carry production for two months without additional output of billets.

Between December 15 and January 1st they will be able to operate one furnace which will turn out 250-300 tons per day. This is sufficient billet material for production of 200 tons of rail per day plus some additional structural shapes such as channels, I beams, etc. These structural shapes are planned to go into production on or about February 1st. It is my information that this plant is the only one in Italy capable of turning out this 600 mm I beams.

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EQUIPMENT :

- (a) Furnace - One furnace will be ready for operation between December 15 and January 1st. About one year will be required before an additional furnace will be rebuilt and in operation.
- (b) One set of forming, rolls is ready for operation requiring only the repair of a large motor which will be ready inside of 30 days. An additional set of rolls will be ready for use in the next 60 days.
- (c) One set of ovens for heating billets for forming is now ready for operation. Another will be ready before additional capacity is required.
- (d) Foundry - The Foundry is in partial operation and is used for internal plant maintenance and repair.
- (e) The coking plant is completed but awaiting electric current which will be available by December 1st when the furnace will be ready for operation.

RAW MATERIAL :

It is anticipated that coal will be coming in at a rate of 2000 tons per month starting in October with 4,000 tons.

At present there is sufficient ore and scrap on hand for 4-5 months operation.

There is a question that is being checked with Engr. Massa of the quantity of coal necessary to operate the furnace when it goes into operation. The engineer at Bagnoli stated that the coal requirement for the operation of this one furnace would be from 12,000-14,000 tons per month with a reserve of at least 20,000 tons on hand to take care of delivery delay etc. It is not practical operation once the furnace is placed in service to close down periodically then start up again. This procedure is injurious to equipment, non economical from the point of use of material and fuel and inefficient from the point of maximum production.

A check with Captain Hardy of the Industrial Sub-Commission indicates that the matter is receiving attention. This matter will be followed thru with the Industrial Sub-Commission to be sure as far as possible that coal will be on hand when the furnace is ready in December. There is insufficient raw material on hand to permit delay in getting the furnace in operation beyond December.

GENERAL INFORMATION :

- 1. Before the war this plant produced 800 tons of steel products per day with three furnaces.
- 2. Employment before the war 4,000 men.
- 3. Present employment 2000 Italian and 200 Prisoners of War.

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- 3 -

4. Present anticipated production -
November 15, 1945 - February 1st 100-150 tons per day.
After February 1st, 200 tons per day.

A year will be required to place an additional furnace in operation.
Prior to this any perceptible increase in output can not be counted upon.

JOHN W. GILL
Major T.C.
Mech. Engr. A.C.

Transportation Sub-Comm. (Rail Div)
Tel. 84303
20 Sept. 45.

5611

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ALLIED COMMISSION
LIAISON OFFICE
BAR I

18 September 1945

RSP : LB/53 / 135

SUBJECT : Trials of 74 Italian Civilians
for theft of WD. Property from
railway trucks at TARANTO.

TO : HQ Allied Commission
Legal Sub Commission

1. The attached translation of a letter from "Tribunale Militare Territoriale di Guerra" at TARANTO is forwarded for your information.
2. A summary of the sentences passed by the Court on the 74 Italian Civilians accused of large scale theft of WD. property from railway trucks in transit at TARANTO is given below : -

NUMBER OF PERSON SO SENTENCED

SENTENCE

11 years	1
8 "	4
7 "	3
6 "	2
5 "	7
I-4 "	30
less than I year	19
acquitted	6
omitted from list	2
	<u>74</u>

In 24 cases fines up to a maximum of 20,000 Lire were imposed in addition.

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HSH/ob

H.S. Hartley
H.S. Hartley, Col.
Liaison Officer AJ BARI

COPY TO : Public Safety Sub Commission
: Transportation Sub Commission
: "A" 54 Area
: "A" 52 Area

444

TRIBUNALE MILITARE DI GUERRA DI TARANTO

Taranto 9 September 1945

No. 21000

ALLIED COMMISSION LIAISON OFFICE

B A R I

SUBJECT : - Trial of 74 Italian Civilians for theft of WD property
from railway trucks at TARANTO.

