

ACC

AC165/TN4

10000/148/2252

COAL-GEN

OCT. 1947-FEB. 19

1948

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

10000/148/2252

COAL-GENERAL
OCT. 1944-FEB. 1946

1949

Subject: Quality of Coal.

Military Railway Service,
C.M.F.
Tel: Firebox 9359.
File: Tn.A.2/16/1.
7 Feb. 1945.

To: Allied Commission,
Coal Division.

Copy to: HQ, I.S.R. (for Ing. Finnoch).
Allied Commission,
Tn. Sub-Commission,
Rail Division.

1. Reference your AC/CD/151/1 & U dated 1st February 1945.
2. Could you please inform us of the names of any vessels due to arrive from the sources mentioned which are carrying coal for allocation to M.R.S. ? This information would enable the I.S.R. to arrange in advance for proper samples to be collected and analyses carried out.
3. Your co-operation in this matter is much appreciated.
4. Reference A.C., Tn. Sub-Commission, Rail Division letter AC/165/Tn.4 dated 4th February addressed to you, copy to us. We do not consider the suggestion in para. 4 to be practicable as I.S.R. are bound to require three or four days to get the coal to the laboratory and carry out the tests.
5. If you consider tests from a number of cargoes would be advantageous, please advise us, when arrangements will be made accordingly.

5505

F. Swinson

F.S. SWINSON, Major,
for Brigadier,
Director Military Railway Service.

SIGNAL MESSAGE OUT

FROM :- MOV LINCONE 100 04 1700

TO INT (1) HQ AC (INT & SHIPPING SUB COMMISSION) ROME
(2) ST 61 AREA (BY HAND)
(3) MOV POLSONS
(4) 26 NEW FOR Q

Originators No. 5/220 (.) UNCLASSIFIED (.)

SUBJECT ST COAL EXPORT SOURCES (.) TOTAL RESEARCHED TO
529 TONS DID CIVILANOVA 555 TONS STORAGE 15 TONS DUE TO UNDER
ESTIMATION OF SHIP'S TONNAGE (.)

ALL OTHER CONSIGNEES COMPLETE TONNAGES RESEARCHED

S.C. 'q'(H)

5504

Subject: Coal for Sud-Est Railway.

Military Railway Service,
C.M.F.

Tel: Firebox 9359.

File: Tn.A.2/16/1.

✓ Feb. 1946.

To: Allied Commission,
Tn. Sub-Commission,
(Rail Division).

1. Reference your memo dated 1st February 1946.
2. It is confirmed that the term "Secondary Railways" mentioned in our Tn.A.2/16/1 dated 29th January refers to all privately-owned railways but not to secondary lines of the I.S.R.

5503

Swinson

F.S. SWINSON, Major,
for Brigadier,
Director Military Railway Service.

165/56
502/ed

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

4 February 1946

Tel.: 843403

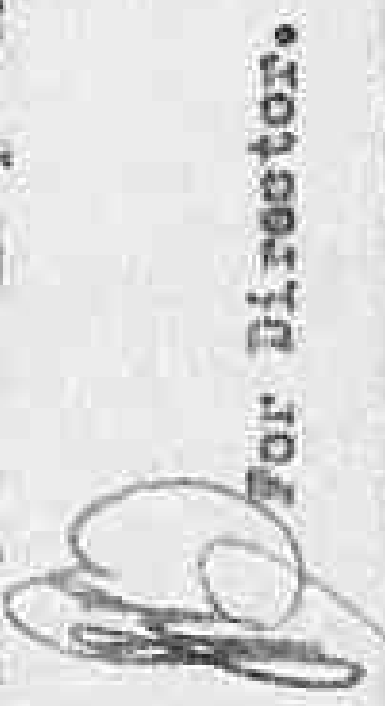
Ref.: AC/165/Tn.4

SUBJECT: Quality of Coal.

TO: Allied Commission
Coal Division.

1. With ref. to your AC/CB/131/IAU of 1st February 1946, Paras 4 & 5.
2. It is understood that at the American sources of supply mentioned, dumps are in existence to which coal from many different mines is transported. On arrival all coal is dumped at the stack and as a consequence the quality from any particular stack is variable.
3. It is presumed that allocation of coal is made by your department before the arrival of the ship, in which case an analysis of the cargo on arrival would be of no use for that particular shipment. On the other hand an analysis of one cargo from any Mobile would not, if the information mentioned in para 2 above is correct, give a true picture of the quality of all the coal arriving from that source.
4. Would it be possible please for an I.S.E. representative to examine each shipment immediately on arrival and, if his analysis proves the coal to be suitable for locomotives, to have an allocation made to the I.S.E. from that shipment.
5. It is realised that the time factor may negate this possibility of the only apparent solution to the problem.

5002



For Director.

Tel.: 843403

4 February 1946

Ref.: AC/155/Tn.4

SUBJECT: Quality of Coal.

TO: Allied Commission
Coal Division.


1. With ref. to your AG/CD/131/13U of 1st February 1946,
Paras 4 & 5.

2. It is understood that at the American sources of supply mentioned, dumps are in existence to which coal from many different mines is transported. On arrival all coal is dumped at the stack and as a consequence the quality from any particular stack is variable.

3. It is pressed that allocation of coal is made by your department before the arrival of the ship, in which case an analysis of the cargo on arrival would be of no use for that particular shipment. On the other hand an analysis of one cargo from say Mobile would not, if the information mentioned in para 2 above is correct, give a true picture of the quality of all the coal arriving from that source.

4. Would it be possible please for an I.S.R. representative to examine each shipment immediately on arrival and, if his analysis proves the coal to be suitable for locomotives, to have an allocation made to the I.S.R. from that shipment.

5. It is realized that the time factor may negate this possibility of the only apparent solution to the problem.


for Director.

Copy to- Military Railway Service C.M.F.
H.Q. I.S.R. Edg

5502

1953

1 9 5 4

165/55

HEADQUARTERS ALLIED COMMISSION
Industry and Utilities Sub-Commission
Fuels Dept.-Coal Div.
APO 394

RIS/jv

1 February 1946

Ref: AG/CD/131/IMU

Subject: Quality of Coal.

To : Military Railway Service O.M.R.

1. Your letter of the 30th is acknowledged and full regard has been paid to your complaint of the high sulphur content of coal recently received. The increased deterioration of the Locomotive Copper Fireboxes is therefore a natural result.

2. Your acknowledgment of the difficulties of this Division in providing the normal suitable types of fuel is appreciated, and throughout you may rest assured of the anxiety to assist you at all times.

3. In the past we have requested supply sources to signal at time of sailing a brief proximate analysis to assist our allocation duties. Unfortunately no indication other than "High Volatile" or "Low Volatile" coal is stated in the sailing cables.

4. Our principal sources of supply are: Philadelphia, Baltimore, Hampton Rds., Pensacola and Mobile from the United States and Lourenco Marques from South Africa.

5. If it would be possible for you to take analyses from six cargoes - one from each source of supply-and advise us which is the most satisfactory for Railway purposes, we would at the time of allocation, endeavour to more closely meet your requirements.

6. At the same time we would appeal to supply sources to concentrate more on shipping those qualities for Italy.

5501

E. M. Walker
for E.M. WALKER
for Colonel

1 February 1946

Ref: AG/CD/131/IAU

Subject: Quality of Coal.

To : Military Railway Service C.M.F.

1. Your letter of the 30th is acknowledged and full regard has been paid to your complaint of the high sulphur content of coal recently received. The increased deterioration of the Locomotive Copper Fireboxes is therefore a natural result.

2. Your acknowledgment of the difficulties of this Division in providing the normal suitable types of fuel is appreciated, and throughout you may rest assured of the anxiety to assist you at all times.

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5. If it would be possible for you to take analyses from six cargoes - one from each source of supply - and advise us which is the most satisfactory for Railway purposes, we would at the time of allocation, endeavour to more closely meet your requirements.

6. At the same time we would appeal to supply sources to concentrate more on shipping those qualities for Italy.

5581

R.M. Walker
R.M. WALKER
Colonel,
Coal Division.

Copy to: In. S/C -

1955

HEADQUARTERS ALLIED COMMISSION
Industry and Utilities Sub-Commission
Fuels Dept. -Coal Div.
APO 394

165/54

RBS/jv

Tel. 327

1 February 1946

Ref: AG/CD/131/L&J

Subject: Quality of Railway Coal.

To : Requisition Branch, A.C.

1. Enclosed herewith please find copy of letter Tn.A 2/16/1 dated 30 January 1946, received from Military Railway Service, C.M.F. and our reply.
2. May we suggest that it be considered what action might be taken on the above subject.

H.M. Walker
H.M. WALKER
Colonel,
Coal Division.

Encl. 1 as per para 1 above.

Copy to: Tn. S/C AG.

5500

1957

165/53

COPY

SUBJECT : Quality of Railway Coal.

Military Railway Service, C.M.F.

Tel : Firebox 9359.

File : Tn.A.2/16/1.

30 Jan. 1946

To : A.C., Coal Division.

Copy to : A.C., Tn. Sub-Commission.
Tn 3(M). - Reference your Tn.A.3(M)/153 dated 26th Jan. 1946.

1. Recent tests carried out by I.S.R. on High Volatile Coal have shown that this coal has a high sulphur content and produces large quantities of ash. The sulphur content has caused corrosion in some copper fireboxes thereby reducing considerably their life, whilst the presence of so much ash has the effect of increasing consumption.
2. It is appreciated that the problem of providing suitable railway coal is an extremely difficult one and that numerous efforts made by you in the past to obtain better coal have not met with success. However, the matter is brought to your notice because it is felt that if there is any prospect of procuring more satisfactory coal now the resultant economies would justify taking up this matter once again.
3. Your comments would be appreciated.

F.S. SWINSON, Major,
for Brigadier,
Director Military Railway Service.

5509

165752
227

TRANSPORTATION & SHIPPING SUB-COMMISSION A.C.
 (RAIL DIVISION)
 3/6 Transportation (Dr) Main,
 C.M.F.

Tel.: 043209

1 February 1946

Ref: AC/165/Tur 1.

SUBJECT: Call for Sud-Est Railway.TO : D.M.R.S.

1. Reference your Tn.A.2/16/1 of 29th January.
2. Presumably the reference to secondary Railways refers to privately owned Railways under the jurisdiction of the "Ispettorato Generale della Motorizzazione Civile e dei Trasporti in Concessione" and not to secondary lines of the I.S.R.

Chief,
 Rail Division.

5558

Copy to: A.C. Coal Division.

Subject: Coal for Sud-Est Railway.

Military Railway Service,
C.M.F.

Tel: Firebox 9359.

File: In.A.2/16/1.

29 Jan. 1946.

To: Hq, I.S.R.

Copy to: A.C., Coal Division. - Confirming telephone conversation of this morning Major Swinson - Ing. Polverari.

A.C., In. Sub-Commission.

1. Reference your A.245.475/ICCA/8003/43 dated 22nd January 1946.

2. Please note that A.C., Coal Division have issued a directive stating that coal for Secondary Railways will in future be allocated by them direct and I.S.R. will in no way be responsible for coal required by the Sud-Est Railway. The question of replacing the coal issued by you to the Sud-Est Railway is also being dealt with by A.C., Coal Division.

3. No further cases such as the one in question should arise but it is suggested that you instruct Capo Compartimento, Bari, to refer to you any requests for coal for Secondary Railways.

5537

F. Swinson

F.S. SWINSON, Major,
for Brigadier,

Director Military Railway Service.

Subject: Quality of Railway Coal.

Military Railway Service,
C.M.F.

Tel: Firebox 9359.

File: Tn.A.2/16/1.

30 Jan. 1946.

To: A.C., Coal Division.

Copy to: A.C., Tn. Sub-Commission.
Tn.3(W). - Reference your Tn.A.3(M)/153 dated 26th Jan.'46.

1. Recent tests carried out by I.S.R. on High Volatile Coal have shown that this coal has a high sulphur content and produces large quantities of ash. The sulphur content has caused corrosion in some copper fireboxes thereby reducing considerably their life, whilst the presence of so much ash has the effect of increasing consumption.

2. It is appreciated that the problem of providing suitable railway coal is an extremely difficult one and that numerous efforts made by you in the past to obtain better coal have not met with success. However, the matter is brought to your notice because it is felt that if there is any prospect of procuring more satisfactory coal now the resultant economies would justify taking up this matter once again.

3. Your comments would be appreciated.

5556

F.S. Swinson

F.S. SWINSON, Major,
for Brigadier,
Director Military Railway Service.

HEADQUARTERS ARMED SERVICES
INDUSTRY AND UTILITIES SUB COMMISSION
FUELS DEPARTMENT
COAL DIVISION
APO 594

266/215

Tel : 478198

GP/vb

Ref : 10/HD/136/L. & U.

28 January 1946

Subject : Allocations of coal to Secondary Railways.

To : Ministry of Industry and Commerce.
Ministry of Transport.

1. Starting from 1 February 1946 all allocations of coal to secondary railways in Italy will be made directly by this office on the basis of prearranged monthly programs.
2. Please inform all your subordinate offices concerned.

H.M. Walker

H.M. WALKER
Colonel
Coal Division.

Copy to :
D.M.R.S.
D.D.M.R.S.
Transportation Sub-Commission A.C.

5505

Subject: Coal Consumption - ISR.

Military Railway Service,
CMF.

Tele: Firebox 9302.

Tn.A.3(C)/9/2.

26 January 46.

To : Director General, ISR.

1. Reference Tn.A.2/16/3 of 21 Nov 45, since this letter was written there has been a further increase in coal consumption culminating in the figure of 23,495 tons for the week ending 19 January 46.

2. You are requested to provide a full explanation for this increase in accordance with paragraph 3 of the above quoted letter. In particular, you are requested to give an assurance that no new passenger services have been introduced without the authority of the Time-Table Sub-Committee.

Chyan

Major RE
for Brigadier
Director, Military Railway Service.

Copy to:-

- DMRS.
- DDMRS.
- Tn.2.
- Tn.3(M).
- Tn.Sub-Commission, AC. ✓

1963

165/47 DH/fb.

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

4 January 1946

Tel: 843209
Ref: AC/165/Tn.4.

SUBJECT : Supervision of I.S.R.

TO : Director General I.S.R.

1. Reference your letter 3161/4.0/S dated 18 December 1945, subject as above.
2. We have been informed by the D.M.R.S., that weekly and monthly reports of the Coal, Fuel, and Oil position will suffice in future.
3. Reports covering the Locomotive Lubricants position are not required by the M.R.S. but a copy of the monthly bid submitted by the I.S.R. to C.I.P. is required by the M.R.S. for information.
4. The question of the handover of complete control of stores and supplies to the I.S.R. is now being investigated, and a report will be available for the next meeting of the Allied Railway Board.


CHIEF
RAIL DIVISION

Copy to file AC/Mat/32/Tn.4

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

Tel. ROME 24319/15 (Military)
EXT. 9345

165/46

Subject:- Supervision of I.S.R.

Tn.A1/230

27 Dec '45.

To :- Chief Rail Division,
Transportation & Shipping Sub-Commission A.C. ✓

Copy to:- File Tn.A2/16/2/7.
" Tn.A2/7/1.

1. Reference your AC/165/Tn.4 dated 21 Dec. 1945.
2. It is confirmed that weekly and monthly reports of the Coal and Fuel position will suffice in future. It is pointed out, however, that fortnightly returns have never been rendered by the I.S.R. to this Service and daily returns were provided for W.Italy only (Naples and Leghorn areas) and not for every locomotive depot of the system.
3. Reports covering the Loco. Lubricant's position are not submitted to or required by this Service but a copy of the monthly bid submitted by the I.S.R. to C.I.P. should be forwarded for our information.
4. The question of the handover of complete control of stores and supplies to the I.S.R. is now being investigated and a report will be available for the next meeting of the Allied Railway Board.

5524

D. H. Reynolds
D.H. REYNOLDS, Lt. Col.,
for Brigadier,
Director, Military Railway Service.

RPM/at

109/48

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

24 December 1945

Ref.: 81.3209

Ref.: AC/165/Tn.4

SUBJECT: Supervision of I.S.R.

TO : Director Military Railway Service.

1. Attached is copy of letter received from the Director General I.S.R., in response to an enquiry from this Division submitted to him 8th December.
2. You have consented to turn over to the I.S.R. the control of coal the first week of February and the control of Stores and Supplies as quickly as you were satisfied the I.S.R. were capable of handling with a target date of February First.
3. It is pointed out the complaint registered by the I.S.R. of being required to furnish so many statistical returns, daily, weekly, fortnightly and monthly for every locomotive depot of the system. It has been confirmed that the telephone system is used a minimum of three and one half hours each day to gather the data for the daily report and considerable personnel is used compiling these reports. Would you please have your Stores Section review their need for these reports with a view of reducing them to a minimum? It is believed a weekly and a monthly report should suffice.
4. The matter of derequisitioning industries mentioned as "indispensable" for the rehabilitation of the railways has been taken up by this Division.

5523

R.P. MOSS,
Chief Rail Division.

Rome 3 December 1945
Ref.: 3161/4.0/S.

I.S.R. DIRECTOR GENERAL

SUBJECT: SUPERVISION ON I.S.R.

TO : Col. MOSS - Chief Rail Division
Th. Sub-Commission A.C.
B l d g

I reply with delay to yours AC/Th.292 dated Dec.8, because I wanted to wait for the new Minister, inform him and receive instructions from him about this question. It has been however impossible to see him, so the following considerations are strictly personal.

