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REPO

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REPORTS OF TOUR IN

FEB.-MAY 1945

NORTHERN TERRITORY

ENBJ/av

INTER-OFFICE MINUTES

SUBJECT : Report on Tour of Northern Italy by Major E.H.B. Jeffrey whilst on attachment to M.R.S. - 7 May 46 to 14 May 46.

TO : The Chief
Rail Division
Transportation Sub-Commission A.C.

1. GENERAL.

The tour was made accompanying Colonel W.L. Topham A.D. (Mech) M.R.S. and Ing. Corbellini I.S.R. with the object of ascertaining the locomotive and rolling stock position and the available railway workshop facilities in Genoa, Turin and Milan.

Bologna and Ancona were also visited on the return journey and the loco running sheds and workshops inspected to ascertain progress of rehabilitation.

The general impression obtained from observation and discussion with I.S.R. Officials in Northern Italy was that apart from routes 50, 53 and 61 which are badly damaged and will take some months to repairs, the damage to the Northern lines was not heavy and the loco and Rolling Stock facilities were also very little damaged and no time is being lost by I.S.R. under Ing. Bianchi to carry out the rehabilitation repair in an organised and efficient manner.

The main need at the present time is coal of which commodity 15 to 20,000 tons per month are normally required for the North and only about 3-4000 tons are now available and as a result a more restricted timetable of trains is having to be run than the existing Rolling Stock and open lines could provide for.

Coal is mined at Aosta but the line 121 is not yet open.

There is also a shortage of timber due to lack of access to I.S.R. owned forests at Klagenfurt and a shortage of copper, and nails, and bolts.

Good transport situation is also acute and this is

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Coal is mined at Aosta but the line 121 is not yet open.

There is also a shortage of timber due to lack of access to I.S.R. owned forests at Klagenfurt and a shortage of copper, and nails, and bolts. 6524

Road transport situation is also acute and this is retarding rehabilitation.

2. TRANSPORT AND ROAD CONDITIONS.

Transport was by M.R.S. Humber Staff Car and the route travelled was as follow:

7 May 45	<u>Rome</u>	<u>Route</u>	<u>Road Condition</u>
	Leghorn } La Spezia }	Route 1	V. Fair except Ponte Rossano to Sarsana

Date	Location	Auto Strada	Road Condition
9 May 45	Rome Sora Tortona Voghera Tortona Alessandria Asti Torin Milan	Route 26 " 10 " 10	Good " " " " v. fair
10 May 45		Auto Strada	several divisions for broken bridges one through river 1 foot deep. otherwise v. fair
12 May 45	Piacenza	Route 9	Much Traffic Fair only many long divisions for broken bridges Pontoon bridge over R. Po
13 May 45	Parma Rimini Ancona Loreto Foligno Rome	" " 16 " " 77 " " 3	fair v. fair but dusty v. fair
14 May 45	Rome		

5. ACCOMMODATION

Location	Accommodation
Rome	Officers Transit Hotel Albergo Antoria Piazza Bologna near Stazione Bologna
Turin	British requisitioned hotel Albergo Palazzo di Torino adjacent to Stazione Porta Nova (Bathrooms required)
Milan	A.M.C. Regional Officere Mess. Albergo Principe e Savoia, Piazza Piazza near Public Gardens.
Bologna	- In Unit -
Ancona	- In Officere Mess -

4. OPERATIONS OF 1000 ROLLING STOCK DEPOT AND WORKSHOPS

Location	Remarks	6523
(a) Bologna	Electric-steam loco depot and repair shops. Good machine shop. Erecting shop stores only damaged.	

13 May 45 Piacenza Route 5
 High traffic
 Fair only many long
 diversions for broken
 bridges
 Pontoon bridges
 over R. Po
 Fair
 V. fair but dusty
 V. fair

13 May 45
 Rimini
 ARONA
 Loreto
 Solingro
 Yornal
 Sonno

14 May 45

3. ACCOMMODATION

Genoa Officers Transit Hotel Albergo Antoria Pienza
 Brignole near Stazione Principe

Turin British requisitioned hotel Albergo Palazzo di
 Torino adjacent to Stazione Porta Nova (Battione
 required)

Milan A.M.G. Regional Officers Mess. Albergo Principe
 e Savona, Pienza Pienza near Public Gardens.

Bologna - 7th Unit -

ARONA - 5th Officers Mess -

4. CONDITIONS OF LOCO ROLLING STOCK DEPOTS AND WORKSHOPS

Location	Rate	Remarks
Genoa (a) Brignole	1.8.2.	Electric Steam Loco Depot and Repair shops. Good machines shop. Excellent shop stores only damaged. 5 heavy electric repairs per month.
(b) Savona	1.8.2.	Electric Steam Loco Boiler and stripping shop damaged. 5 heavy repairs per month.
Milan	(a) 1.8.2. loco Depot and Repair Shop (b) Brignole Loco Repair shop	No serious damage - do -

6523

4 Contd.

Location
Firm

- 3 -

Remarks
Bologna

I.S.R. Loco Depot
Repair Shop

Completely out of action by bombing and German demolition. Rehabilitation by 163 R.W. Coy R.E. detachment and I.S.R. in hand.

Ancona

I.S.R. Loco Depot
and repair shop

Badly damaged by bombing. Rehabilitation in progress and loco repairs being carried out.