This Tribunale has sentenced yesterday the following
offenders :

Offender	Years	Months	Fine
CONVERTI Cosimo	3		
TRISOLINI Giovanni	5		
SAMMARTINO Nunzio	8		
CARROZZO Luigi	8	and 6 months	
BERTORE Giuseppe	2		
FIGNATELLI Nicola	4		
BARRA Romolo	7	and 6 Months	
ZONNO Giocchino	5		
BOTTIGLIONE Giuseppe	2	and 8 months	
ESILE Francesco	II	fine Lire 20.000	
PULPITO Luigi	4		
D'AMATO Antonio	4		
DE MATTEO Agatino	5		
CILLI Angelo	I	and 8 months	
DIPILATO Giovanni	3		
MIGNINI Ernesto	2	and 8 months	
PRATOLINO Francesco	3		
SABATO Giovanni	3	and 6 months	
RICCI Angelo		acquitted	
GUERRINO Giovanni	6		
LATO Vincenzo	6		
DE GIORGIO Giuseppe	3	and 6 months	
		fine Lire 20.000	56.00
GIAMMELLARI Francesco	3	and 2 months	
GRECO Sebastiano	I	and 3 months	
PISANELLI Francesco		8 months, fine Lire 20.000	
VILLA PAGE Vittorio	3	and fine Lire 20.000	
VERBAIO Vito	I	and fine Lire 8.000	

This Tribunale has sentenced yesterday the following offenders :

CONVERTI Cosimo	3	years	
TRISOLINI Giovanni	5	"	
SAMMARTINO Nunzio	8	"	
CARROZZO Luigi	8	"	and 6 months
BERTONE Giuseppe	2	"	
PIGNATELLI Nicola	4	"	
BARRA Romolo	7	"	and 6 Months
ZONNO Gioacchino	5	"	
BOTTIGLIONE Giuseppe	2	"	and 8 months
BASILE Francesco	11	"	fine Lire 20.000
PULPITO Luigi	4	"	
D'AMATO Antonio	4	"	
DE MATTEO Agatino	5	"	
CILLI Angelo	1	"	and 8 months
DIPILATO Giovanni	3	"	
MIGNINI Ernesto	2	"	and 8 months
PRATOLINO Francesco	3	"	
SABATO Giovanni	3	"	and 6 months acquitted
RICCI Angelo		"	
GUERRINO Giovanni	6	"	
LATO Vincenzo	6	"	
DE GIORGIO Giuseppe	3	"	and 6 months fine Lire 20.000
GIARAMELLARI Francesco	3	"	and 2 months
GRECO Sebastiano	1	"	and 3 months
PISANELLI Francesco		"	8 months, fine Lire 20.000
VILLA PAOL Vitorio	3	"	and fine Lire 20.000
VETRANO Pietro	1	"	and fine Lire 8.000
BRESCIA Giovanni		"	8 months
ANTONUCCI Cosimo	2	"	and 4 months, fine Lire 20.000
BRESCIA Enrico	2	"	fine Lire 20.000
WIEBE Mario	2	"	and 6 months
PRECARA Albino	4	"	
RASCHI Orlando	3	"	
TRAPANI Salvatore	5	"	
SCARGIA Antonio		"	8 months
SANTOVITO Cosimo	3	"	6 months, Fine lire 10.000

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ANTONANTE Umberto	8	years	and 6 months, fine Lire 15.000
FORTUNA Antonio	1	"	
COZZO Luigi			8 months
CAPODIFERRO Domenico			6 months
BOCCUTI Pasquale			acquitted
CARRIERI Augusto			2 months
MALMESI Umberto			acquitted
STASOLLA Salvatore	7	"	XXXXXXXXXX
BARI Vittorio	5	"	
SCAROLA Francesco	7	"	6 months , fine Lire 10.000
PAOLINI Ugo	5	"	
CELLAMARE Vincenzo	5	"	
ANGELINI Rosaria			3 months , fine Lire 3.000
CORONA Anna			4 months , fine Lire 4.000
CAROFALO Oscar			10 months , fine Lire 5.000
PIGNINI Giovanni			3 months
BORSCHI Attilio			8 months , fine Lire 20.000
PICUNO Armando	2	"	
CARZOLLA Michele	2	"	
LLANO Rosario			4 months
.....NI Antonio			2 months
.....Antonio			6 months
LO VECCHILIONICOLA			2 months
MASTRONUZZO Francesco	3	"	acquitted
POZZESSERE Felice			3 months , fine Lire 3000
CARRIERI Filomena			1 months , fine Lire 10.000
DOHNO Giovanni			3 months , fine Lire 1500
LECCI Pietro	1	"	3 months , fine Lire 20.000
RAGOMELINO Salvatore	8	"	
CAPUANO Renato			8 months , fine Lire 10.000
PELUSO Vincenzo	2	"	8 months , fine Lire 5.000
RESSA Luigi	1	"	8 months , fine Lire 20.000
ANDOLFATO Ladio	1	"	6 months , fine Lire 16.000
MASSARO Francesco			8 months , fine Lire 20.000
MASSARO Pasquale			acquitted
GIOIA Pietro	1	"	8 months
MINNERA Domenico			6 months , fine Lire 10.000
			acquitted

Signed : Col. Francesco D'Ambrosio
 PROCURATORE MILITARE DEL
 REGNO.