1. Control on the equipment by the Allied Authorities.

As I told you, my opinion is that any control on the reserve and consumption materials should end, owing to the fact that the responsibility of the railway system is now assumed entirely by I.S.R.

I think it convenient to leave complete freedom to the I.S.R. as to supply, disposition and consumption of materials which are being purchased, either in the Country or abroad, with payments in Italian money.

I am especially referring to the coal, the control of which is requiring so many statistical returns, daily, weekly, fortnightly and monthly for every locomotive depot of the system, giving a great amount of work to the personnel which could be utilized for other purposes.

The same is to be said about fuel and lubricants.

This explains the complaints made by our Chief of Store Service, Ing. Bracci, about the personnel. It is also to be considered that many of the data supplied lose their value because they arrive with delay.

As the Delegations of Milan and Verona have been closed down and the peripheral Offices are under unified control of this HQ we are now able to exercise a more effective control.

In any cases we can confirm that the I.S.R. guarantee fully the operation, and traffic required by the Allied Authorities for normal and extraordinary necessities in Italy.

We are informed that conspicuous quantities of Italian products are taking abroad with transport by rail considered of military nature.

I do not know whether and on which conditions these exports come under the responsibility of the Allied Military Authorities and how they are regulated financially. I would declare however that these transports

with Italian arms represent a great burden on the I.S.R. for the

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In any cases we can confirm that the I.S.R. guarantee fully the operation, and traffic required by the Allied Authorities for normal and extraordinary necessities in Italy.

We are informed that conspicuous quantities of Italian products are taking abroad with transport by rail considered of military nature.

I do not know whether and on which conditions these exports come under the responsibility of the Allied Military Authorities and how they are regulated financially. I would declare however that these transports with Italian cars represent a great burden on the I.S.R., for the limitations suffered by internal civilian transports. We have great difficulty during this winter season for the supply of lignite and wood to the provinces of north Italy and for carrying to destination the goods arriving to the ports by sea from abroad. The same applies to the question of railway coaches now reduced to an extremely low number that compels us to use 1200 box cars on civilian passenger trains.

5522

2. Works of reconstruction.

These depend on the possibility of transporting the material supplied by the industries to the work places. With the limitations imposed on the traffic these transports are made difficult and the speed of reconstruction is thereby affected.

1968

We have asked again that some Italian factories indispensable for the rehabilitation of railways, be derequisitioned and I have already consigned you the list of their names. It would be desirable that we be given the most ample authority in this field in the interest of traffic.

3. Traffic and circulation of train.

The running of trains notwithstanding our utmost good will is not as we wish it to be.

The locomotives remain stationed for long periods consuming coal and fuel and personnel abandon his post because tired of waiting. It is not the motif power that is lacking, but trains do not run because the number of wagons loaded imposes on the line a work superior to its potentiality. The only remedy to this is to centralize in the hands of one authority the distribution of loads, civilian and military, and consequently regulate the operation of trains. Practically the operation should be carried out exclusively by I.S.R. as a consequence of the responsibilities handed over to same, without interfering so that a concrete weekly or two-weekly programme may be laid out without effecting sudden changes.

The railway system has been subjected for over four years to a continuous work and to the highest level, and the personnel is now feeling the situation rendered even more difficult by the hard conditions of living. The railways as you well know can be compared to a complicated and delicate machinery to which a period however short of rest must be granted now and then to maintain it as long as possible to its highest efficiency. The continuous super-activity affects the traffic and most of all the regularity of operations that would otherwise be impossible to ensure.

I accept quite willingly your proposals of a meeting to discuss the various problems concerning railway operations with the firm intention to collaborate with all our power to the improvement of the traffic for all the authorities either military or civilian.

55021

THE DIRECTOR GENERAL
DI RAIMONDO

1989

165/43
EGW/ic

TRANSPORTATION & SHIPPING SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (3r) Main
C.M.F.

29 December 45

Tel: 843238
Ref: AC/165/Tn 4

SUBJECT : Guarding of coal.

TO : ISR - Bldg.

1. Reference Capo Compartimento file 5 CC 8.44 of 28 November regarding the interference of proper guarding of coal at S. Lorenzo Roms.
2. The soldier guard has been removed and no further interference from that source will be experienced. Therefore you are now at liberty to take any action you deem necessary to protect the coal stocks.

F. G. MATSON
MAJOR T.C.
for Director

5550

PENINSULAR BASE SECTION
187th Military Police Company
Office of Commanding Officer

A.P.O. 782
26 December 1945

Subject: Report of Investigation

To : Commanding Officer
187th Military Police Company
A.P.O. 782, US Army

1. Investigation of attached incident reveals that the enlisted man involved has been transferred to the U.S. for separation from the armed service.
2. It is also to be noted that this organization no longer maintains a guard post at San Lorenzo coal pile.

2 Incls:
Report of Incident (Italian)
Report of Incident (English trans.)

JIM W. GALBREATH
1st Lt., FA
187th M.P. Co.
Investigating Officer

1st Ind.

GWL/eac

PBS, 187TH M.P. CO., APO 782, 26 DECEMBER 1945

TO: DDMRS-Italy, APO 512, US Army
ATTENTION: Adjutant.

1. Approved.
2. Forwarded.

2 Incls: n/e

G.W. LOEDING
Captain, Inf.
Commanding

5549

MINISTRY OF TRANSPORTS
I.S.R. CAPO COMPARTIMENTO
R O M E

Rome, 28 Nov. 1945

Rif. 5/03/S.44.

SUBJECT: Survey of coal.

TO : Major Matson AG
Ministry of Transports
R O M E

For any action you may take I beg to transmit
hereunder a report sent by the guards Luigi VALENTE and
Attilio VIRGILIO :

"The undersigned guards watching the coal at Rome-S. Lorenzo
"Vallone" are informing that this morning (Nov. 5, 1945)
while arriving in service they have seen many people carrying
bags full of coal away. These people and our colleagues in
service have told us that the American soldier allowed them
to take the coal away. The coal-men in charge of loading it
and their foreman Leone were present and saw witness.

This in order to avoid any responsibilities.

SIGNED THE GUARDS:
VALENTE AND VIRGILIO.

THE CAPO COMPARTIMENTO.

PR/AL/4/12/45.

558



Roma li 28/VI/1945

**MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO**

N. 5/CC/S.44

COMPARTIMENTO

al N. del

ROMA

UFFICIO DEL CAPO COMPARTIMENTO

OGGETTO

Major P.G. MATSON

Sorveglianza carbone

A.C. = Ministero Trasporti

R O M A

Allegati N.

Per i provvedimenti di competenza trascrivo qui appresso un rapporto pervenutomi dalle guardie giurate Valente Luigi e Virgilio Attilio:

"Le sottoscritte guardie giurate addette alla sorveglianza dei cumuli di carbone giacenti al "vallone" di Roma S.Lorenzo rendono noto che questa mattina (5/11/1945) nel prendere servizio hanno notato che molta gente andava via con sacchi pieni di carbone. Sia i suddetti che i nostri colleghi di servizio ci hanno riferito che il soldato americano lasciava prendere il carbone dai suddetti cumuli. Presente al fatto e testimoni i carbonari addetti al carico del combustibile e il loro Capo Squadra Leone. A scanso di ogni responsabilità. F.i) guardie giurate Valente e Virgilio."

IL CAPO DEL COMPARTIMENTO

(1) Sezione, Ufficio, Officina, ecc.

1973

Rail Div

COAL COMMITTEE

MINUTES OF THE MEETING HELD ON 6 DECEMBER 1945 AT THE MINISTRY OF INDUSTRY AND COMMERCE

The usual monthly Requirements and Allocation Committee meeting was held in the offices of the Ministry of Industry and Commerce at 0930 hrs. 6th December 1945.

CHAIRMAN : Prof. Luigi Gerbella.

- Present : Mr. Scriven
- Mr. Beekingham
- Maj. Harris
- Mr. Hayes
- Maj. Riddell
- Maj. Fowings
- Mr. Rembert
- Dott. Bianchini
- Mr. Sandulli
- Mr. Ferrero
- Dott. Mastrocigno
- Mr. Notarloberti
- Mr. Terlinzi
- Mr. Donatizio
- Mr. Castelli.

1. In the absence of H.E. Lombardo, Prof. Gerbella takes the chair. He thanks the Allied Commission Representatives for their valid collaboration, which notwithstanding the well known present difficulties, agrees to supply coal to Italy as per programme scheduled.

2. The minutes of the previous meeting were approved.

3. The allocation programme for imported and Sardinian coal as well as Metallurgical coke, is examined for Central-Southern Italy and Island, beginning from that regarding Sardinia. Mr. Scriven informed the Committee that, not having been possible to supply Sardinia with imported coal previously, it had been decided to send 6000 tons of coal. He then asks how it is intended to supply the secondary Sardinian railways for the North, particularly that of Alghero, as he is of the opinion that the coal could be shipped by small vessels instead of transporting it by rail in view of the shortage of wagons.

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Prof. Gerbella appreciates this suggestion and states that the matter should be studied in conjunction with the Delegation of Cagliari and also with the Mercantile Marine.

The coal distribution programme for Sardinia is approved.

4. Examining the programme referring to Sicily, Mr. Scriven remarks that it is anticipated that allocations will be increased for the Gas Works, in order to build up reserve stocks. He does not object to this, providing it is made clear to the Sicilian authorities that the quantities sent to the Commission being directly

CHAIRMAN : Prof. Luigi Gerbolla.

Present : Mr. Scriven
 Mr. Beckingham
 Maj. Harris
 Mr. Hayes
 Maj. Riddell
 Maj. Fowings
 Mr. Rambert
 Dott. Bianchini
 Mr. Sandulli
 Mr. Ferrero
 Dott. Mastrocincus
 Mr. Notarloberti
 Mr. Tarlizi
 Mr. Donalicio
 Mr. Castelli.

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Maj. Harris remarks that it would be necessary to allocate proportionately, a larger quantity of Sardinian coal to the central Thermal-Electric Stations of Catania, in place of imported coal as programmed, the boilers are fitted to burn this type of coal.

Following several clarifications, it is agreed to confirm the quantities agreed of imported coal for the month of January 1946 while for February it is necessary to vary the proportions. Thus the program for Sicily region is approved.

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5. Further, the programme for Naples, Rome, Ancona and Bari Regions are examined there being no objections.
 As regards stocks to be built up at some of the plants in the a/m Regions, it is also confirmed that the stock must be considered "frozen" and it is asked that any abuse should be severely punished.
 Prof. Garbelli gave an assurance that a control system will be set up for these stocks.

6. Regarding allocation programme for Leghorn Region, the proposed increased allocation for Selvey Coy, Resignano has been noted, but in the absence of Col. Walker, Mr. Scriven asks that the decision be postponed until his return to Rome, while waiting also to hear the opinion of Industry S/C.
 The remaining part of the programme for Leghorn Region is approved.

7. The allocation program for Ribelle Lignite is then examined.
 Mr. Castelli asks that the allocation for the city of Rome be given to the usual consignees viz: SICCAT and SACCAT for January, while after January the merchants group together with Montecatini Coy will decide which other merchants shall receive lignite in addition to those mentioned above.
 The proposal is approved.

8. The distribution programme for Northern Italy is then examined, and the following variations are approved:

For imported coal:			
Secondary Railways	from 10,500 t.	to	10,000 t.
Gas Works	" 48,000 "	"	55,000 "
Stones and earth	" 25,000 "	"	25,000 "
Textiles	" 15,500 "	"	14,500 "
Electricity	" 45,000 "	"	40,000 "
Tobacco drying	" 500 "	"	Nil "
Space heating	" 11,000 "	"	10,000 "
Emergency winter stocks	" 12,000 "	"	9,000 "
Artisans	" Nil "	"	1,000 "

The total allocations programmed for Northern Italy is then reduced from 315,000 tons to 310,000, and that the 5,000 tons difference is to be allocated to meet the requirements of the Gas Works of Central-Southern Italy.

For Sardinian coal:			
Gas Works	from 5,000 t.	to	Nil t.
Stones and earth	" 3,000 "	"	7,000 "
Textiles	" 3,000 "	"	4,000 "
Electricity	" 5,000 "	"	Nil

The total quantity programmed viz: 20,000 tons remains unaltered.

9. Referring to the crisis in the production of Hydro-Electric Power in Northern Italy, the suggestion made by Mr. Harris was agreed upon, that is, the immediate use of 20,000 tons imported coal and the 5,000 tons Sardinian coal already programmed for December 1945 for the Central Thermo-Electric

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The proposal is approved.
8. The distribution program for Northern Italy is then examined, and the following variations are approved:

For imported coal:

	from 10,500 t.	to 10,000 t.
Secondary Railways	" 45,000 "	" 55,000 "
Gas Works	" 25,000 "	" 23,000 "
Stones and earth	" 15,500 "	" 14,500 "
Textiles	" 45,000 "	" 40,000 "
Electricity	" 500 "	" Nil "
Tobacco drying	" 11,000 "	" 10,000 "
Space heating	" 12,000 "	" 9,000 "
Emergency winter stocks	" Nil "	" 1,000 "
Artisans		

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	from 5,000 t.	to Nil t.
Gas Works	" 3,000 "	" 7,000 "
Stones and earth	" 3,000 "	" 4,000 "
Textiles	" 5,000 "	" Nil "
Electricity		

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Central Electric Station of Porto Marghera	6,400 tons
" " " " " " " "	4,200 "
" " " " " " " "	4,200 "
" " " " " " " "	7,500 "
Total	24,300 tons

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40,000 tons are programmed for January as it is expected that the Concenter Power Station of Genoa will be ready to start up.

10. Programme for the Cokeries.

It has been notified that the Vetrocoke Coy started preheating the 2nd battery since 15 October last, without having been authorized. The Committee although regretting this action on their part, decided to allocate to Vetrocoke 21,000 tons of coking coal for the next month of January.

In view of the present stocks existing at S. Giuseppe Cairo and of the quantities of coal expected to arrive in the current month, the January allocation for Cokitalia has been limited to 7,000 tons to be used for feeding the 1st battery, now in preheating stage. It has been decided to formally warn the Cokitalia to desist from the intention, already referred to, of preheating a second battery until authorization has been given by the Coal Committee. The stock position of this Cokery will be examined in the next meeting. 6,000 tons are allocated to Fornicoke and 4,000 to Ansaldo-Coke. The total quantity allocated to the Cokeries for January 1946 is 38,000 tons. X

11. Metallurgical coke for the current month of December.

The quantity of metallurgical coke which is expected to be produced during the current month by the Coke Plants of North Italy is 13,600 tons of which 10,500 is required for North Italy. Consequently there will be insufficient coke to meet the requirements of Central and Southern Italy amounting to 3,550 tons particularly when it is considered that after supplying the needs of the North, a part of the balance will consist of small coke.

Therefore it is decided to cancel the allocation of 1,500 tons of coke, previously authorized to Solvay Coy, Rosignano, for the month of December. This amendment is made following the suggestion expressed by the Representatives of the Allied Commission who stated that there is sufficient stock at the Solvay Plant with which to carry on till January. The total tonnage for January will be specified at the next meeting of the Committee.

Further, the total quantity of metallurgical coke to be allocated to Central Southern Italy is reduced to 1,500 tons to be partially withdrawn from Fornicoke for allocations to Regions served by ~~the~~ ports and partially from Vetrocoke for allocations to Regions served by ~~the~~ ports.

12. The last para of the Agenda "Other Business" is discussed.

With regard to Finsider's complaint that Pennsylvania coal is too dusty and unsuitable for Gas Producers Mr. Scriven points out that nothing can be done either at the shipping end or at destination to alter this further that other countries are suffering the same troubles.

13. The programme for Ilva, Bagnoli was considered with regard to the reactivation of the Cokery and, later, of the blast furnace, but the decision is put back to the next meeting.

14. The request from the High Commissioner for Sardinia is approved whereby 1,200 tons monthly of Sulcis coal be distributed to the personnel of Carbocokeries during the winter period. 225

15. Approval is also given to the request from the Authorities of Ancona regarding an increased discharge of coal in that Port.

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Approval is also given to the request from the Authorities of Ancona regarding an increased discharge of coal in that Port. It is agreed that concerning Emilia Region, the tonnages of coal to be allocated to the Provinces of Forli', Ravenna, Ferrara, Bologna and Modena will be discharged at Ancona. In this respect, Mr. Castelli asks that the position of various categories of merchants interested, be clarified.

16. With reference to the supply of coal to the secondary railways Mr. Notarloberti remarked that the State Railways are unable to provide for this as they have no stocks to draw from. Mr. Scriven suggested that the matter be postponed till Colonel Walker's return.

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17. Prof. Garbelle gives notification of the regulations on the distribution of lignite, programmed by the Coal Office of the Ministry of Industry and Commerce.

18. The proposal of the Coke Producers Committee was examined whereby the Italian Cokeries would work to the maximum limit in order to produce coke to be sent to other countries.
Mr. Scriven states that the request can only be considered when it will be possible to increase tonnages of coking coal to be imported into Italy.

19. Mr. Castelli raised the question of the small amount of coal allocated to the Rome Group of Importers as compared with the amount allotted to the Direct Importers.

He points out that this is very serious for the local group and asks that something may be done about it.

