

ACC AC 85/TN.4

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RETURN OF R
JUL.-OCT-1944

O/48/2140

RETURN OF RAILWAYS TO CIVILIAN

JUL.-OCT. 1944

OPERATION - MAINLAND

85/19
Military Railway Service

CMF
Tel: Firebox 9302
Tn. A.3(0)/14/1.
31 Oct. 45.

Subject: Operation and
Control of
Italian State
Railways.

To : D.M.R.S.
D.D.M.R.S.
Lt. Col. RD Gardiner, ADTn3 (O)
Major SE London, Supt. Tn.
Major JA McEvoy, DADTn 3(O)
Major PG MATSON, Tn Sub-Comm. (Rail Div AC)
Ing. Biondi, I.S.R.
Ing. Celli, I.S.R.

1. Herewith a copy of the Notes of the Meeting held in this Office on 30 Oct 45 in connection with the hand-over of the traffic operation and control of the Italian State Railways on 1 Nov 45.

signed: Lt. Col. RE
(R.D. GARDINER)
for Brigadier,
Director, Military Railway Service.

Mr Moss

5843

NOTES ON MEETING HELD IN THE
OFFICE OF A.D. Tn.3 (O) AT 0900 HRS 30 OCTOBER 1945.

Present :	Lt.Col.	R.D. Gardiner	-	M.R.S.
	Major	S.E. London	-	
	Major	J.A. McEvoy	-	
	Major	E.G. Matson		A.C.
	Ing.	Biondi	-	I.S.R.
	Ing.	Celli	-	

1. It was explained to the ISR reps that the object of this meeting was to ensure that the ISR had made adequate arrangements to cover the hand-over of the traffic operation and control to take place on 1 Nov 45.
2. Ing. BIONDI stated, in answer to a question, that he had received and understood the contents of letter Tn. A.3(O) 14/1 of 24 Oct 45 and had issued the necessary instructions to all his staff.
3. ISR reps stated that the timings of all trains for military movement would be dealt with by Dott. ALLIERI whose Office is in the new Control Office opened in the Ministry Building, and gave assurance that this official would be available between the hours of 0800-1700 hrs daily with the proviso that when he was not there during any temporary absence, he would leave available a competent deputy who would be qualified to deal with all requests for train timings. It was stressed to the ISR reps that Dott. ALLIERI must be available during the hours 1400 to 1600 daily when the bulk of requests will come through.
4. Assurance was given by ISR reps that sufficient interpreters were available to ensure liaison between HQ ISR Control Office and MRS throughout 24 hours.
5. It was made clear to Ing. BIONDI that normally four day's notice of any move would be given and he must impress on his staff the need for timings to be worked immediately requests are received from MRS, so that they may be checked by MRS and handed back to ISR for advice to Compartimenti in good time.
Ing. BIONDI gave assurance that this would be done, and that any important moves required where four day's notice was not possible would be dealt with promptly.
6. Regarding refugee trains the following was agreed:-
 - (a) Moves of refugees in small numbers where existing empty freight trains are used will be arranged direct by AC with HQ ISR.
 - (b) Where special trains are required AC will submit demands to HQ ISR who will work out the necessary timings, sending copies of such timings to AC and MRS; MRS will then check the timings in the normal way and pass to ISR for action.

Demands from AC should be made direct to Dott. ALLIERI at HQ ISR Control Office.

1. It was explained to the ISR reps that the object of this meeting was to ensure that the ISR had made adequate arrangements to cover the hand-over of the traffic operation and control to take place on 1 Nov 45.
 2. Ing. BIONDI stated, in answer to a question, that he had received and understood the contents of letter Tn. A.5(O) 14/1 of 24 Oct 45 and had issued the necessary instructions to all his staff.
 3. ISR reps stated that the timings of all trains for military movement would be dealt with by Dott. ALLIERI whose Office is in the new Control Office opened in the Ministry Building, and gave assurance that this official would be available between the hours of 0800-1700 hrs daily with the proviso that when he was not there during any temporary absence, he would leave available a competent deputy who would be qualified to deal with all requests for train timings. It was stressed to the ISR reps that Dott. ALLIERI must be available during the hours 1400 to 1600 daily when the bulk of requests will come through.
 4. Assurance was given by ISR reps that sufficient interpreters were available to ensure liaison between HQ ISR Control Office and IRS throughout 24 hours.
 5. It was made clear to Ing. BIONDI that normally four day's notice of any move would be given and he must impress on his staff the need for timings to be worked immediately requests are received from IRS, so that they may be checked by IRS and handed back to ISR for advice to Compartimenti in good time.
Ing. BIONDI gave assurance that this would be done, and that any important moves required where four day's notice was not possible would be dealt with promptly.
 6. Regarding refugee trains the following was agreed:-
 - (a) Moves of refugees in small numbers where existing empty freight trains are used will be arranged direct by AC with HQ ISR.
 - (b) Where special trains are required AC will submit demands to HQ ISR who will work out the necessary timings, sending copies of such timings to AC and IRS; IRS will then check the timings in the normal way and pass to ISR for action.
- Demands from AC should be made direct to Dott. ALLIERI at HQ ISR Control Office.
- It was agreed that ISR would control the coaching stock for these trains and Major LONDON would be responsible for handing over details of stock available, location, etc., to the ISR.
7. ISR reps were asked if they were satisfied that their telephone communications with their Compartimenti were adequate. They replied that they were satisfied but mentioned that they had always some delay in contacting BARI, VERONA and VENICE.
It was stressed to ISR reps that they must exercise the strictest control on the user of trunk telephone lines amongst their staff and ensure that unnecessary calls were not made.