ANGELINI Rosaria		3 months	, fine Lire 3.000
GORONA Anna		4 months	, fine Lire 4.000
CAROFALO Oscar		10 months	, fine Lire 5.000
PIGNINI Giovanni		3 months	
BORSCHI Attilio		8 months	, fine Lire 20.000
PICUNO Armando	2		
CAZZOLA Michele	2	4 months	
ILANO Rosario		2 months	
.....NI Antonio		6 months	
..... Antonio		2 months	
LO VECCHILONICOLA		acquitted	
MASTRONUZZO Francesco	3		
FOZZESSERE Felice		3 months	, fine Lire 3000
CARRIERI Filomena		1 months	, fine Lire 10.000
DORNO Giovanni		3 months	, fine Lire 1500
LECCI Pietro	1	8 months	, fine Lire 20.000
RAGOSINO Salvatore	8		
CAPUANO Renato		8 months	, fine Lire 10.000
PELUSO Vincenzo	2		
REBBA Luigi	1	6 months	, fine Lire 5.000
ANDOLFATTO Lidio	1	8 months	, fine Lire 20.000
MASSARO Francesco		acquitted	
MASSARO Pasquale		8 months	
GIOLA Pietro	1	6 months	, fine Lire 10.000
MINIERA Domenico		acquitted	

Signed : Col. Francesco D'Ambrosio
 PROCURATORE MILITARE DEL
 REGNO.

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16/43
ACF/lal

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

Tel. 843239
Ref. AC/74/Tn4

12 September 1945

SUBJECT : Recovery of Italian Electric Busses now
Operating at Innsbruck and Lins.

TO : Public Works and Utilities Sub-Commission.

1. Attached hereto is a letter from the Department of the
Ministry of Communications concerned with the local trolley bus services
in which they indicate that they have been informed that a number of
Italian trolley busses are apparently operating at Innsbruck and Lins.

2. It is presumed that recovery of these facilities is a matter
for your Public Utilities Section, and the correspondence is therefore
passed to you for action.

A. C. PING, Major,
Acting Director

Attachment:

As stated above.

Copy to : Roads Division, Tn S/C

567

TRANSLATION

MINISTRY OF TRANSPORTS
ISPETTORATO GENERALE DELLA MOTORIZZ. CIVILE
E DEI TRASPORTI IN CONCESSIONE.

Rome 10 September 1945
Ref. Serv.V° N°10106

SUBJECT: Recovery of Italian electric busses now
operating at Innsbruck and Linz.

We have been informed that at Innsbruck and at Linz numerous Italian electric busses requisitioned by the Germans in various Italian Towns, are being operated.

Above busses belongs mostly to Firms Consociate with the Fiat. We signal the matter to your kind attention in order to obtain your prompt intervention with the Allied Authorities of occupation for the returning to the Italian Firm owners of these busses which may strongly help the present difficulties for public transportation in various towns of Italy.

The Minister

Tr/al/12/9/45.

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RPM/lml

TRANSPORTATION SUB-COMMISSION, A. C.
(Rails Division)
% TRANSPORTATION (BR) MAIN, C. M. F.

Tel. 843209
Ref. AG/74/Tm4

12 September 1945

SUBJECT : Scrap Metal for Steel Production.

TO : Director General, Italian State Railways.

1. On a recent trip to the North, it was found that the steel mills were short of scrap, or could not get into production until scrap metals were delivered to the steel mills.

2. There is in Italy several million tons of scrap metal belonging to the Italian State Railways and arrangements should be made for the shipment of this scrap metal to the various steel mills for the manufacture of steel products.

3. It is recommended that for the collection of scrap metal, Italy be divided into Zones and scrap from certain Zones to go to certain mills.

4. May I please have your views on this matter and what action is taken for the shipment of scrap to the steel mills what arrangements would be set up for regular movement to each mill which would produce for the Italian State Railways.

of R.P.H.
R. P. MOSS
Chief, Rails Division

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