Mr. Castelli is asked by Mr. Scriven to produce a memo on the subject.

20. The next meeting of the Coal Committee is fixed for 3 January 1946 at 0930 hrs.

Rome, 7 December 1945

5544

IMPORTED COAL ALLOCATIONS
JANUARY 1946

CATEGORY	South and Central Italy							TOTAL	North Italy			
	Sardinia	Sicily	Naples	Caserta	Leghorn Pisomino	Heel	Ancona		Lombardia	Liguria	Piemonte	Veneto
Railways	1,850	13,500	-	-	-	2,500	-	17,850	4,910	50	1,470	2,425
Gas works	450	1,885	6,960	16,055	4,170	1,230	945	31,695	23,120	10,400	13,045	4,400
Electricity	-	6,650	-	-	-	-	-	6,650	15,000	18,000	-	7,000
Hospitals	-	-	-	225	540	75	500	1,340	2,620	695	1,250	2,095
Bakeries	-	-	-	300	150	300	-	750	2,000	700	650	1,550
Steel & Gen. Eng.	-	-	4,940	1,045	1,235	920	50	8,190	28,295	8,125	12,455	3,835
Lime, cement, bricks, glass, pottery	-	400	13,450	100	3,720	1,350	870	7,890	8,350	2,030	4,890	5,555
Textiles	-	-	500	-	-	-	-	500	8,000	200	4,950	1,200
Chemicals	-	900	390	100	1,680	800	-	3,870	4,830	1,635	3,935	1,800
Paper	-	-	-	-	-	750	500	1,250	750	80	510	400
Food processing	-	-	-	-	100	-	200	300	5,890	800	1,230	1,800
Rubber	-	-	-	-	-	-	-	-	3,850	-	1,000	50
Pharmacy	-	-	-	-	-	-	-	-	750	25	450	25
Coke plants	-	-	1,000	3,000	-	-	-	4,000	-	17,000	-	21,000
Other industries	130	1,430	945	1,055	210	1,615	1,330	6,715	2,385	565	765	715
Codigoro drying plant	-	-	-	-	-	-	-	-	-	-	-	150
Dump for emergency allocations	-	-	1,000	-	-	-	-	1,000	1,000	400	700	600
Dump for winter necessities	-	-	-	-	-	-	-	-	-	5,000	-	2,000
Public building heating	-	-	-	-	-	-	-	-	3,400	850	2,300	2,100
TOTAL	2,430	24,765	17,185	21,880	11,805	9,540	4,395	92,000	115,150	66,555	49,600	58,700

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IMPORTED COAL ALLOCATIONS
JANUARY 1946

South and Central Italy							North Italy					GRAND	
Sicily	Naples	Cecchia	Leghorn	Heel	Ancona	TOTAL	Lombardia	Liguria	Piemonte	Veneto	Emilia	TOTAL	TOTAL
13,500	-	-	-	2,500	-	17,850	4,910	50	3,470	2,425	1,145	10,000	27,850
1,885	6,960	16,055	4,170	1,250	945	31,695	23,120	10,400	13,045	4,400	5,535	56,500	88,195
6,650	-	-	-	-	-	6,650	15,000	18,000	-	7,000	-	40,000	46,650
-	-	225	540	75	500	1,340	2,620	695	1,250	2,095	1,340	8,000	9,340
-	-	300	150	300	-	750	2,000	700	650	1,550	1,100	6,000	6,750
-	4,940	1,045	1,235	920	50	8,190	28,295	8,125	12,455	3,835	1,290	54,000	62,190
400	1,450	100	3,720	1,350	870	7,890	8,350	2,030	4,890	5,555	2,175	23,000	30,890
-	500	-	-	-	-	500	8,000	200	4,950	1,200	150	14,500	15,000
900	390	100	1,680	800	-	3,870	4,830	1,635	3,935	1,800	100	12,300	16,170
-	-	-	-	750	500	1,250	750	80	510	400	260	2,000	3,250
-	-	-	100	-	200	300	5,890	800	1,230	1,800	2,280	12,000	12,300
-	-	-	-	-	-	-	3,850	-	1,000	50	100	5,000	5,000
-	-	-	-	-	-	-	750	25	450	25	50	1,300	1,300
-	-	-	-	-	-	-	-	17,000	-	21,000	-	38,000	42,000
-	1,000	3,000	-	-	-	4,000	-	565	765	715	370	4,800	11,515
1,430	945	1,055	210	1,615	1,330	6,715	2,385	-	-	150	350	500	500
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	1,000	-	-	-	-	1,000	1,000	400	700	600	400	3,100	4,100
-	-	-	-	-	-	-	-	5,000	-	2,000	-	7,000	7,000
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	3,400	850	2,300	2,100	1,350	10,000	10,000
24,765	17,185	21,680	11,805	9,540	4,395	92,000	115,150	66,555	49,600	58,700	17,995	308,000	400,000

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1982

SARDINIAN COAL ALLOCATIONS - January 1946

Category	South & Central Italy						North Italy				
	Sardinia	Sicily	Naples	C'Vecchia	Leghorn Pisabino	Heel	Ancona	Total	Lombardia	Piemonte	Liguria
Railways	1,900	-	-	-	-	-	-	1,900	-	-	-
Gas Works	-	-	-	900	140	-	-	1,040	-	-	-
Electricity	9,500	3,900	-	-	-	-	-	13,200	-	-	-
Hospitals	200	500	-	1,190	-	-	-	1,890	800	500	350
Bakeries	650	1,500	-	-	-	-	-	2,150	-	-	-
Steel & Gen. Eng.	400	-	-	-	3,000	-	-	3,400	-	-	-
Lime, cement, bricks, glas, pottery	2,000	850	300	4,300	600	-	-	8,050	3,700	2,000	800
Textiles	-	-	-	40	-	-	-	40	2,500	1,500	-
Paper	-	-	-	-	-	-	-	500	1,030	680	220
Food processing	-	500	-	-	-	-	-	500	1,400	370	100
Rubber	-	-	-	55	-	-	-	55	-	-	-
Pharmacy	-	-	-	-	-	-	-	-	-	-	-
Coke plants	-	-	-	-	-	-	-	-	-	-	-
Others industries	600	1,035	1,080	1,000	1,000	-	-	4,765	-	-	-
Dump for emergency allocations	-	-	-	-	-	-	-	-	-	-	-
Dump for winter necessities	-	-	-	-	-	-	-	-	-	-	-
Public-building heating	-	-	-	-	-	-	-	-	-	-	-
Chemicals	-	1,200	-	-	3,000	-	-	4,200	1,400	940	600
Total	15,050	9,535	1,380	7,485	7,740	-	-	41,190	10,830	5,990	2,120

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SARDINIAN COAL ALLOCATIONS - January 1946

South & Central Italy							North Italy					Grand		
Sardinia	Sicily	Naples	O'Vecchia	Leghorn	Heel	Ancona	Total	Lombardia	Piemonte	Liguria	Veneto	Emilia	Total	Total
1,900	-	-	-	-	-	-	1,900	-	-	-	-	-	-	1,900
-	-	-	900	140	-	-	1,040	-	-	-	-	-	-	1,040
9,300	3,900	-	-	-	-	-	13,200	-	-	-	-	-	-	13,200
200	500	-	1,190	-	-	-	1,890	800	500	350	-	350	2,000	3,890
650	1,500	-	-	-	-	-	2,150	-	-	-	-	-	-	2,150
400	-	-	-	3,000	-	-	3,400	-	-	-	-	-	-	3,400
2,000	850	300	4,300	600	-	-	8,050	3,700	2,000	800	-	500	7,000	15,050
-	-	-	-	-	-	-	-	2,500	1,500	-	-	-	4,000	4,000
-	-	-	40	-	-	-	40	1,030	680	225	-	65	2,000	2,040
-	500	-	-	-	-	-	500	1,400	370	100	-	130	2,000	2,500
-	-	-	55	-	-	-	55	-	-	-	-	-	-	55
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
600	1,085	1,080	1,000	1,000	-	-	4,765	-	-	-	-	-	-	4,765
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	1,200	-	-	3,000	-	-	4,200	1,400	940	660	-	-	3,000	7,200
15,050	9,535	1,380	7,485	7,740	-	-	41,190	10,830	5,990	2,135	-	1,045	20,000	61,190

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HEADQUARTERS ALLIED COMMISSION
 APO 304
 ECONOMIC SECTION

165/39

ROUTING AND WORK SHEET

Each note must be numbered and each space completely filled in. THIS WORK SHEET MUST NOT BE REMOVED FROM THE CORRESPONDENCE TO WHICH ATTACHED UNTIL ACTION IS COMPLETED AND THEN FILED WITH FILE COPIES OF COMMUNICATION TO WHICH IT PERTAINS. A line will be drawn the full width of the page under each note.

SUBJECT: Allocation of Coal for railwaymen.

No	Date	To	REMARKS	From
1	17-12	Coal Div. through Ind-Util S/c	Please see attached correspondence. Can you do anything to assist?	Transportation & Shipping S/c
			<i>P. D. G. Buchanan</i> P. D. G. Buchanan Colonel Director	
2.	19/12	<i>Fuels Dept. (Coals)</i>	<i>Forwarded.</i>	<i>Ind. S/c</i>
3	20.12	Transportation & Shipping S/c <i>Through Ind. S/c.</i>	1. Since allocations of coal are settled by the Coal Requisition and Allocation Committee, on which your S/C is represented, it is suggested that the recommendation for monthly allocation to Italian State Railways workers be submitted to this Committee at its next meeting, to be held 3 January 1946 at the Ministry of Industry and Commerce, 6 Via Flavia. 2. It is the considered opinion of Coal Div. Headquarters that the request cannot be granted due to lack of coal. The quantity required would most certainly have to be deducted from that which is vitally needed for industry. It might also be pointed out that if coal was granted to one category of workers and not to others it would show discrimination and might have serious consequences.	Coal Div. through Ind. Util. S/c 5541
			<i>H. M. Walker</i> H. M. WALKER Colonel Coal Division	

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165/38

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

Tel.: 843209

Ref.: AC/165/Tn.4

10 December 1945.

SUBJECT: Allocation of coal for
railwaymen.

TO : Director Tn.Sub-Commission.

1. Attached hereto letter from the General Director of the Italian State Railways dated 7th December 1945 file ICCA 7471/43 concerning allocation of coal for workers of the railways.
2. While we are aware of the short supply of coal now in Italy, it must be recognized that railway workers are in a different category than workers of other industries. While on duty they are subjected to all kinds of weather and under present operating conditions they are on duty long hours.
3. It is strongly recommended that a monthly allocation of 15,000 tons of coal be made to the Italian State Railways for the months of December, January and February. This coal would be distributed by the railways to employees and especially those in the North of Italy. As the I.S.R. own most of the property or apartment houses in which the employees live, the railways would bear the cost of the coal.
4. This request for coal on the part of the employees could have a far reaching effect, and suggest that a compromise be made, and immediately, to make available to the railways an allocation of coal for this purpose.

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R.P. Moss

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3. It is strongly recommended that a monthly allocation of 15,000 tons of coal be made to the Italian State Railways for the months of December, January and February. This coal would be distributed by the railways to employees and especially those in the North of Italy. As the I.S.R. own most of the property or apartment houses in which the employees live, the railways would bear the cost of the coal.

4. This request for coal on the part of the employees could have a far reaching effect, and suggest that a compromise be made, and immediately, to make available to the railways an allocation of coal for this purpose.

550

R. P. Moss

R.P. MOSS,
Chief Rail Division.

Inc.

1987

165/37

Rome - 7 DIC. 1945
I00AM 4471/k3

Ministry of Transport
I.S.R. Direction General

Transportation Sub-Commission A.C.
Coal Division
Military Railway Service

Subject: Allocation of coal
for railwaymen

Building

Resolution

I am enclosing herewith an ~~en~~ of the Italian Railwaymen
Syndicate Comperimental Committee in Venice, requesting that
the I.S.R. premises be heated and coal be allocated to the rail-
waymen for the heating of their homes.

Please kindly give this request your prompt attention, in view
of the hard wintry conditions in Northern Italy.
It is pointed out that in the past the I.S.R. have always tried
to meet, as far as possible, the rightful requests of their personnel.

The Director General
Di Reimondo

Ce ng 7/12

5529

1988

165/36

Agenda of the meeting of Italian Railwaymen Syndicate
Compartmental Committee in Venice, held on 20 Nov. 1945

Having acknowledged the reply given by the General Direction to Capo Compartimento in Venice, through letter IAG 32/154009 dated 9 Nov. 1945, concerning allocation of coal to the railwaymen and heating of premises;

having been informed that coal allocations as well as heating of premises are subject to the approval of the Allied Authorities; considering that the heating is essential, especially in Northern regions, and that our wages are insufficient to purchase coal on the black market;

the Committee ask the proper offices to give their most urgent cooperation so that the necessary authorization may be obtained from the Allied Authorities;

they decline any liability for all such consequences that might occur, should the coal not be allocated and the premises not be heated; as some unrest has already been noticed among the personnel for this reason.

165/35

TRANSPORTATION & SHIPPING ADMINISTRATION U.S.A.
(R.E. GIVE 200)
c/o Transportation (Mr) Bains,
G.M.R.

No. : 8.3009

Date : 30/165/No.4

21 December 1945

SUBJECT: Supervision of I.S.R.

To : Director Military Railway Services.

1. Attached is copy of letter received from the Director General I.S.R., in response to an enquiry from this Division submitted to him 8th December.
2. You have consented to turn over to the I.S.R. the control of coal the first week of February and the control of stores and supplies as quickly as you were notified the I.S.R. were capable of handling with a target date of February 1946.
3. It is pointed out the equipment registered by the I.S.R. of being required to furnish so many statistical returns, daily, weekly, fortnightly and monthly for every locomotive depot of the system. It has been confirmed that the telephone system is used a minimum of three and one half hours each day to gather the data for the daily reports and considerable personnel is used compiling these reports. Would you please have your Stores Section review their need for these reports with a view of reducing them to a minimum? It is believed a weekly and a monthly report should suffice.

4. The matter of derequisitioning industries mentioned as "irrecoverable" for the rehabilitation of the railways has been taken up by this Division.

R. P. MOSE, Chief Rail Division 5507

1990

me 16 December 1945
Ref.: 3161/4.0/3.

I.S.R. DIRECTOR GENERAL

SUBJECT: SUPERVISION ON I.S.R.

TO : Col. MOSS - Chief Rail Division
En. Sub-Commission A.G.
B 1 4 5

I reply with delay to yours AC/Tn.292 dated Dec.8, because I wanted to wait for the new Minister, inform him and receive instructions from him about this question. It has been however impossible to see him, so the following considerations are strictly personal.

1. Control on the equipment by the Allied Authorities.

As I told you, my opinion is that any control on the reserve and consumption materials should end, owing to the fact that the responsibility of the railway system is now assumed entirely by I.S.R.

I think it convenient to leave complete freedom to the I.S.R. as to supply, disposition and consumption of materials which are being purchased, either in the Country or abroad, with payments in Italian money.

I am especially referring to the coal, the control of which is requiring so many statistical returns; daily, weekly, fortnightly and monthly for every locomotive depot of the system, giving a great amount of work to the personnel which could be utilized for other purposes.

The same is to be said about fuel and lubricants.

This explains the complaints made by our Chief of Store Service, Ing. Brocci, about the personnel. It is also to be considered that many of the data supplied lose their value because they arrive with delay.

As the Delegations of Milan and Verona have been closed down and the periphrastic Offices are under unified control of this HQ we are now able to exercise a more effective control.

In any case we can confirm that the I.S.R. guarantees fully the operation, and traffic required by the Allied Authorities for normal and extraordinary necessities in Italy.

We are informed that conspicuous quantities of Italian products are taken abroad with transport by rail consigned of military nature.

I do not know whether and on which conditions these exports come under the responsibility of the Allied Military Authority and how they are regulated financially. I would declare however that these transports with Italian cars represent a great burden on the I.S.R., for the

5536

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As the Delegations of Milan and Verona have been closed down and the peripheral Offices are under unified control of this HQ we are now able to exercise a more effective control.

In any cases we can confirm that the I.S.R. guarantees fully the operation, and traffic required by the Allied Authorities for normal and extraordinary necessities in Italy.

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I do not know whether and on which conditions these exports come under the responsibility of the Allied Military Authority and how they are regulated financially. I would declare however that these transports with Italian cars represent a great burden on the I.S.R., for the limitations suffered by internal civilian transports. We have great difficulty during this winter season for the supply of lignite and wood to the provinces of north Italy and for carrying to destination the goods arriving to the ports by sea from abroad. The same applies to the question of railway coaches now reduced to an extremely low number that compels us to use 1200 box cars on civilian passenger trains.

2. Works of reconstruction.

These depend on the possibility of transporting the material supplied by the industries to the work places. With the limitations imposed on the traffic these transports are made difficult and the speed of reconstruction is thereby affected.

./././.

We have asked again that some Italian factories indispensable for the rehabilitation of railways, be derequisitioned and I have already consigned you the list of their names. It would be desirable that we be given the most ample authority in this field in the interest of traffic.

3. Traffic and circulation of train.

The running of trains notwithstanding our outmost good will is not as we wish it to be.