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They were further told that any communication difficulties they might come up against in the future which they were unable to put right, should be promptly referred to MRS so that any possible assistance might be given.

8. It was agreed that MRS would continue to control the use of the coaching stock allocated to Military use and that Ing. BIONDI would send an ISR rep to work with the British and American MRS reps controlling coaching stock.

9. Ing. BIONDI was reminded that all accidents, breaks in the line, etc., must be reported promptly to MRS HQ as follows:-

(a) An immediate report that the mishap had occurred giving bare details available at the time : followed by

(b) A more full report giving full details regarding what has happened, clear estimate of when lines will be opened, etc. followed by full report of the occurrence.

It was stressed that Report (a) must be given immediately the mishap or blockage has occurred, without waiting for complete details.

All such reports would be made to the MRS Control Office (Tele: Firebox 9331).

10. ISR reps told that should they come up against any difficulties which might affect the efficient operation of the railway, and which they were unable to overcome themselves, they should refer them to MRS immediately they arise.

11. No further points were raised by any member and, after Ing. BIONDI had re-affirmed that the ISR were satisfied with the arrangements made for the hand-over on 1 Nov. the Meeting closed at 1005 hrs.

5801

Napoli, 13 July 1944.

Movement Office

No. M.12.1/1151

TO : Lieut. Col. VINING
Director, Tn. Sub-Comm.
Piazza della Carita', Naples.

SUBJECT : Return of the State Railway to civil operating.

1. We acknowledge receipt of the letter No.ACC Tn.

11 of 30 June 44.

2. We have nothing to object to what has been decided by this A.C.D.

However it is always desirable that the operating of the State Railways should be accomplished by our personnel according to the Italian regulations in the sense that the control of ACC will not interfere, as far as it is possible, with the development (accomplishment) of the operating.

3. We are waiting to know the date from which will become effective the regulations of this ACC to conform to them the Compartmental Chief of Reggio Calabria.

THE STATE UNDERSECRETARY

A. R. Servolino.

5816

John
Econ. Section (Transportation)
Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 400
11 July 1944

Subject: Transfer of Railways for Operation by Italian State Railways.

To: Director, Transportation Sub-Commission, ACC
A.P.O. 394 - U.S. Army

1. Acknowledgment is made of your letter of the 10th, ACC Tn/E/5, on the subject of the transfer of railways for operation by Italian State Railways.

2. I concur fully in your nomination of specific officers for specific posts and am glad to accept new nominations that you may offer for training on any part of the Italian State Railways still under the control of the Director General and which, under the provisions of General Orders No. 60 and Administrative Memorandum No. 67, will at some mutually agreeable date be returned back to private operation under ACC supervision.

3. The sooner specific men are chosen for specific jobs and placed thereon for training and observation, the quicker a satisfactory organization can be acquired and this will have a deciding effect upon the speed with which the Director General will feel justified in recommending the return of Compartimenti to private control and operation under ACC supervision.

Carl R. Gray, Jr.
CARL R. GRAY, JR.
Brigadier General, USA
Director General

5839

14 July 72

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

ACF/RE

85/5

Our reference : ACC Tn/E/5.
Date : 10 July 44.

TO : Brigadier General CARL R. GRAY, JR.,
Director, General, Military Railway Service,
Naples.

SUBJECT : Transfer of Railways for Operation by Italian State Railways.

1. I am of the opinion that it is desirable that nominations of ACC personnel for specific posts should be made, in order to be fully prepared for any sudden developments which may cause speedy transfer of the railways from the Military Railway Service to civilian administration and operation under ACC supervision.
2. In these circumstances, I am nominating Major V.R. Bowers to be Divisional Superintendent in the Naples Area, and he will receive instructions similar to those given to the Reggio Div. Supt.
3. Reports from Sardinia suggest that there is a prospect that railways on that Island may soon cease to operate under Military direction. Perhaps you will kindly be able to confirm this, for I have in mind the immediate transfer of Lt-Col. C.H. Lindberg from Sicily to Sardinia if such is the case, in order that he may study the situation.
4. In the Locomotive Engineering sphere, I intend to appoint Major Baister, already attached to your office as Chief Mechanical Engineer, and as Reggio is now handed over, it may be desirable for him to visit the Division from time to time.
5. For Civil Engineering, I am dividing the country into two parts, North of Rome and Rome, and the South and Islands. In the Southern area I am appointing Major A.H. Street, who is at present attached to your office in Rome. Consequent upon the arrival of this Sub-Commission in Rome he will become responsible for Civil Engineering work in the Southern area, including private lines, and such re-constructions as are necessary on a long term basis.
6. In all cases where the operation of the Railway in all its travelling comes under the jurisdiction of ACC Technical Officers, the Italian State Railway officials will be expected to carry out their duties in accordance with their own methods, and ACC officers will merely indicate what our requirements are.