The locomotives remain stationed for long periods consuming coal and fuel and personnel abandons his post because tired of waiting. It is not the motif power that is lacking, but trains do not run because the number of wagons loaded imposes on the line a work superior to its potentiality. The only remedy to this is to centralise in the hands of one authority the distribution of loads, civilian and military, and consequently regulate the operation of trains. Practically the operation should be carried out exclusively by I.S.R. as a consequence of the responsibilities handed over the same, without interfering so that a concrete weekly or two-weekly programme may be laid out without effecting sudden changes.

The railway system has been subjected for over four years to a continuous work and to the highest level, and the personnel is now feeling the situation rendered even more difficult by the hard conditions of living. The railways as you well know can be compared to a complicated and delicate machinery to which a period however short of rest must be granted now and then to maintain it as long as possible to its highest efficiency. The continuous super-activity affects the traffic and most of all the regularity of operations that would otherwise be impossible to ensure.

I accept quite willingly your proposals of a meeting to discuss the various problems concerning railway operations with the firm intention to collaborate with all our power to the improvement of the traffic for all the authorities either military or civilian.

THE DIRECTOR GENERAL
DI RAIMONDO

5500



*Il Direttore Generale
delle Ferrovie dello Stato*

Roma, lì 18 Dicembre 1945

n. 3161/4.0/S.

OGGETTO: Controllo F.S.

AL SIG. COL. MOSS

Capo della Div. Ferroviaria = Sottocommissione Trasporti A.C.

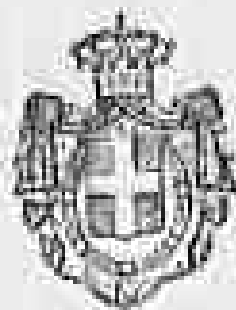
S E D E

Rispondo con ritardo alla vostra cortese lettera n.AC.Tn/292 in data 8 dicembre perchè ho voluto attendere l'insediamento del nuovo Ministro dei Trasporti per informarlo delle varie questioni da Voi sollevate ed avere direttive nel compilare la risposta stessa. Non mi è stato però possibile finora conferire al riguardo non avendo ancora il nuovo Ministro preso possesso della sua carica. Le considerazioni che esporrò sono quindi strettamente personali.

1° - Controllo sui materiali da parte delle Autorità Alleate.

Vi ho espresso in proposito verbalmente il mio pensiero. Sono del parere che, essendo ormai passato alla completa responsabilità delle F.S. l'esercizio della rete, il controllo sui materiali di scorta e di consumo dovrebbe cessare. La più ampia iniziativa e libertà di manovra converrebbe lasciare all'Amministrazione nell'approvvigionamento, dislocamento e consumo dei materiali stessi che del resto vengono acquistati, sia all'estero che all'interno, con moneta italiana.

Mi riferisco specialmente al carbone, per il cui controllo vengono richiesti dati statistici giornalieri, settimanali,



*Al Direttore Generale
delle Ferrovie dello Stato*

- pag. 2 -

quindicinali e mensili estesi a tutti i depositi locomotive della rete con un impiego di numeroso personale e mezzi di collegamento, distraendolo dai normali compiti.

Lo stesso dicasi per la nafta ed i lubrificanti. Ciò spiega e giustifica le lagnanze, che vengono mosse dal Capo del Servizio Approvvigionamenti, Ing. Bracci, in fatto di personale. E' da considerare che gran parte delle notizie perdono il loro valore perchè giungono in ritardo.

Con lo scioglimento delle due delegazioni di Milano e di Verona e con la unificazione effettiva di tutti gli uffici periferici alle dipendenze di questa Sede Centrale, l'Amministrazione è in grado di esercitare un controllo più concreto.

Si può comunque confermare che le F.S. garantiscono in pieno la effettuazione dei trasporti richiesti dalle Autorità Alleate per i bisogni normali e straordinari nel territorio nazionale.

Si è a conoscenza che rilevanti quantitativi di prodotti nazionali vengono trasferiti all'estero con trasporti considerati militari.

5523

Io non sono in grado di dire se ed a quali condizioni queste esportazioni rientrino nelle facoltà delle Autorità Militari Alleate e come ciò venga regolato finanziariamente. Mi permetto far presente che questi trasporti con carri italiani per l'estero sono quanto mai gravosi per le F.S. a causa della limitazione che viene necessariamente portata ai trasporti civili interni. Abbiamo gravi difficoltà



*Al Direttore Generale
delle Ferrovie dello Stato*

- pag. 3 -

in questa rigida stagione invernale per il rifornimento di lignite e di legna da ardere alle provincie dell'Alta Italia e per il proseguimento dai porti di sbarco delle merci provenienti dall'estero. Lo stesso dicasi per le carrozze, la cui disponibilità residua ora è ridotta a limiti minimi, per cui ben 1200 carri merci sono impiegati per treni viaggiatori.

2° - Lavori di ricostruzione

Dipendono dalle possibilità di trasporto, sui cantieri di lavoro, dei materiali forniti dalle industrie. Con le limitazioni apportate al traffico questi trasporti sono difficili e quindi ne risentono l'andamento e la celerità della ricostruzione.

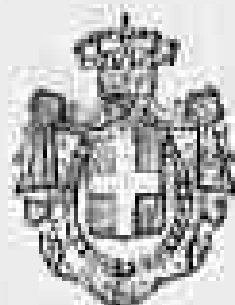
Abbiamo più volte chiesto la derequisizione di vari stabilimenti italiani indispensabili per il ripristino della rete e vi ho già consegnato l'elenco di essi. Sarebbe desiderabile che ci fosse lasciata più ampia facoltà in questo campo nell'interesse dei traffici.

5532

3° - Traffico e circolazione treni

La circolazione dei treni, nonostante la nostra migliore buona volontà, non è come sarebbe desiderabile che fosse.

Le locomotive rimangono ferme a lungo consumando combustibile e nafta ed il personale abbandona il lavoro perchè è stanco di attendere. Non mancano i mezzi di trazione, ma i treni non circolano perchè il numero dei carri caricati impone alle linee un impegno molto superiore alla loro potenzialità.



*Il Direttore Generale
delle Ferrovie dello Stato*

- pag. 4 -

Non vi è altro rimedio che accentrare in un solo ente la distribuzione dei carichi, sia civili che militari, e regolare in conseguenza la effettuazione dei treni.

In sostanza il movimento dovrebbe essere affidato esclusivamente alle F.S. in conseguenza della responsabilità ad esse data, senza interferenze, in modo da concretare programmi settimanali o quindicinali senza apportarvi varianti da eseguire improvvisamente.

La rete è stata assoggettata per oltre 4 anni ad un lavoro continuo ed a livello massimo ed il personale risente di questa situazione, aggravata per giunta dalle difficilissime condizioni di vita. Le Ferrovie, come Voi ben mi insegnate, si possono paragonare ad una macchina complessa e delicata cui occorre dare periodi, sia pure brevi, di riposo per mantenere il più a lungo possibile un giusto rendimento.

Il superlavoro continuato si ripercuote sul traffico e soprattutto sulla regolarità dell'esercizio, che diversamente non sarebbe possibile mantenere.

o
o o

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Accolgo ben volentieri la Vostra proposta di una riunione per discutere i vari problemi che interessano l'esercizio ferroviario, con il fermo proposito di collaborare con tutte le nostre forze al miglioramento del traffico per tutti gli enti sia militari che civili.

IL DIRETTORE GENERALE

Indi Rimondi

1997

TW

04590
132148A

0/5506
140830

ROUTINE

AFHQ GHQ CMF
ALCOM ROME, INFO : NORTHMOVES, NOV GENOA, DEMSI, WSA GENOA,
NWT GENOA, FOR AGENZIA MARITTIMA.

UNCLASSIFIED.

SOME CONFUSION APPARENT ON PROCEDURE FOR SUPPLYING COAL
TO SWITZERLAND ON MEDLOC ACCOUNT. OUR UNDERSTANDING IS
THAT YOU MAKE ALLOCATIONS AND AGENZIA MARITTIMA IS RESPONSIBLE
FOR DESPATCH AND ACCOUNTING. CERTIFIED ACCOUNTS TO BE
FORWARDED THROUGH YOU TO DEMS FOR FINANCIAL ADJUSTMENTS
AS A CONTRA TO SWISS CHARGES FOR CONVEYANCE OF MEDLOC
PASSENGERS. PLEASE CONFIRM YOU AGREE AND ARRANGE EARLY
PRESENTATION CERTIFIED ACCOUNTS FOR QUANTITIES SO FAR
DESPATCHED. REQUEST FUTURE SIGNALS FROM YOU SHOWING
LOCATIONS FOR MILITARY RAILWAYS AND SWITZERLAND DIFFERENTIATE
AS BETWEEN MEDLOC COAL AND COAL FOR SWITZERLAND ON OTHER
ACCOUNTS AND BE REPEATED TO NORTHMOVES AND NOV GENOA.
WILL APPRECIATE INFORMATION ON HOW MUCH MEDLOC COAL
ACTUALLY DELIVERED SWITZERLAND UP TO NOW.

5520

AC DIST
ACTION : IND & UTIL (FUEL DIV)
INFO : CHIEF COMMISSIONER
ROOM SC (2)
FINANCE SC (2)
TPTN SC (2)
FILE (2)
FLOAT.

[Handwritten notes and signatures]

Rome, 10 December 1945.
M.323/23.15/328 / tua 4509/43

Subject: Economy of coal consumption
Encl. 1

To: Allied Commission
Transportation Sub-Commission
Rome

For your notice I send you herewith a copy of the instructions given to all "Capi Compartimento" to get a better utilization of shunting and trains locos in order to realize the maximum economy of coal.

The General Director.

F.to DI RAIMONDO

5529

Copy of Wire

4/12/1945

ROME D.G.

DD.

omissis

M.323/900 - Owing to limited quantity of fuel it is necessary that operation of shunting services and leave trains between the yards be reduced as far as possible in order to obtain economy of locos and consequently of coal -stop- Meanwhile I beg you to request "Sezione Movimento e Trazione" to examine again as urgently as possible the shifts arranged for shunting locos of depending plants in order that they meet the actual service requirements estimated on a strictly economic bases -stop- The matter have to be dealt with local Allied Authorities as to obtain a possible reduction of shunting locos needed by them -stop- As for leave trains to be operated between the yards, locos have to be utilized at their maximum power in order to reduce their number.-stop- Also utilization of ordinary good trains has to be raised to a maximum of locos power and additional trains have to be operated only after having reached a maximum of 90% locos power of the ordinary ones.-stop- I point out besides that additional good trains, as in the past, have to be utilized at 100% of locos power reckoned on the ~~stiffest~~ most difficult slope of the line -stop- Please give strict instructions and confirm by wire.

Signed Di Raimondo

5528

2000



MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO - DIREZIONE GENERALE

Roma, li 10 DIC. 1945 194

N. M. 323/2 35/328 / Scuola 7509/13

Al N. _____ del 165/32

OGGETTO: Economia consumo carbone.
all. n°1.-

ALLA A.C. SOTTOCOMMISSIONE TRASPORTI
R O M A

I- Per opportuna conoscenza trasmetto copia delle disposizioni che ho impartito a tutti i Capi Compartimento, allo scopo di ottenere una migliore utilizzazione delle locomotive di manovra e dei treni onde realizzare la massima economia di carbone. =

IL DIRETTORE GENERALE

5527

De.)
1) Servizio.

2798 - Tipo-Lito F. S. - Roma 5/1945

C O P I A

FILO

DD.

ROMA D.C.

4/12/45

165/31

CAPI COMPARTIMENTO TUTTI - PER NORMA SERVIZIO MATERIALI E TRAZIONE -
 FIRENZE - NUCLEO COLLEGAMENTO TRAZIONE - SEDE -

M.323/900 - Data limitata quantità combustibile est necessario che servizi manovre et tradotte tra scalo et scalo vengano ridotti allo stretto indispensabile onde ottenere economia locomotive e quindi combustibile punto Interesse pertanto invitare Sezioni Movimento et Trazione rivedere d'accordo tutta urgenza tumi assegnati macchine manovra dipendenti impianti per metterli rapporto effettive esigenze servizio valutate con stretto criterio economia punto Dovranno essere svolte pratiche con Autorità Alente locali per ottenere che anche locomotive manovra da esse richieste ed assegnate vengano possibilmente ridotte punto Tradotte tra scalo et scalo devono essere utilizzate massimo prestazione offerta locomotive per ottenere riduzione quantità punto Anche utilizzazione treni merci ordinari deve essere elevata massimo della prestazione offerta locomotive in servizio et devesi ricorrere effettuazione treni straordinari soltanto dopo raggiunta utilizzazione ordinari at non meno novanta per cento della prestazione delle macchine punto Avverte infine che i treni merci straordinari devono essere come per il passato utilizzati al cento per cento della prestazione offerta dalle locomotive calcolata sul tratto più acclive della linea punto Prego impartire categoriche disposizioni e darvi assicurazioni telegrafiche punto. =

F.to DI RAIFONDO

5526

168/30 rcm/ast

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

10 December 1945.

Tel.: 843209

Ref.: AC/165/Tn.4

SUBJECT: Allocation of coal for
railwaymen.

TO : Director In. Sub-Commission.

1. Attached hereto letter from the General Director of the Italian State Railways dated 7th December 1945 file ICCA 7471/43 concerning allocation of coal for workers of the railways.
2. While we are aware of the short supply of coal now in Italy, it must be recognized that railway workers are in a different category than workers of other industries. While on duty they are subjected to all kinds of weather and under present operating conditions they are on duty long hours.
3. It is strongly recommended that a monthly allocation of 15,000 tons of coal be made to the Italian State Railways for the months of December, January and February. This coal would be distributed by the railways to employees and especially those in the North of Italy. As the I.S.R. own most of the property or apartment houses in which the employees live, the railways would bear the cost of the coal.
4. This request for coal on the part of the employees could have a far reaching effect, and suggest that a compromise be made, and immediately, to make available to the railways an allocation of coal for this purpose.

5525

(Stamp) R.P. MOSS

R.P. MOSS,

Tel.: 843209

Ref.: AC/165/Ta.4

10 December 1945.

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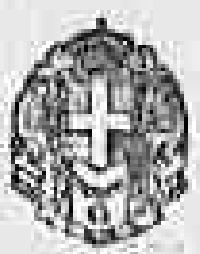
(Signed) R.P. MOSE

R.P. MOSE,
Chief Rail Division.

2004

165/29

Roma 7 DIC. 1945 194 - A.



MINISTERO DEI TRASPORTI
MINISTERO DELLE COMUNICAZIONI

N. ICCM/7471/43

Al N _____ del _____

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO FERROVIARIO MILITARE - SEDE
SOTTO COMMISSIONE TRASPORTI A.C.
(Divisione Carboni)

ROMA

OGGETTO

Cessione di carbone
ai ferrovieri.

ALLEGATI N. 1

Trasmetto un ordine del giorno del Comitato Com-
partimentale del Sindacato Ferrovieri Italiani di Ve-
nezia, col quale vengono fatti voti perchè sia dato
il riscaldamento nei locali dell'Amministrazione e
perchè sia anche consentita la cessione di carbone ai
ferrovieri stessi per il riscaldamento delle case.

Prego esaminare con cortese urgenza tale richie-
sta, avuto riguardo alle condizioni climatiche inver-
nali dell'Italia settentrionale, facendo presente che
questa Amministrazione ha sempre cercato per il pas-
sato di soddisfare nei limiti possibili, le giuste ri-
chieste del personale.

IL DIRETTORE GENERALE
Ugo Sciarra

5524

2005

Il Comitato Compartimentale E.F.I. di Venezia riunitosi il 30 Novembre 1945 ha votato il seguente o.d.g. -

ORDINE DEL GIORNO

Preso conoscenza della risposta data dalla Direzione Generale al Capo Compartimento di Venezia con nota P47 32/154009 del 9.11.45 circa la cessione di carbone agli agenti e riscaldamento locali

sentito che la cessione di carbone come pure il riscaldamento dei locali è subordinato alla autorizzazione delle Autorità Alleate.

considerato che il riscaldamento è una cosa necessarissima specialmente per le regioni del Nord e tenuto conto che i nostri stipendi sono insufficienti per rifornirci al mercato nero

chiedono agli Uffici competenti il massimo e più sollecito interessamento affinché possa essere ottenuto dalle Autorità Alleate il necessario benessere

declinano ogni responsabilità per tutte quelle conseguenze che potrebbero derivare dalla mancata assegnazione di combustibili e riscaldamento locali, essendo già il personale in agitazione per tale motivo.

5300

SUD-EST RAILWAYS

Ref.: Ap/B.22/23954.

Bari, 21 November 1945.

TO : Transportation (R.L.Y.S.) HQ

B A R I

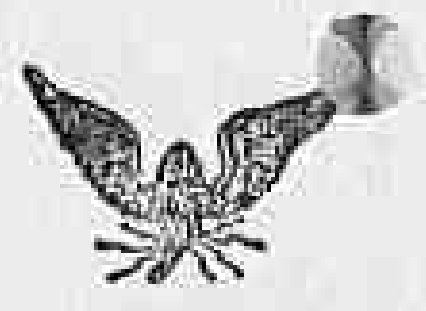
SUBJECT: Statistics of coal consumption and Km. covered by our locomotives during the month of October 1945.

Please find herewith attached the usual prospect concerning pit coal consumption and Km. covered by locomotives in service along our lines during the last month of October 45.

THE MANAGER
CHIEF OF THE SUD-EST RAILWAYS

TR/AL/4/12/45.

5522



SOCIETÀ ANONIMA ITALIANA
PER LE
FERROVIE DEL SUD-EST
DIREZIONE DELL'ESERCIZIO - BARI

Mod. D. E. 4

Bari n. 21 / 11 / 1945

N. Ap/B.22/23045 allegati N. 1
Ris. al N. _____
del _____

Spett. TRANSPORTATION
(R.L.Y.S.) HQISL
Bari

N. B. Nella risposta si prega indicare la data e il numero della presente. In una lettera trattare di un solo argomento

OGGETTO

Statistica consumo carbone
e km. percorsi dalle locomotive
nel mese di Ottobre
1945.

Si trasmette in allegato il consueto prospetto statistico relativo al consumo di carbon fossile ed ai km. percorsi dalle locomotive in servizio sulle linee sociali nel decorso mese di Ottobre 1945.

Il Direttore dell'Esercizio

5521

165/27

C
C
P
Y

ALLIED FORCE

MILITARY RAILWAY SERVICE ITALY
Office of the Director (DIRSI)

File: Tn.A.2/16/E.
21 November 1945

Subject: Coal Consumption - I. S. R.

To : Hq. I. S. R. (for Ing. Bracci)

Copy to: D. M. R. S.
D. D. M. R. S.
Tn. Trieste
Tn. 3(O).
Tn. 3(M).
Tn. Sub-Commission, A. C.
Coal Division, Commerce Sub-Division, A. C., Rome.

1. It is noticed that despite the fact of increased use of oil-burning locomotive and electric locomotive power being put into operation, the consumption of High Volatile Coal has risen over the past two months from 17,000 tons to 20,000 tons per week, i.e. approximately 3,000 tons per week, extra is being used.
2. In view of the global short-supply of solid fuel and the great necessity to economise in its use a limit on the permitted consumption is to be imposed effective 1st December 1945.
3. The maximum permissible consumption of coal by Areas is set out below, and should the I.S.R. consumption exceed the quantities shown a detailed explanation is to be provided to this HQ giving the reasons for the increased use.
4. Further to this you will be required to accept the full responsibility for excessive consumption against the availability of supply.
5. The figures below do not take into account the coal saving due to the increased use of fuel oil and electric traction, but the position will be reviewed at a later date when the effective economy in the use of coal is better established.
6. It is again stressed that the limitation of consumption is necessitated by the world wide shortage and must become effective from 1st December 1945.

5519

to sheet 2.....

2011

Maximum Weekly Consumption by Areas.

S.E. Italy		
Heel.	-	4,700 tons per week.
Ancona.	-	2,000 tons per week.
N.E. Italy.		
Venice, Verona;) -	3,100 tons per week
Trieste excluding)	-	
Venezia Giulia)	
W. Italy.		
Salerno and)	
Naples Divs.) -	2,500 tons per week.
Rome Div.	-	1,000 tons per week.
Leghorn Div.	-	200 tons per week.
N.W. Italy.		
Genoa, Milan, Turin	-	5,300 tons per week.

Total ITALY <u>excluding</u>)		
Venezia Giulia.)		18,800 tons per week.
		=====

D.R.H. CHAPLIN, Lt. Col.,
for Brigadier,
Director Military Railway Service.

5518

Extra Copy

2012

165/26

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

Tel. 843209/
Ref. AC/165/Tn4

26 November 1945

SUBJECT : Coal Situation - Sicily.

TO : Industry & Utilities Sub-Commission.
Attention: Col. Walker - Coal Division.

1. Attention is directed to the situation which existed in Sicily during the month of November which was created by the shortage of coal for operational purposes of the railways:

- a. On the Island from the 12th to the 19th of November internal freight movements were suspended.
- b. From the 12th to the 16th all freight shipments were suspended from the Mainland. For several reasons, mostly political, and to keep down unrest, no suspension on the limited passenger service was made.

2. This Division attempted two or three months ago to procure an increased allotment of coal for the operation of the railways in Sicily. As a matter of comparison, given below are the operating statistics for the months of September 1939 and 1945:

	<u>September 1939</u>	<u>September 1945</u>
Total Cars Freight Handled	22,767	5,771
Ton-Kilometers Freight	103,177,861	26,155,850
Passengers Handled	961,808	489,572

3. The physical condition of the Railway in Sicily is considered to be in better condition than those of the Mainland, and are capable of handling 90 percent of its pre-war traffic. Thus it may be stated, after examining the above statistics, that the economic recovery of the Island,

5517

- 2 -

and the distribution of foods and supplies is being vitally affected by inadequate coal allocation.

4. With the political situation which exists between Sicily and Italy, it is felt we cannot permit another situation to exist which is mentioned in Paragraph 1. It is therefore recommended, that the coal allocation for the operation of the Sicilian Railways be increased to 11,000 tons per month. This allocation to be effective with the December allotment. This is a matter of great importance and your cooperation in procuring this allotment is solicited.

R. F. MOSS
Chief, Rail Division

MESE DI SETTEMBRE

COMPARTIMENTO DI PA

NUMERO DEI PASSEGGERI TRASPORTATI		VIAGGIATORI-KM.		NUMERO TOTALE DEI CARRI <u>MERCI</u> CARICATI		TONN.-K CON
anno 1939	1945	anno 1939	1945	anno 1939	1945	anno 1939
489.572	951.808	73.572.380	150.414.289	22.767	5771	103.177.

5516

DI SETTEMBRE

COMPARTIMENTO DI PALERMO

PASSEGGERI CARRI	VIAGGIATORI-KM.		NUMERO TOTALE DEI CARRI MERCÌ CARICATI		TONN.-KM. TRASPORTATE CON TRENI MERCÌ	
	anno 1939	1945	anno 1939	1945	anno 1939	1945
951.808	73.572.380	150.414.289	22.767	5771	103.177.861	26.155.85

5516

2018

165/25

Rome, 20th Nov. 1945

MEMO - FOR MAJOR MATSON.

Ref. requested informations:

Due to the shortage of coal in Sicily have been reduced the freights and passengers transports as

- a) From 12 to 19 Nov. have been suspended all freights transports for inward parts of Sicily.
- b) From 12 to 16 Nov. have been suspended also all freights transports for mainland.
- c) No one suspension has been verified on passengers service.
- d) With transports renewal, has been limited cars allotment in order that for their shipment shall be necessary means, and that such way, that ordinary freights trains shall be sufficient for transports shipment. Are effectuate extraordinary train only for wheat transport.
- e) Are under unloading 1 ship of wheat to Catania
 1 ship of wheat to Palermo
 1 ship of wheat to Messina
 1 ship of coal to Catania (arrived to day) but partially unloaded at Palermo.

Handwritten notes:
 ✓
 16/11/45
 16/11/45
 16/11/45

Sgd.: CELLI

551

2017

Roma, li 20 NOV. 1945

n. 321/

o----- MEMORIA PER IL SIG. MAGGIORE WATSON -----o

=====

In relazione alla interpellanza odierna, in causa della mancanza di carbone si sono verificati in Sicilia le seguenti limitazioni nella effettuazione dei trasporti:

- a) - Dal 12 al 19 corrente sono stati sospesi tutti i trasporti merci per l'interne dell'Isola.
- b) - Dal 12 al 16 corrente sono stati sospesi anche tutti i trasporti merci per il Continente.

c) - Nessuna sospensione si e verificata per il servizio viaggiatori.

d) - Con la ripresa dei trasporti e stata limitata l'assegnazione dei carri in modo che per l'inoltro non siano necessari mezzi straordinari e cioe l'assegnazione dei carri viene contenuta in modo che i treni merci ordinari siano sufficienti all'inoltro dei trasporti; si effettuano treni straordinari solo per trasporti grano.-

- e) - Sono sotto scarico 1 piroscaro di grano a Catania
- 1 " " " " Messina
- 1 " " " " Palermo
- 1 " " " " carbone " Catania (arrivato oggi) che pero fu scaricato parzialmente a Palermo.-

Lee

Mr Moss

Sicily Position

2018

- A) Dal 12al 19 corrente sono stati sospesi tutti i trasporti merci per l'inverno dell'isola.
- B) Dal 12 al 19 corrente sono stati sospesi anche tutti i trasporti merci per il continente.
- C) Nessuna sospensione si e verificata per il servizio viaggiatori.
- D) Con la ripresa dei trasporti e stata limitata l'assegnazione dei carri in modo che per l'inoltro non siano necessari mezzi straordinari e cioè l'assegnazione dei carri viene contenuta in modo che i treni merci ordinari siano sufficienti all'inoltro dei trasporti; si effettuano treni straordinari solo per trasporti grano. -

- E) Sono sotto scarico il proscaro di grano a Catania

I	"	"	"	Messina
I	"	"	"	Palermo
I	"	"	"	Carroone (arrivato eg. 1) che però fu scaricato parzialmente a Palermo. -

Translator

- (A) From 12th to 19th Nov. all goods trains 55% suspended. within the Island
- (B) From 12th to 16th all goods trains, including that containers, suspended.
- (C) Passenger Trains were NOT suspended
- (D) Since the resumption a limitation has been

i trasporti merci per il continente.

3)- nessuna sospensione di e virificata per il servizio viaggiatori.

4)- con la ripresa dei trasporti e stata limitata l'assegnazione dei carri in modo che per l'inoltrò non siano necessari mezzi straordinari e cioè l'assegnazione dei carri viene contenuta in modo che i treni merci ordinari siano sufficienti all'inoltrò dei trasporti; si effettuano treni straordinari solo per trasporti grano.-

5)- Sono sotto scarico i piroscafi di grano a Catania

1	"	"	"	Messina
1	"	"	"	Palermo
1	"	"	"	Carbone Catania (arrivato oggi) che però in scarico parzialmente a Palermo.-

Translator

A) From 12th to 19th Nov. all goods trains 551 suspended. within the Island

B) From 12th to 16th all goods trains, including that to Continent, suspended.

C) Passenger Trains were NOT suspended

D) Since the resumption a limitation has been imposed, limiting traffic to daily normal trains Extra trains will be run only for grain trains

E) Trains Unloaded:

1	"	"	"	Ship of Grain Catania
1	"	"	"	Messina
1	"	"	"	Palermo
1	"	"	"	COAL at Catania

Handwritten initials

2020

Copy for Board of Directors

MINUTES OF COAL DISPOSAL MEETING
HELD ON WEDNESDAY 7 NOVEMBER 1945 AT 9.30 HRS IN THE
OFFICES OF COAL DIVISION HQ AC - ROME.

Present:

- Col. H.M. Walker
- Lt. Col. J.D. Dordass
- Lt. Col. C.R. Worthington
- Mr. J. Mc Sweeney
- Mr. R.B. Scriven
- Maj. K.P. Laraman
- Mr. T. Sulzer
- Mr. A.T. Marona
- Capt. A. Tosi
- Maj. R.T. Harris
- Maj. J. Riddell
- Lt. James M. Arensberg
- Lt. E. Jeffrey
- Mr. F.A. Russell
- Mr. R.H.H. Beckingham

- Coal Division
- UNPRA
- Transportation S/C
- W.S.A.
- Coal Division
- Transportation S/C
- Secretary Swiss Legation
- Ministry of Marine
- Liaison Ministry of Marine
- Coal Division
- Coal Division
- Supply Div. Economic Section
- Rail Division
- Coal Division
- Coal Division

1. ITALIAN PORTS.

Col. Walker explained that due to the American Coal stoppage, October shipments had been seriously retarded, and the urgent coal situation in Italy had resulted. Washington was now proposing to send 77 vessels to Italian Ports for discharge during December as follows: -

59 colliers for Italian FB Programme	5512
3 " " U.S. Army	
10 " " Swiss Account	
5 " " British Army (from South Africa)	

The considerable tonnage involved necessitated a careful survey in order that there should be no conflict with the present or future programme being prepared for the Import Programming & Port Reception Committee.

It was recognized that the discharging capacity of all ports excepting Savona was governed by the rail clearance facilities and commencing with the North, Genoa and Savona were reviewed.

GENOA

Records show that Genoa is capable of discharging 100,000 tons of coal monthly. The question was raised as to the advisability of augmenting this tonnage but after general discussion it was decided to leave the safe

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- Mr. F. Sulzer
- Mr. A.T. Mason
- Capt. A. Tosi
- Maj. R.T. Harris
- Maj. J. Riddell
- Lt. James M. Arensberg
- Lt. E. Jeffrey
- Mr. F.A. Russell
- Mr. R.H.H. Beckingham

Coal Division

- UNRRA
- Transportation S/C
- W.S.A.
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Records show that Genoa is capable of discharging 100,000 tons of coal monthly. The question was raised as to the advisability of augmenting this tonnage but after general discussion it was decided to leave the safe figure of 100,000. This quantity can be readily lifted by rail providing weather conditions remain favourable.

SAVONA

This port can discharge 180,000 tons per month. It was discussed whether this could be raised to 200,000 tons. Maj. Harris remarked this could be done on a 24 hour work basis. Agreement was reached whereby 200,000 tons would therefore be discharged from this port, if required.

Col. Walker suggested that coal be stockpiled at San Giuseppe if clearance could not be made by Swiss waggons. The Swiss imports are stated to be 85,000 tons for the period under review.

2022

TRIESTE

A round figure of 30,000 tons was agreed upon to be discharged at this port.

VENICE

After discussion it was decided that the estimated figure of 90,000 tons p.m. discharge could be reached, provided use could be made of the Vetrecoko Berth. Maj. Harris reported that this depot can stockpile 100,000 tons. The question was raised as to whether this dump was rail served and if coal could be easily transferred. Maj. Harris explained that only coking coal for the plant's own use could be discharged at Vetrecoko. It was agreed that 30,000 tons be stockpiled there.

The point was raised as to whether the port of La Spezia could be used to relieve some of the difficulties of discharge in other ports. It is hoped that movement there would be arranged by January. It is thought that 12,000 tons might be stockpiled there.

BARI & ANCONA

The discharge in Bari is reported to be 1200 tons daily if only the civilian berth is used and 2100 tons if all berths are operating. Rail clearance presents some difficulties for Ancona but Lt. Col. Worthington believed that prevailing weather conditions will not be too unfavourable, the amount of coal discharged can be lifted. After general discussion, it was estimated that 50,000 tons can be handled through these ports.

TARANTO & BRINDISI

Records show that these two ports combined can discharge 27,000 tons. This figure was agreed upon. One ship to lighten at Brindisi and two at Taranto.

GALLIPOLI

Col. Walker remarked that as far as coal is concerned, this port cannot be taken into consideration.

SICILY

31,500 tons of coal are being discharged in Sicily, of which 17,500 imported and 16,000 Sardinian.

NAPLES - Bagnoli

After discussion, it was estimated that 45,000 tons per month could be handled through Bagnoli.

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CIVITAVECCHIA & PIOMBINO

The total tonnage to be discharged at both ports would be around 42/43000 tons monthly. It was remarked that Piombino cannot be considered very useful owing to bad weather conditions during the winter period. Some 10,000 tons, it is thought, might be moved to Piombino by barges. Rail clearance presents difficulties as the line is said to be very congested. It was discussed whether stockpiling coal and moving it on by barges would ameliorate the situation.

2024

2. Col. Walker summarized vessels to discharge at the a/m ports as follows:

Genoa & Savona	36 colliers monthly
Trieste	4 do
Venice	10 do
Bari & Ancona	6 do
Brindisi	1 do
Teranto	2 do
Sicily	3 do
Naples	5 do
Civitavecchia & Piombino	5 do

This makes a total of 72 ships against 77 scheduled.

Col. Walker emphasized that the meeting was held to bring out estimated figures as to whether 77 ships could be discharged at the various Italian Ports in December, and thus give answer to W.S.A. and M.A.T. in this respect.

As to the remaining 5 ships, it was considered that W.S.A. should be advised of the difficulties of their reception.

H.M. Walker
H.M. WALKER
Colonel,
Coal Division

DISTRIBUTION :

- UNRRA - Lt. Col. Bordass (3)
- Tn S/C - Lt. Col. Worthington (2)
- " " - Maj. Loran (2)
- S.W.A. - Mr. Mc Sweeney (1)
- Swiss Legation - Mr. Sulzer (3)
- Ministry of Marine - Mr. Marena (2)
- " " - Mr. Tosi, Liaison (2)
- Coal Div. Northern HQ - Maj. Harris (1)
- " " - Maj. Riddell (1)
- Economic Section, Supply Div. - Lt. Arensberg (3)
- Rail Division AC - Lt. Jeffrey (2)

5511

INCOMING MESSAGE

Originator's Reference: FX 50977
Date/Time of Origin: OCT 301030A

Message Centre No: G/2471
Date Time Rec'd: OCT 311230A
Precedence: PRIORITY

From: HQ MTOUSA SIGNED COMENMED CITE NAGDS
To : ACTION USFET INFO BERCOMB, CONCOMB, ALCOM



RESTRICTED.

Subject coal for ITALY.

AGWAR advises in COM 261 of 26 current that, as a result of recent US coal strikes, 52 out of 90 coal cargoes for ITALY, scheduled for September and October loadings failed to sail. Result will be to reduce November coal arrivals for ITALY by 200,000 tons or approximately 50%. This reduction will have most serious effect on Italian economy principally in industrial north where it is estimated unemployment will be increased 1 million. Main industries affected will be cement and brick making (for reconstructions purposes), textiles, rubber, heavy industries (turning out trucks and industrial machinery), chemicals, pharmaceuticals and fertilizers (for next years crops). Industry has no stocks of coal on hand as all imports have had to be consumed as soon as received. In addition, there will be no coal for domestic heating.