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7. I will be much obliged if you will please express your views on my intended policy in order that I can proceed with the issue of necessary instructions and make arrangements.

L.E. VINING,
Lieut-Colonel;
Director, Transportation Sub-Commission, ACC.

58.7

*Sgt. Green
for your info.
Sgt. Jerry*

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

LEW/TS

85/3

Our reference : ACC Tn/E/1.

Date : 9 July 44.

TO : Brigadier Gen. CARL R. GRAY, Jr.,
Director General, Mil. Railway Services,
Naples.

Dear Brig. Gen. Carl R. Gray.

I have to thank you very much for your letter under reply.

I entirely agree with all you have said in your paras 2 & 3 and this is exactly what I have all along impressed on my officers.

The Railways Sections when handed over by you to ACC, Transportation Sub-Commission will be operated by entirely Italian personnel and they will be left to do it in the manner in which they have done it for years, and I have expressly stressed the fact that the Railway is to be operated by the Italian according to their, and no other methods.

The directive I have issued was just a guidance to the officers placed on Divisions as to what to watch in the interests of Military, ACC and Civilian Movements, and all they are there for is to tell the Italian Railway officials what is wanted and leave them to do it.

L. E. Vining

L. E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

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

acc TH/E/qa 85/2

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 400
6 July 1944

Lt. Colonel L. E. Vining, Director
Transportation Sub-Commission, ACC
A.P.O. 394, U.S. Army

My dear Colonel:-

Acknowledgment is made of your communication of 30 June 1944, ACC
Tn/11, addressed to Brigadier Fellowes in which you asked for comments from
the Director General.

I have no comments to make on the setup as it is in perfect keeping
with my thoughts, but I do offer the following suggestion in carrying out the
operations and functions of the Transportation Sub-Commission: We have found
that it is best not to try to interfere with the Italian details of operation
when supervising their running of the railroads, but to tell them what to do
and let them do it in their own manner, supervising to see that it is done
within the time required rather than trying to mix either British or American
methods with the Italian methods. We have found that it does not work.

quick
this I
have
strongly
maintained
all along
D.L.

We have got to really take over the railroad entirely and operate it
by British or American methods completely or else let the Italians run it under
their own methods as to details. If your ACC men will care to be governed by
our experience, I am sure you will have greater success than if too much detail
or direction is provided by your representatives.

Sincerely yours,

Carl R. Gray, Jr.
CARL R. GRAY, JR.
Brigadier General, USA
Director General

This is gratifying to me to
know that the D.A. in P.S.
has expressed the views I had
of the policy I have intended
to adopt.
cc Gen di Raimondo
DQM (M) AAI

This I feel is real
valuable support I had hoped for
when I ventured to put me off for
revision - not to do the work - but to let
the Italians do it. I'll
send a copy of the paper letter to Major Blair.

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 400
6 July 1944

Subject: Return of Italian Railways to Civilian Operation.

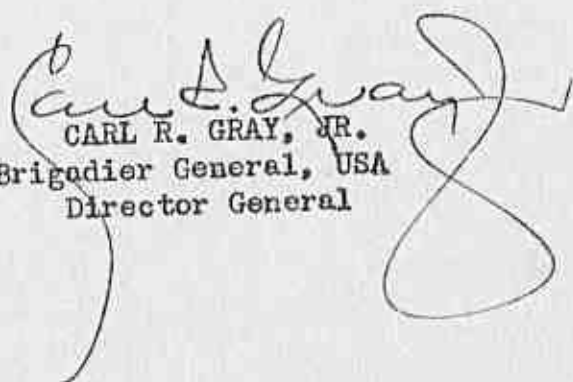
To: Director Transportation Sub-Commission, ACC, APO 394, U. S. Army.
Director Transportation (Br).

1. Under the provisions of General Order No. 60, AFHQ, dated 22 October 1943 and Administrative Memorandum No. 76, AFHQ, dated 9 November 1943, it is contemplated that from time to time certain portions of the Italian State and privately owned railways may be returned to civilian operation under the supervision of the Allied Control Commission.

2. In accordance with the understanding reached as between the Director Transportation Sub-Commission of the Allied Control Commission and the Director General in accordance with the policy established and anticipating the probable return of the Bari Compartimento of the Italian State Railways under its provisions, following personnel is being sent to Bari to acquaint themselves with the Bari Compartimento, Sud Est Railway:

Captain Sidney C. Hall, Division Superintendent
Captain E. W. Dean (Br) Trainmaster

3. These men will act only as observers and have no jurisdiction or authority in connection with operations. They will, however, be given every opportunity by D. D. Tn Rys (Br) to understand Allied methods and manner of rendition of necessary reports.


CARL R. GRAY, JR.
Brigadier General, USA
Director General

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