R540

AGWAR has promised resumption of shipments as soon as possible but state that no pickup in shipments can be expected until 1 November. In view of repercussions of unemployment problem, the essential nature of industries affected and the lack of domestic heating, the November coal position for ITALY is causing us gravest concern. Immediate requirements are 200,000 tons run of the mine coal for general purposes similar to American high volatile coal now being shipped.

Please advise if release can be made of 200,000 tons coal for ITALY. If total amount not available, request any portion that can be released. Also.

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Please advise if release can be made of 200,000 tons coal for ITALY. If total amount not available, request any portion that can be released. Also, request dates and locations of release. In view of the extreme urgency of the situation, we will undertake movement to ITALY by the use of rolling stock and locomotives of this theater which would have been used to move coal from ports in ITALY if the coal had been shipped from the US and by seriously cutting our essential commitments. Upon receipt of your reply as to amount available, plan will be submitted to you for movement of coal to ITALY.

- 2 -

(FX 50977 cont'd)

This is sent to you because the situation may become so critical as to involve the military end, also, because we understand that ECO does not control the entire coal production from the RUEER. Request, therefore, that you press this matter urgently on our behalf.

DIST

- INFO-ACTION: Coal Div 2
- INFO: Chief Commissioner
- Ex Commissioner 2
- CC to Br Emb
- CA to US Emb
- Econ Sec 4
- Req Br 10
- Tn SC 2
- Finance SC
- File 2
- Floet

(M/C Note: Distribution as for COM-PAT series except for info-action to Coal Div)

2028

COPY.

MINISTERO DEI TRASPORTI
MINISTERO DELLE COMUNICAZIONI
Ferrovie dello stato - Direzione Generale
(1) SERVIZIO APPROVVIGIONAMENTI
SEZIONE IV

ROMA. 5 July 1945.
N. A.245/2251.

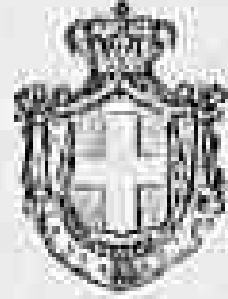
OGGETTO: Request of coal.

Military Railway Service,
BUILDING.

- 1) The Ferrovia Centrale - Umbra "of Perugia has made an application for a monthly allocation of 200 tons of coal for the operation of the railway lines Terni - Lodi (42 Km) and Fratta Todina - Ponte Felcino (35 Km), which have been recently reactivated.
- 2) Please inform us what decisions will be taken on the matter.

55 (Signed) THE CHIEF OF SERVICE
Ing. G. BRACCI.

2029



IL MINISTRO DEI TRASPORTI

Roma; li 20 agosto 1945

N. A 718

Rif. n. Tn. A.2/16 dell'11 agosto 1945

Oggetto - Carbone polacco
per le Ferrovie dello Stato

Direzione Military Railway Service

C.M.F.

ROMA

p.n.

Direzione Transportation Sub Commission

ROMA

In merito a quanto è stato significato con la lettera a riferimento diretta al Capo del Servizio Approvvigionamenti, comunico che l'Amministrazione ferroviaria non ha preso parte a trattative per l'importazione di carbone dalla Polonia, trattative che sono svolte invece dal Ministero degli Esteri, d'intesa con quello dell'Industria.

E' da ritenere che il Ministero degli Esteri abbia preso accordi preliminari con le Autorità Alleate. A questo Ministero è stato soltanto richiesto se poteva assicurare il trasporto di detto carbone, al che è stato risposto in linea di massima affermativamente.

IL MINISTRO

5508

FIRENZE 20/6/1945

Situazione settimanale carbone, del 11 al 17/6/45

Consumo	Disponibile	Esaurimento
32,785	317,0745	71211010310777
	3'510,800	

Dal giorno 1/6 al 17/6 45. - Se forte del consumo AA & suo punto al punto
 Cautela di Fr. S.M.A.
 Tom. 120,070.

all'ufficio. Motori: di. Fr. S.M.A. Tom. 0,025 =
 di carboni famiglia.

Situazione settimanale locomotive, del 11 al 17/6/45

(Pos. 1-9)	In servizio al 17/6/45	Disponibili al 17/6/45	Per trasporto Lasciati	Per trasporto in servizio	Riparazioni diverse le precedenti
Merce	2	-	-	2	2
Magliani	1	-	-	1	3
Motore	2	-	-	1	1
LOCOMOTIVE U.S.A. 2-8-0	12	6 (accantonate)	-	12	6
TOTALE	17	6	-	15	11

17/6/45

LOCOMOTIVE									3
U.S.A. 2-8-0	2								1
TOTAL	2	1	2	1	2	1	2	1	6
	12								11
	17								4

14 17/6

Carri Chiusi	11 alte spade	11 pievali	11 altri 57	Totale
29	134	13	9	15
	105	15	9	9
		7	(11)	
				H (2)
				1 (2)
				H (3)
				-
				9

Composizione: I veicoli indicati riparati: alla fine 14 altri 57 sono i seguenti:
 H 3 Vic - 2 M - 1 Vt - 1 Vt - 1 Vt - 1 Ver - 1 Ver - nell'officina di P. Pato e 12 M -
 sui pievali 5 giunee -

- (1) Riparati dalla officina di P. Pato -
- (2) " " " " P. Pato di fine S. M. N.
- (3) altri 3 riparati dalla officina di P. Pato ed 1 dall'officina P. Pato di fine S. M. N.

R.F.

2032

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
SEZIONE MATERIALE E TRAZIONE.

PIRENZE ..13.04.1945.....
N° 190.I.I

ALL. UNO

	CAPO COMPARTIMENTO = F I R E N Z E =
P.n.	CAPO SEZIONE MOVIMENTO = FIRENZE =
" "	" " LAVORI "
" "	UFFICIO COLLAUDI "

Si trasmette il rapporto settimanale richiesto dalla A.C. TRANSPORTATION SUB.COM. Per la settimana dal 4/6 al 10/6 u.s. per quanto riguarda gli argomenti, di cui ai punti 8.9.12 di competenze di questa Sezione.-

Questa sede si deve limitare alla compilazione delle situazioni per quanto riguarda soltanto le località di Firenze, non trovandosi in possesso dei dati aggiornati riferenti ai movimenti del carbone, delle locomotive e dei carri che entrano guasti ed escono riparati durante la settimana dai Depositi Locomotive, dalle Officine Rialzo e private, fuori sede.-

Per gli argomenti di cui ai punti 10 e 11 la situazione risulta negativa.

Per i rimanenti argomenti dovranno provvedere le Sezioni Movimento e Lavori, ognuna per la propria competenza.-

IL CAPO DELLA SEZIONE
MATERIALE E TRAZIONE

M. M. M.

5508

*due copie inviate
8/6*

(Fig. 17)

17) Composizione del treno N.° <i>4915 del 4/3</i> da <i>Reggio Emilia</i> a <i>Porto Ferraro</i>												18) Computo dei dati statistici (parte riservata agli uffici della Trazione)																									
Depositi e postali Anzichè di stazioni di servizio, post e telegrafici		Carri carichi				Carri completi di servizio		Veicoli varii (10)		Tono del bestiame trasportato in % con carri completi (11)	N.° del viaggiatore (12)	Distanze reali		Bagagli e postali	Carrozze di 1.°, 2.°, 3. classe, letti, ristorante e cellulari	Carri carichi				Carri completi di servizio		Veicoli varii (10)		Tonnell. di bestiame (11)	Viaggiatori (12)												
		completi		misti		di servizio		varii (10)				Proporzioni				completi		misti		di servizio		varii (10)															
Numero assi		Tonnellate		Numero assi		Tonnellate (10)		Numero assi		Tonnellate (10)		Pa. stazione a stazione		assi		Tonnellate		assi		Tonnellate (10)		assi		Tonnellate (11)													
16		17		18		19		20		21		22		23		24		25		26		27		28		29											
<i>02-22-7691-6-750</i>												<i>5</i>		<i>5</i>																							
<i>02-22-7691-6-750</i>												<i>20</i>		<i>16</i>										<i>260</i>		<i>1750</i>		<i>50</i>		<i>100</i>		<i>20</i>					
<i>02-2-7934-6-748</i>												<i>100</i>		<i>10</i>																							
<i>02-2-7934-6-748</i>												<i>115</i>		<i>6</i>																							
<i>02-2-7934-6-748</i>												<i>121</i>		<i>10</i>																							
<i>02-2-7934-6-748</i>												<i>131</i>		<i>10</i>																							
<i>02-2-7934-6-748</i>												<i>150</i>		<i>19</i>																							
<i>02-2-7934-6-748</i>												<i>747</i>																									
<i>02-2-7934-6-748</i>												<i>83</i>																									
<i>02-2-7934-6-748</i>												<i>1316</i>		<i>2906</i>		<i>830</i>		<i>1660</i>																			
<i>02-2-7934-6-748</i>												<i>332</i>																									

Composizione del treno n.° _____ del _____

da _____ a _____

FIRENZE 12 Luglio 1945

"Situazione settimanale carbone", dat. H. al. 10/6/1945



(R. 100) Caricamento	Disponibile	Carichi previsti	Proiezioni
	al 10/6/45.		
Toni: 188,640	3423,715	- Del giorno 4 al 10/6/45 giungono al locale Deposito Comb. di S. Firenze: Toni: 214,400	- Da parte del Comando Alleato non viene prevista alcun arrivo di carbone fornite.

"Situazione dettagliata per consumo oltre le normali appogazioni": Alta Mena.

Fornitori: "Via Luigi Alamanni" Toni: 7,800 ÷ All'Officina - Gas - Direzione Toni: 116,800.

All'Ufficio Comb. di Bologna Toni: 25,000 -

"Situazione settimanale locomotive", dat. H. al. 10/6/1945

(Pag. 10)	In servizio al 10/6/45	Disponibili al 10/6/45	Per trasporti Lavori	Per trasporti previsti	Riparazioni discusse e dell'anno in corso prevedibilmente in servizio
Merzi	2	57	-	2	2
Vegetti	1	57	-	1	3
Mancini	2	-	-	-	1
LOCOMOTIVE U.S.A. 2-8-0	9	12 (accudate)	-	4	3
	-	-	-	-	-
Totale	14	12	-	12	8

10/6/45

H

10/6/45

(Pag. 10)	Disponibili	Caricamento	Riparazioni discusse e dell'anno in corso prevedibilmente in servizio
Merzi	57	57	2
Vegetti	57	57	3
Mancini	-	-	1
LOCOMOTIVE U.S.A. 2-8-0	12 (accudate)	-	3
	-	-	-
Totale	12	-	8

1	1	1	3
2	1	1	3
9	12 (Accondire)	4	3
14	12	5	8
Totale	14	5	8

10/6/

Descrizione	Quantità	Quantità	Quantità
Corr. Chiusi	48	137	2 (3)
" abbinate	17	88	1 (1)
" manuali	9	11	1 (2)
altre	4	15	-
Totale	78	251	12

3 vic - 2 M - 1 Vs - 1 Grn - 1 Vec - nell'officina di Firenze P.P. 6 to M - sui foto -
 22 di Firenze -
 I veicoli indicati riparabili - nella linea (altre) sono i seguenti:

- (1) Riparato dalla officina di Firenze P. Proto -
- (2) " " " " " " " " " " " "
- (3) " " " " " " " " " " " "
- (4) 2 Riparati - " " " " " " " " " " " "
- (5) 3 " " " " " " " " " " " "

R.F.

165/9

ACP/1c

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

18 June 45

Tel. 843238
Ref. AC/165/Tn 4

SUBJECT : German use of coal in Northern Italy.

TO : MRS - Bldg.

Attached hereto are two copies of a statement received from Coal Division AC in respect of the German use of coal in Northern Italy.

For the Chief Commissioner:

A.C.PING, Major

5504

Translation

34

MINISTRY OF TRANSPORT
State Railways - Lignite Administration Office
Supply Office

Verona 16 May 1945

SO Supply Office
MIR.

Subject : Reception of coal from Germany.

During the period 10 Oct. 1943 to 31 March 1945, a total of 4,846,449 tons of coal was received from Germany of which 3,006,023 for the Coal Monopoly and 1,840,396 tons for the railways.

In the process, no consideration was given to the requirements of the Coal Monopoly (Northern Italy) and the quantities of coal shipped into Italy were not only insufficient but of unsuitable quality since in the above tonnage well 651,399 tons were lignite briquettes and lignite, equal to 13.5% of the total amount, are included. A percentage of lignite briquettes was also imposed on the State Railways for consumption on locomotives, regardless of complaints from the Supply Service, and during the period Oct. 1943-February 1944, 407,000 tons were allotted to the I.S.R. At last, when the Germans convinced themselves that this fuel could not be profitably employed, they stopped the deliveries of same to the I.S.R.

It was soon clear that the plan of the General Authorities was to exploit, in the highest degree, all the stocks existing in Italy either in the dumps of the Coal Monopoly or in the fuel depots of the I.S.R. Complaints made verbally and in writing by the Coal Monopoly and the Supply Service, with a view to obtaining that the stocks should not be depleted, proved absolutely useless. The attached returns show the course of coal stocks at the Depots both of the Coal Monopoly and the I.S.R.

We can say that at the end of March 1945, no coal longer existed because during the last months all the stocks existing in industrial concerns, which were inactive owing to damage or lack of raw materials, had been forcibly collected and allotted to other industries still operating.

The last stocks of coke of the Gestaltia and the Vetrocobe were distributed indiscriminately and even the I.S.R. received an allocation of large quantities of coke, Cogen anthracite ovoids, lignite, and even lignitiforous schists!

When the deficiency of fossil fuel was complete, and in spite of our vigorous protests, the General Authorities, for the supplies of locomotives, covered the withdrawal and splitting of tons of thousands sleepers, even of new ones, and went as far as to cease various kilometers of railtracks to be demolished in order to make use of the sleepers.

Subject: Reception of coal from Germany.

During the period 18 Oct, 1943 to 31 March 1945, a total of 4,846,419 tons of coal was received from Germany of which 3,606,023 for the Coal Monopoly and 1,240,396 tons for the Railways.

In the programme, no consideration was given to the requirements of the Coal Monopoly (Northern Italy) and the quantities of coal shipped into Italy were not only insufficient but of unsuitable quality since in the above tonnage will 651,339 tons were lignite, bituminous and lignite, equal to 17.5% of the total amount, and included. A percentage of lignite impurities was also imposed on the State Railways for consumption on locomotives, regardless of complaints from the Supply Service, and during the period Oct. 1943 - February 1944, 107,000 tons were allotted to the I.S.R. As last, when the Germans convinced themselves that this fuel could not be profitably employed, they stopped the deliveries of same to the I.S.R.

It was soon clear that the plan of the German authorities was to exploit, in the highest degree, all the stocks existing in Italy either in the dumps of the Coal Monopoly or in the fuel depots of the I.S.R. Complaints were verbally and in writing by the Coal Monopoly and the Supply Service, with a view to obtaining that the stocks should not be depleted, proved absolutely useless. The attached returns show the course of coal stocks at the depots both of the Coal Monopoly and the I.S.R.

We can say that at the end of March 1945, no coal longer existed because during the last months all the stocks existing in industrial concerns, which were inactive owing to damages or lack of raw materials, had been forcibly collected and allotted to other industries still operating.

The last stocks of coke of the Cobilotta and the Vetrocote were distributed indiscriminately and even the I.S.R. received an allocation of large quantities of coke, Cogen anthracite cokes, lignite, and even ligniticiferous schists!

When the deficiency of fossil fuel was complete, and in spite of our vigorous protests, the German authorities, for the supplies of locomotives, ordered the withdrawal and splitting of tons of thousands sleepers, even of new ones, and went as far as to cause various kilometers of railroads to be demolished in order to make use of the sleepers.

During the last months the greatest increase was given to the extraction of lignite in the provinces of Bergamo and Vicenza, but it can be easily understood that such poor fuel is not fit for use either in locomotives of the I.S.R. or in the iron, glass, etc. industries which have absolute need of good coal with high calorific power.

The Chief of the Liquidation Office
of the Supply Service-North Italy
Sged G. Davio

T R A N S L A T I O

BG/gb

THE MINISTER OF TRANSPORT

Rome 20 August 1945

Our Ref :- A 718
Your Ref : Tn A 2/16 of 11 August 1945

TO : Military Railway Service
CMF
R O M E

SUBJECT : Polish coal for the ISR

With reference to what has been notified with the above mentioned letter addressed to "Chief of the Supply Division" I inform you that the Railway Department has not participated to the discussions concerning the import of coal from Poland. Said discussion have taken place between the Italian Foreign Office in accordance with the Ministry of Industry.

We deem that the Italian Foreign Office has previously contacted the Allied Authorities. This Ministry has only been requested to give assurance for the transport of said coal, and it has positive answer.

THE MINISTER
(sgd) Ugo La Malfa.

Copy to :-
Direction of Transportation Sub-Commission Rome.

5502

To Rail

G 9779
AUGUST 8/2159B

F/3124
AUGUST 9/0900B
ROUTINE

ATHQ
ACTION MOV ANCONA INFO: AICOM CITE ACCOL, DISTONE, IMPSI, AMG EMILIA REGION

UNCLASSIFIED.

Collier SANCLEVE Etn ANCONA 11 August after lightening BARI to complete discharge of approximately 4000 long tons US high volatile run of mine general purpose coal. Military allocations read:

<u>consignee</u>	<u>TONNAGE</u>	<u>LOCATION FOR WAGON LABELS</u>
ST 216 sub Area	20	204 DID BOLOGNA
ST MPVO 14 sub Area	50	103 DID RIMINI
ST 217 Area	220	16 DID FORLI

Railway allocation 2500 tons.

Civil allocation 1210 tons or balance.

Movements ANCONA please pass AGENZIA MARITTIMA, importers group and UPIC



5501

DIST

INFO-ACTION : COAL DIV
IN SC (2)

INFO : CHIEF COMMISSION-
ECON SEC OF
FILE

INFO - ACTION

RESTRICTED

Tan

KK 27032
JULY 23/1148B

F/1112
JULY 24/1945B
ROUTINE

AMHQ SIGNED ALEXANDER CITE PHSUP

ACTION: ALL LAC ADDRESSEES

INFO: USREP MAIN FOR CALA CITE SAGS, MONT FOR BCC

ALCOA CITE ACCOL



RESTRICTED.

This is LAC 1256.

subject is supply of coke for ITALY. Further to LAC 1247 dated 15 July. Request advice on availability 24500 tons per month of coking coal requisitioned for arrival in September and subsequent months. This information urgently required to enable decision be made on heating coke ovens in August. Meanwhile tests will be made to determine suitability for coking of presently imported high volatile US coal. Any information you can supply on this point will be helpful. stress importance of coke in the minimum program for reactivation of iron and steel industry which is so essential to produce vital transportation and other basic equipment and also to give employment in this and dependent industries and for other essential projects

5500

DIST

INFO-ACTION : COAL DIV

- INFO : CHIEF COMMISSIONER
- ECON SEC
- IN SC (2)
- REQUISITION DIV (2)
- INDUSTRY SC (2)
- FILE

RESTRICTED

WIRE

1630 23 July 1945

FROM: DMHI

TO (FOR ACTION) Joint Railway Control, Rome

TO (FOR INFO) Major Matson, AC, Bldg.

Approximately twenty (20) high side gons are required at Fiumicino daily to protect coal movement to Rome. Coal is discharged from coal ships at Civitavecchia and thence to Fiumicino in barges. JRC endeavor furnish required number of empties to avoid accumulation of coal at Fiumicino. CS 245 Signed London

H. H. HEADLEE
Captain, TC
774 RGD

RESTRICTED

TN 4

S 13404
JUL 211830B

F/827
JUL 221930B
ROUTINE

SIGNED EISENHOWER

ACTION 21 ARMY GROUP FOR DCSG (MOV AND TN) INFO ACADRET, TN MAIN ROME, ALCOM, CALA VERSAILLES FOR G-4 MOV AND TN, AMHQ, ACADRET, 3 US ARMY, XV US CORPS, 21 ARMY GP FOR NORTH GERMAN COKE CONTROL AND NORTH GERMAN COAL TFC CONTROL, USFA FOR CC, BRITISH 8 ARMY MAIN, BRITISH 8 ARMY REAR, TN MAIN ROME, ALCOM ROME, AGWAR FOR CCS CITE CGAC, TROOPERS FOR C (OPS), 12TH ARMY GROUP FOR COF ADVANCE

RESTRICTED.

Reference is FX 23620 dated 16 July from AMHQ and HQ 1050 date 18 July from CALA. Subject coal ex RUMH for British Zone AUSTRIA. Locomotive power for picking up 600 empty wagons provided ex AUSTRIA and for hauling 1 train per day coal from RUMH to AUSTRIA within US Zone will be provided by USFET. For technical arrangement details address transportation section OFTR, care of 12th Army Group.

DIST

INFO-ACTION: Coal Div
INFO: Chief Commissioner
Tech Sec
ACADRET
Tn SC 2
File

5499

(M/C Note: No record of quoted references)

RESTRICTED

HEADQUARTERS
23 JUL 1945

2044

S 13404
JUL 21 1830D

R/827
JUL 22 1930B

SIGNED EISENHOWER

ROUTINE

ACTION 21 ARMY GROUP FOR DQMG (MOV AND TN) INFO ACABRIT. TN MAIN ROME, ALCOM, CALA VERSAILLES FOR G-4 MOV AND TN, AFHQ. ACABRIT, 3 US ARMY, XV US CORPS, 21 ARMY GP FOR NORTH GERMAN COKE CONTROL AND NOTRH GERMAN COAL TFC CONTROL, USFA FOR CC, BRITISH 8 ARMY MAIN, BRITISH 8 ARMY REAR. TN MAIN ROME, ALCOM ROME, ACWAR FOR CCS CITE CCAC, THROOPERS FOR Q (ORS) 12TH ARMY GROUP FOR COT ADVANCE

RESTRICTED.

Reference is FX 23620 dated 16 July from AFHQ and HQ 1050 date 18 July from CALA. Subject coal ex RUHR for British Zone AUSTRIA. Locomotive power for picking up 600 empty wagons provided ex AUSTRIA and for hauling 1 train per day coal from RUHR to AUSTRIA within US Zone will be provided by USFET. For technical arrangement details address transportation section OPIE, care of 12th Army Group.

DIST

- INFO-ACTION:Coal Div
- INFO:Chief Commissioner
- Econ Sec
- ACABRIT
- Tn SC 2
- File

5498

(M/C Note: No record of quoted references)

RESTRICTED

2045

165/44

RM/ag

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
c/o Transportation (B-1) Main
C.M.P.

20 July 1945

File : 61323B
Our ref: 49/165/m. A

SUBJECT: Diesel Services.

TO : I.S.E. Building.

1. In order to save coal and economize on rolling stock it may be possible to replace certain steam services with Diesel Coach service.
2. For example; additional service is required on the Rutland branch, instead of making additional trips with steam it is possible that mixed steam services can be reduced by using Diesels for certain trips. This method could also be applied elsewhere.
3. Schedules for Diesels should be confined to branch lines for the present and figured so that the same diesel could be used on several runs on various branches.
4. Will you kindly check into this proposal and submit schedules to us for study.

W. Hamilton Major
For Director.

5797

Tel. ROME 841815 (firebox)
3389.ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (DMRSI)Subject: Nord Private Railway System.

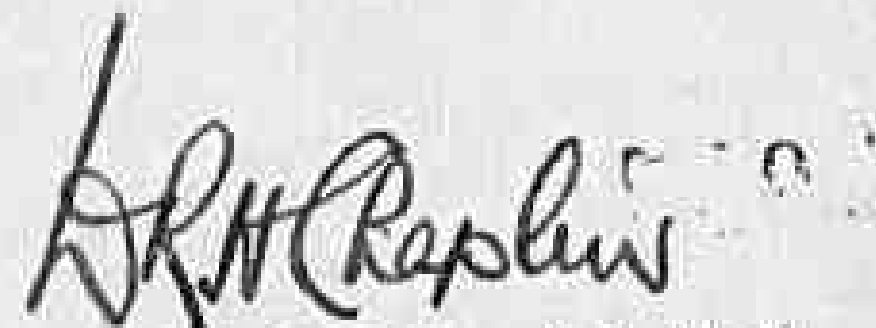
File: Tn.A.2/16/1.

3 July 1945.To: (R & H) Composite Railway Operating Company,
SAEC., UDF/CMF.Copy to: Tn. Sub-Commission A.C.
(Rail Division).

1. Your M 23 of 20 June, our 272 Tn.2 of 24 June and your M 23 of 25 June 45 refers.

2. In view of your advice that the Nord Milano Railway will not be required to carry traffic of a Military nature and as there appears to be no commitment under the heading of "prevention of disease and unrest", the question of the operation and supply of stores to this line is one for Tn. Sub-Commission A.C. and A.M.G. You should advise A.M.G. representative accordingly and we will advise Tn. Sub-Commission A.C.

3. The papers in regard to the matter enclosed with your letter are returned.



D.R.H. CHAPLIN, Lt.Col.,
for Brigadier,
Director Military Railway Service.

Enc.

2047

COPY.

Tel: 87103 Milano

Ref: M 23

Military Railway Services,
MILANO.

20 June 45.

Subject: NORD PRIVATE RAILWAY SYSTEM.

Transportation (Br) Main,
CMF.

1. The attached letter from the Ferrovie Nord Milano, together with a statement of coal consumption and requirements of that Railway, are forwarded for your information.
2. I shall be glad if you will indicate whether an allotment of coal is to be made to the Nord Railway from the stocks now being placed at the disposal of the Italian State Railways, and, if so, what tonnage should be allocated to them.

(Signed) W.A. Zwanepoel, Lt. Col.
 Officer Commanding,
 (R & H) Composite Railway Operating Coy, SAEC, 5495
 UDF/CMF.

3 encl.

COPY.

FERROVIE NORD MILANO

Military Railway Services
Corso Magenta, 24
Milano.

18 June 1945.

Subject: Coal Allowance.

To the Attention of Lt.Col. W.A. Zwanepoel S.A.E.C.

1) The object of the present letter is to obtain coal allowance for reactivating, even partially, the services. Referring to the accords taken, we transmit herewith a prospect comparing the coal consumption referring to a normal service and a reduced service.

2) We think it useful to state that the normal travellers' movement on our railway system is nearly exclusively composed by the daily displacement of the working people from their own residence to their working place and in the evening, go back to their home. Moreover, the precautional dispersion and the one due to the war damages to the civil houses, have made greater this characteristic.

3) We believe likewise that we can certainly assert that the actual acute crisis for the lodgings in Milan is mostly due to lack of the daily service on the "Ferrovie Nord", that has obliged the above said working people to ask for a lodging in city, while the reactivating if not total, but at least partial, of the services of the Ferrovia Nord system and therefore the possibility of a daily service, would lessen the urgency and the number of the need of lodgings.

4) In the actual situation of industrial stasis, the goods service would above all be constituted by the transport of alimentary goods, articles of first necessity and materials for, the reconstruction of the buildings.

549*

Società Anonima
delle Ferrovie Nord Milano
Il Commissario Straordinario

FERROVIE NORD MILANO

CONSUMO SETTIMANALE DI CARBONE FOSSILE IN TONNELLATE

A)

Linea	Km.di linea eser- citi.	Peso medio train. Tonn.	SERVIZIO NORMALE					SERVIZIO	
			n° treni		Treni Km.	Consumo carbone		n° treni	
			V.	M.		gior.	sett.	V.	M.
Milano-Saronno	21.15	800	=	2	50	1.=	7.=	=	=
Milano-Meda	23.45	800	=	2	50	1.=	7.=	=	=
Saronno-Como	24.64	350	=	2	50	1.=	7.=	=	2
Saronno-Laveno	51.10	600	26	6	1800	36.=	252.=	6	2
Saronno-Novara	40.47	800	10	4	620	12.4	86.8	4	2
Saronno-Seregno	14.34	620	10	2	190	3.8	26.6	4	2
Grandate-Malnate	17.87	400	10	2	240	4.8	33.6	4	2
Meda-Asso	26.97	620	28	4	950	19.=	133.=	6	2
Castellanza-Val Morea	28.82	350	8	2	320	6.4	44.8	4	2
			92	26		85.4	597.8	28	14

B) Il carbone potrebbe esserci consegnato in stazione di Cannago o di Camerlata per essere di Saronno usufruendo così di percorsi sulle linee elettrificate. Il predetto Deposito di il carbone, proporzionalmente alle necessità, agli altri Deposito posti sulla rete sociale.

Milano. 18/6/45.

COPY.

CONSUMO SETTIMANALE DI CARBONE FOSSILE IN TONNELLATE

Km. di linea eser- citi.	Peso medio train. Tonn.	SERVIZIO NORMALE					SERVIZIO RIDOTTO				
		n° treni		Treni Km.	Consumo carbone		n° treni		Treni Km.	Consumo carbone	
		V.	M.		gior.	sett.	V.	M.		gior.	sett.
					Tonn.	Tonn.				Tonn.	Tonn.
21.15	800	=	2	50	1.=	7.=	=	=	=	=	=
23.45	800	=	2	50	1.=	7.=	=	=	=	=	=
24.64	350	=	2	50	1.=	7.=	=	2	50 E	1.=	7.=
51.10	600	26	6	1800	36.=	252.=	6	2	450	9.=	63.=
40.47	800	10	4	620	12.4	86.8	4	2	270	5.4	37.8
14.34	620	10	2	190	3.8	26.6	4	2	95 C	1.9	13.3
17.87	400	10	2	240	4.8	33.6	4	2	118	2.4	16.8
26.97	620	28	4	950	19.=	133.=	6	2	238	4.8	33.6
28.82	350	8	2	320	6.4	44.8	4	2	191	2.8	19.6
		92	26		85.4	597.8	28	14		27.3	191.1

abbe esserci consegnato in stazione di Camnago o di Camerlata per essere inoltrato al Deposito
 no così di percorsi sulle linee elettrificate. Il predetto Deposito di Saronno distribuirebbe
 onalmente alle necessità, agli altri Deposito posti sulla rete sociale.

2051

Tel. ROML 84318/5 (Firebox)
EXT 7389.

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

Subject: Secondary Railways -
North-West Italy.

File: Tn.A.2/16/1.
3 July 1945.

To: (R & H) Composite Railway Operating Company,
SAEC., UDF/CMF.

Copy to: Tn. Sub-Commission A.C.
(Rail Division).

1. Your M 29 of 20 June, our 272 Tn.2 of 24 June and your M 23 of 25 June 45 refers.
2. As the Canavesana Railway will not be required to carry traffic of a Military nature and as there appears to be no commitment under the heading of "prevention of disease and unrest", the question of the operation and supply of stores to this line is one for Tn. Sub-Commission A.C. and A.M.G. You should advise A.M.G. representative accordingly and we will advise Tn. Sub-Commission A.C.
3. The papers in regard to the matter enclosed with your letter are returned.

5492

D.R.H. Chaplin
D.R.H. CHAPLIN, Lt.Col.,
for Brigadier,
Director Military Railway Service.

Enc.

2052

COPY.

Tel 87103 Milano

Ref: M 29

Military Railway Services,
MILANO.

20 June 45.

Subject: SECONDARY RAILWAYS :
NORTH WEST ITALY.

Transportation (Br) Main,
CMF.

1. The attached letter from AMG, Industry Division, of the 4th instant, together with enclosures thereto, are forwarded for your information.

2. I shall be glad if you will indicate the policy to be adopted on the points raised.

(Signed) W.A. Zwanepoel, Lt. Col.
Officer Commanding,
(R & H) Composite Railway Operating Coy, SAEC;
UDF/CMF.

4 encl.

5491

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

Copy.

Industry Division.

PR/IND/120.10

4 June 1945.

Subject; Secondary Railways

To: Major Greenwood
I.S.R.
Ierino (Porta Nuova)

Attached are papers on which we would like expert advice because if we grant the coal, every other secondary will want it too and you know the coal situation as well as we.

Our view is :

- a) we are not much interested in carrying passengers, we are more interested in carrying raw materials which will give people work. Not forgetting that many passengers are black-marketers.
- b) Many are uneconomic in consumption owing to poor locomotives so that in the present situation they can use power or wood or shut down.
- c) We are encouraging the bicycle trade so that people can get about and there are lorries running on charcoal most everywhere.

However the problem is a big one and extends over to Rho and towards the coast - so it might be well to hear what your HQ in Milan has to say.

(Signed) H. Thornett Smith, Maj.
for H.G. Reid Maj. R.A.
Ind. Div.
Piemonte Region, A.M.G.

549

Enc.

2054

COPY.

C.L.N.
Transport Commission.

21/5/1945.

MEMORANDUM.

In order to make the Canavese secondary railroad operate, we had agreed with the Economic Commission of C.L.M., with the Direction of Cogne company in Castellamonte, and with Purchase Office of Cogne C° in Torino.

We had agreed the delivery from Cogne C° to Canavesana Railroad of 150 tons of coal, needful for moving the traffic three times a week on that line and for shunting service in Torino, for one month.

The Cogne C° now tell us that they have received orders from Milano saying that all material is blocked by Allied Government.

We ask to A.M.G. - P.W.U. of Torino to release this coal that is needful for the operation of this important railroad.

C.L.N.

The Delegate for Secondary Railroads
(Ing. G. Masina)

MEMO

Canavesana Line.

Need of coal : with operation three times a week :
15 tons per week.

They have now 30 tons of coal.

They can operate 2 weeks

NO (They say that it is needful increase the number of days of operation.

With 150 tons they could operate every day for one month.

(Signed) ???

Recommend that they continue present schedule - then the 150 tons will enable operation for an additional 10 weeks

H.J.R.
5483

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
SEZIONE MATERIALE E TRAZIONE

FIRENZE 2° GIU 1945

N° 190.1.1

CAPO COMPARTIMENTO - FIRENZE -

P.n. CAPO SEZIONE MOVIMENTO - FIRENZE -

" " " " LAVORI - " -

" " UFFICIO COLLAUDI ← " -

All. uno

-Si trasmette il rapporto settimanale richiesto dalla A.G. TRANSPORTATION SUB.COM. per la settimana dal 11/6 al 17/6 u.s. per quanto riguarda gli argomenti, di cui ai punti 8.9.12 di competenza di questa Sezione.

-Questa Sede si deve limitare alla compilazione delle situazioni per quanto riguarda soltanto le località di Firenze, non trovandosi in possesso dei dati aggiornati riferentisi ai movimenti del carbone, delle ~~max~~ locomotive e dei carri che entrano guasti ed escono riparati durante la settimana dai Depositi Locomotive, dalle Officine Rialzo e private, fuori Sede.-

-Per gli argomenti di cui ai punti 10 e 11 la situazione risulta negativa.-

-Per i rimanenti argomenti dovranno provvedere le Sezioni Movimento e Lavori, ognuno per la propria competenza.

5/88

IL CAPO DELLA SEZIONE
MATERIALE E TRAZIONE

Minibato

*M. M. Alon
D. 21*

COURSE OF SUPPLIES OF COAL FROM GERMANY AND STOCKS OF THE COAL MONOPOLY AND OF THE STATE RAILWAYS.

MONTH	Coal for civilians for account of Monopoly		Coal for State Rwy and second lines		Total Coal for Monopoly and State Rwy		Stocks of Monopoly tons
	planned tons	actually received tons	planned tons	actually received tons	planned tons	actually received tons	
18.30 October 1943	90000	32042	60000	53014	150000	85056	-
November "	325000	255116	75000	131413	400000	386529	166030
December "	370000	262273	30000	40437	400000	302710	131060
January 1944	359000	353236	86000	75021	425000	428257	105320
February "	394000	298683	119000	134945	513000	433623	74309
March "	462000	432215	133000	148262	600000	500477	30376
April "	441000	362469	113000	107420	554000	469889	27403
May "	469000	432642	110000	99416	579000	532053	32352
June "	456000	374762	113000	101257	569000	476019	45367
July "	437000	213858	107000	100778	544000	314636	53101
August "	260000	190331	90000	55473	350000	245804	38489
September "	267000	103712	82000	41119	349000	144331	40928
October "	190000	84004	60000	39446	250000	123450	24007
November "	185000	87534	65000	37288	250000	124822	17536
December "	135000	61417	65000	22661	200000	74073	9346
January 1945	80000	61611	30000	31845	110000	92856	-
February "	68000	8709	24000	8183	92000	16892	-
March "	15000	2009	5000	1248	20000	12427	-
TOTALS	4,983000	3,606023	1,572000	1,240396	6,555000	4,846419	-

COURSES OF SUPPLIES OF COAL FROM GERMANY AND STOCKS OF THE COAL MONOPOLY AND OF THE STATE RAILWAYS.

For civilians amount of monopoly and actually received tons	Coal for State Rwy's and second lines		Total Coal for Monopoly and State Rwy's		Stocks of coal at end of each month.		
	planned tons	actually received tons	planned tons	actually received tons	Monopoly tons	Railways tons	Total tons
52042	60000	53014	150000	25056	-	-	-
255116	75000	131413	400000	386529	166830	232504	399334
262273	30000	49437	400000	302710	131060	153307	284367
353236	86000	75021	425000	428257	105320	125499	230819
298683	119000	134945	515000	435628	74309	132168	206477
432215	153000	148262	600000	530477	30576	139604	178240
362469	113000	107420	554000	469889	27403	142330	169733
432642	110000	29416	579000	532058	32352	114967	147319
374762	113000	101257	569000	476019	45367	108279	153646
215853	107000	100778	544000	314636	53104	139782	192886
190334	90000	55473	350000	245804	38489	125013	163502
105712	82000	41119	349000	144831	40928	97519	138447
24004	60000	39446	250000	123450	24007	71486	95493
87534	65000	37288	250000	124322	17536	52444	69998
34417	65000	22661	200000	74078	9346	19785	29131
61011	30000	31045	110000	92856	-	13292	13292
8709	24000	8183	92000	16892	-	11922	11922
2339	5000	12418	20000	14427	-	17329	17329
3,60623	1,372000	1,240396	6,355000	4,246419	-	-	-

Translation

JV

Verona 16 May 1943

MINISTRY OF TRANSPORTS
 State Railways-Liquidation office
 Supply office

To Supply Office
 ROME.

Subject: Reconstruction of coal from Germany.

During the period 18 Oct, 1943 to 31 March 1945, a total of 4,846,419 tons of coal was received from Germany of which 3,506,023 for the Coal Monopoly and 1,240,396 tons for the Railways.

In the programme, no consideration was given to the requirements of the Coal Monopoly (Northern Italy) and the quantities of coal shipped into Italy were not only insufficient but of unsuitable quality since in the above tonnage well 651,309 tons lignite briquettes and lignite, equal to 13.5 of the total amount, are included. A percentage of lignite briquettes was also imposed on the State Railways for consumption on locomotives, regardless of complaints from the Supply Service, and during the period Oct. 1943-February 1944, 107,000 tons were allotted to the I.S.R. At least, when the Germans convinced themselves that this fuel could not be profitably employed, they stopped the deliveries of same to the I.S.R.

It was soon clear that the plan of the German Authorities was to exploit, in the highest degree, all the stocks existing in Italy either in the dumps of the Coal Monopoly or in the fuel depots of the I.S.R. Complaints made verbally and in writing by the Coal Monopoly and the Supply Service, with a view to obtaining that the stocks should not be depleted, proved absolutely useless. The attached returns show the course of coal stocks at the Depots both of the Coal Monopoly and the I.S.R.

We can say that at the end of March 1945, no coal longer existed because during the last months all the stocks existing in industrial concerns; which were inactive owing to damages or lack of raw materials, had been forcibly collected and allotted to other industries still operating.

The last stocks of coke of the Cokitalia and the Vetrocece were distributed indiscriminately and even the ISR received an allocation of large quantities of coke, Cogne anthracite cvoids, lignite, and even lignitiferous schistol

When the deficiency of fossil fuel was complete, and in spite of our vigorous protests, the German Authorities, for the Supplies of Locomotives, ordered the withdrawal and splitting of tens of thousands sleepers, even of new case, and went as far as to cause various kilometers of railtracks to be demolished in order to make use of the sleepers.

During the last months the greatest increase was given to the extraction of lignite in the provinces of Bergamo and Vicenza, but it can be easily understood that such poor fuel is not fit for use either in locomotives of the ISR or in the iron, glass, etc., industries which have absolute need of good coal with high calorific power.

2059
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The Chief of the Liquidation Office 5006
of the Supply Service-North Italy
sgnd. G. Davio

COURSE OF SUPPLIES OF COAL FROM GERMANY AND STOCKS OF THE COAL MONOPOLY AND OF THE STATE RAILWAYS.

MONTH	Coal for civilians for account of Monopoly		Coal for State Rlys and second lines		Total Coal for Monopoly and State Rlys		Stocks of Monopoly tons
	planned tons	actually received tons	planned tons	actually received tons	planned tons	actually received tons	
18.30 October 1943	90000	32042	60000	53014	150000	85056	-
November	325000	255116	75000	131413	400000	386529	166830
December	370000	262273	30000	40437	400000	302710	131060
January 1944	339000	353236	86000	75021	425000	428257	105320
February	394000	298683	119000	134945	513000	433628	74309
March	462000	432215	138000	148262	600000	530477	38576
April	441000	362469	113000	107430	554000	469889	27403
May	469000	432642	110000	99416	579000	532058	32352
June	456000	374762	113000	101257	569000	476019	45367
July	437000	213858	107000	100778	544000	314636	53104
August	260000	190331	90000	55473	350000	245804	36489
September	267000	103712	82000	41119	349000	144831	40920
October	190000	84004	60000	39446	250000	123450	24007
November	185000	87534	65000	37288	250000	124822	17536
December	135000	51417	65000	22661	200000	74078	9346
January 1945	80000	61011	30000	31845	110000	92856	-
February	60000	8709	24000	8183	92000	16892	-
March	15000	2009	5000	12418	20000	14427	-
TOTALS	4.983000	3.606023	1.372000	1.240396	6.355000	4.846419	-

100

60000	53014	150000	85056	-
75000	131413	400000	386529	166830
30000	40437	400000	302710	

COURSE OF SUPPLIES OF COAL FROM GERMANY AND STOCKS OF THE COAL MONOPOLY AND OF THE STATE RAILWAYS.

For civilians amount of Monopoly	Coal for State Rwy's and second lines		Total Coal for Monopoly and State Rwy's		Stocks of coal at end of each month		
	actually received tons	planned tons	planned tons	actually received tons	Monopoly tons	Railways tons	Total tons
	32042	60000	53014	150000	-	-	-
	255116	75000	131413	400000	166830	232504	399334
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	432215	138000	148262	600000	38576	139664	178240
	362469	113000	107420	554000	27403	142330	169733
	432642	110000	99416	579000	32352	114967	147319
	374762	113000	101257	569000	45367	108279	153646
	213858	167000	100778	544000	53104	139782	192886
	190331	90000	55473	350000	38489	125013	163502
	103712	82000	41119	349000	40928	97519	138447
	84004	60000	39446	250000	24007	71586	95493
	87534	65000	37288	250000	17536	52444	69998
	51417	65000	22661	200000	9346	19785	29131
	61011	30000	31845	110000	-	13292	13292
	8709	24000	8183	92000	-	11922	11922
	2090	5000	12418	20000	-	17329	17329
	3.608023	1.372000	1.240396	6.355000	-	-	-

2061

60000	53014	150000	85056	-	-	-
75000	131413	400000	386529	166830	232504	399334
-----	40437		105320			

2062

Taranto sk

Vol. 391

ASW/ld

Ref.AC/5519/IED

3 June 1945

SUBJECT : Coal Requirements

TO : Commerce Sub-Commission
(Attention: Coal Div. - Lt. Col. Oxley)

FROM : Industry Sub-Commission

1. It would be appreciated if in future all informations requested on "Routine and Work Sheet" be sent to the originator of the correspondence.

2. Regarding the position of surplus cement at Taranto and Sicily, this does not arise as the subject was one regarding the use of a schooner for the conveyance of coal from Sardinia to Vibo Valentia.

3. However as the question has arisen it is better that the true facts should be known.

- (a) Taranto is only producing approx. 1,000 tons of cement per month which utilises all the storage space at the plant.
- (b) It will be recalled that during telephone conversation Lt. Col. Oxley - Major Macnaughton-Wright some days ago, it was suggested by Major Macnaughton-Wright that owing to the small production of cement at Taranto plant, that no more coal be allocated but allow the plant to exhaust its present stock of 650 tons, which at the present rate of production would last over 2 months.
- (c) Regarding the output of cement in Sicily, this Sub-Commission wrote to the Ministry of Industry, Commerce and Labour requesting them to get in touch with his

Excellency the Commissioner to find out if the surplus could be made available for work on the mainland. A reply has since been received that all production is required to meet the demands of the Island and therefore no cement is available.

4. On the other hand the plant at Vibo Valentia is a new plant capable of producing 3,000 tons of cement per month and it seems absurd to continue to "nurse" a plant giving less production against one that can produce sufficient to meet the requirements of the area.

5. May these circumstances be taken into consideration when making your next allocation of coal please.

[s/ W. J. MASHBY]

Copy to 1 -
Economic Section
(Attn: ~~Mr. L. B. Anderson, CBE~~)
Lt. Col. Glendinning, Planning Staff
Commerce S/O
Transportation S/O ✓
File 5589

W. J. MASHBY
Lt. Colonel,
Acting Director,
Industry Sub-Commission.

ARMY FORM C2116 (5-11) MESSAGE FORM Register No. Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY
FROM (A) TN INC. Originator Date - Time of Origin 18.
For Action
DEPRAIL, ANCONA.
TO A.C. ~~THE~~ TN SUB-COMMISSION (RAIL), MAJOR MOLE, c/o I.R.C.E.4.



35) GICOP

Originator's No. 753 TN.2 RESTRICTED (.) HAVE AGREED CONJUNCTION WITH COAL SECTION RELEASE EX M.R.S. STOCKS 238 TONS COAL FOR USE BRICKWORKS ANCONA AREA (.). MAJOR MOLE A.C. TO ARRANGE DISTRIBUTION AND DELIVERY (.)

TN.A.2/16/1. 18 APR 45.
AWH.

THIS MESSAGE MAY BE SENT AS WRITTEN BY ANY MEANS EXCEPT WIRELESS SIGNED

IF LIABLE TO BE INTERCEPTED OR TO FALL INTO ENEMY HANDS, THIS MESSAGE MUST BE SENT IN CIPHER SIGNED

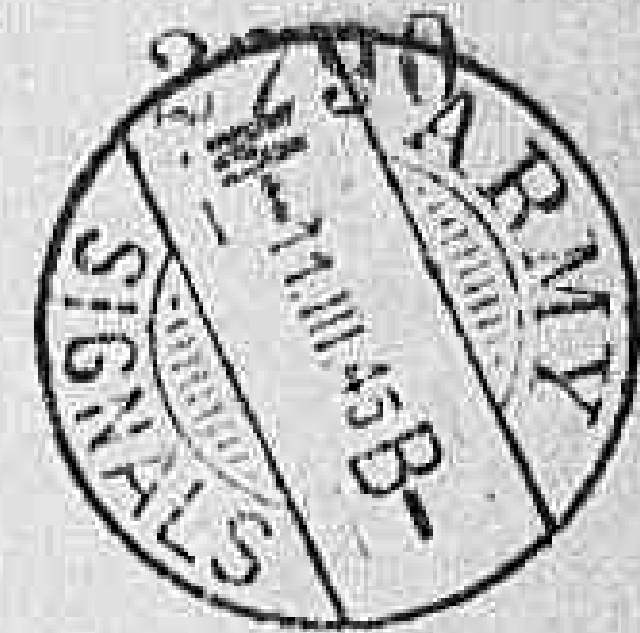
ORIGINATOR'S INSTRUCTIONS DEGREE OF PRIORITY 5482

Time	System	Op.
THI or TOR 1135		
Time cleared		

2063

8

KAP V. HAN 01138 : OF : A 1838
 FROM SACON K2018 101238
 TO THE INS FOR TPA SE RONE
 1870 REVER. COAL POSITION AT 2400 MRS ENT 12 MARON.
 A 907. B 1504. C 1170. D 745
 RI
 2431 : 3
 RD NR 133 24524 JR AD



2086

165/4

TN INC (Tn. Sub-Comm.)

021800



MOV. REGGIO for BOBBY

042 RESTRICTED(.) FURNISH BY WIRE A WEEKLY REPORT OF COAL SITUATION AS OF MIDNIGHT SATURDAYS SHOWING(.) STOCK ON HAND(.) RECEIPTS DURING WEEK(.) AMOUNT CONSUMED(.) STOCK ON HAND END OF WEEK(.) USE FIRST FOUR LETTERS OF ALPHABET FOR TRANSMITTING(.) REPORT DUE HERE FIRST OF WEEK(.)

021645A

IMPORTANT

2067

18 ~~2064~~



KKKKKK-
 LROF GV MBAY NR 105 IMMEDIATE A/ MBDB
 FROM BLAIR REGGIO 281630A
~~TO~~ ~~TO~~ ~~TO~~ ~~V~~
 TO TN INC FOR TN SUB COMM ROME
 QQC GR 35
 R349 RESTRICTED . REGGIO .
 WAS PROMISED A COAL ~~TRUCK~~SHIP 24 FEB BUT IT WAS
 DIVERTED TO TARANTO TO BR UNLOADED
 THERE AND FORWARDED BY RAIL TO CALABRIA .
 CAN YOU ENSURE THAT THIS COAL IS RUSHED
 HERE AS SUPPLY IS CRITACALLY LOW
 BT 282017A
 SENT NR 105 0114///010204A LF BB K
 RECD NR105 AT 0204A BP BBB

2068

105/2

TR INC (In Sub-Comm.)

031200

MOV REGIO FOR BLAIR

03 RESTRICTED (.) ADVISE QUICKLY MONTHLY ALLOCATION OF GOAL TO
CALABRO LUGHO RAILWAY (.)

IMPORTANT

ACP/hl

165/A

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

21 October 1944

Tel: 478701
Our Ref: ACC.Tn/165

TO : Industry Sub-Commission
(Coal Division)

SUBJECT: Coal at Nocera-Umbra Railway Station

1. Attached is copy of letter from our representative at ANCONA. Please let me have full particulars of any action you intend to take.

D.S. Adams
D.S. ADAMS
Colonel, C.E.
Director, Tn. Sub. Comm.

Copy to: M.R.S. (Rome)

548.

2070

Copy

Allied Control Commission
Transportation - Sub-Commission
Ancona

To: Regional Commissioner Umbria Region
(Copy to A.C.C. Transportation Sub-Commission H.A.)

From: Transportation sub-Commission Representative Ancona
Subject: Coal at Nocera Umbra Railway Station

Ref: A.C.C./Bu 6/8 Ancona

Oct. 16/1944

I am informed by D.D. Bu (Rlys) Ancona that approximately 200 tons. of coal is lying at Nocera Umbra Station. The coal is of poor quality and unfit for railway locomotive purpose. It is not known to whom the coal belongs but application has been made by the proprietors of the mine Kihu at Nocera to purchase it in order to burn lime for building purposes.

Will you please let me know if it will be in order to sell the coal for the purpose indicated also how and by whom the transaction should be conducted.

It will of course be necessary to obtain the final approval of the D.D. Bu (Rlys) before the coal can be moved from Station State Railway property.

Via Calatafiumi 1
II floor

[Signature]
Capt. R.E.C.O.

2071