Genoa

(c) Ansaldo
Locomotive Shops

43 Electric Locos.
35 Steam Locos under repair.
4 Steam completed in March 45 Undamaged.

(a) I.S.R. Officina
Risaleo

Carriage Repair Shop (new) holding 8 Dogie coaches.
Large wood working shop and saw mill. Small wheel shop. Undamaged.
Short of timber.

Verona

I.S.R.
Carriage and wagon
works

Bombed in April 1945 and repair and erecting shops roof destroyed. Machine shop, forge, saw mill, wheel shop, undamaged.
140 coaches and 40 vans under repairs at time of bombing. Short of timber and bolts and nails.

Parma

(a) I.S.R. Loco
Depot

Two sheds Round house type one damaged by bombing. Repair shops damage and work stopped.

(b) I.S.R. Loco -
Carriage works

Large works very little damaged. All machines and equipment intact carriage shops and forge damaged by bombing also part of machine shop.

5. A.C. (Ta) and I.S.R. Staff Contact.

The following contacts were made.

6522

A.C.

carried out.

Genoa

- (c) Ansaldo
Locomotive Shops 43 Electric Locomotives.
35 Steam Locomotives under repair.
4 Steam completed in March 45
Undamaged.

- (d) I.S.R. Officina
Rialzo

Carriage Repair Shop (new)
holding 8 Bogie coaches.
Large wood working shop and
saw mill. small wheel shop.
Undamaged.
Short of timber.

Voghera

- I.S.R.
Carriage and wagon
works

Bombed in April 1945 and
repair and erecting shops
roof destroyed. Machine shop,
forge, saw mill, wheel shop,
undamaged.
140 coaches and 40 vans
under repairs at time of
bombing. Short of timber and
bolts and nails.

Turin

- (a) I.S.R. Loco
Depot

Two sheds Round house type
one damaged by bombing.
Repair shops damage and
work stopped.

- (b) I.S.R. Loco -
Carriage works

Large works very little
damaged. All machines and
equipment intact carriage
shops and forge damaged by
bombing also part of machine
shop.

6522

5. A.C. (Tn) and I.S.R. Staff Contact.

The following contacts were made.

A.C.

Genoa

Captain. Conway (Civil Eng. Branch)
Office opened in I.S.R. Compartimento Building
Via Andrea Doria (adjacent to Stazione Principe).

Milan

(a) Major Talbot HQ. 40. Tn. Sub-Comm. Adv. Echelon
(Office Montecattini Building)

(b) Major Buckley (Civil Eng. Branch)
Office opened at Central Station with Sezione
Lavori I.S.R.

(c) Capt. Heymann Movements N. Italy
Office with Sezione Movimento I.S.R. in
Central Station

- 4 -

I.S.R.

Genoa

Ing. Perrero
Ing. Cavalli

Capo Compartimento
" Sezione Mat. e Traz.

Turin

Capo Compartimento
Capo Sezione Materiale e Trazione

Milan

Ing. Bianchi

Deputy General Director of Railway
(appointment by Committee of Liberation and
approved by Ing. Di Raimondo and N.R.S.)

Ing. Poffano

Capo Sezione Trazione e Materiale

6. LIST OF APPENDICES.

Appendix	I	Locomotive Situation N.W. Italy 15 May 45
"	II	Rolling Stock Situation N.W. Italy 15 May 45
"	III	Time table of passenger Trains operated from Milan 5 May 45
"	IV	List of Lines open to traffic by steam or electric traction.

Ernst

E.N.B. JAFFREY, Major R.E.

Transp. Sub-Commission (Rail Div.)
30 May 1945
Tel: 844403

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APPENDIX I.LOCOMOTIVE SITUATION - NORTH WEST ITALY 15 MAY 1945

	Available	In Shops	Waiting	Scrap	TOTAL
			shops.		
<u>GENOVA DIVISION.</u>					
1. <u>On Lines Working.</u>					
Main Line	22	29	2	-	53
Shunting	33	12	2	-	47
Electric	61	24	12	-	97
Diesel Railcars	-	5	-	-	5
2. <u>On Lines Blocked.</u>					
Main Line	16	-	3	1	20
Shunting	6	-	9	2	17
Electric	16	-	6	5	27
Diesel Railcars	-	-	-	-	-
Total of 1 & 2.					
Main Line	38	29	5	1	73
Shunting	39	12	11	2	64
Electric	77	24	18	5	124
Diesel Railcars	-	5	-	-	5
<u>TURIN DIVISION.</u>					
Main Line	129	32	42	14	217
Shunting	70	16	24	2	112
Electric	66	42	37	-	145
Diesel Railcars	8	-	-	-	8
<u>MILAN DIVISION.</u>					
Main Line	241	60	22	22	345
Shunting	98	31	21	5	155
Electric	101	42	24	24	191
Diesel Railcars	16	25	70	-	111
Electric Railcars	22	22	17	9	70
<u>TOTAL NORTH WEST ITALY.</u>					

GENOA DIVISION.

1. On Lines Working.

Main Line	22	29	2	-	53
Shunting	33	12	2	-	47
Electric	61	24	12	-	97
Diesel Railcars	-	5	-	-	5

2. On Lines Blocked.

Main Line	16	-	3	1	20
Shunting	6	-	9	2	17
Electric	16	-	6	5	27
Diesel Railcars	-	-	-	-	-

Total of 1 & 2.

Main Line	38	29	5	1	73
Shunting	39	12	11	3	64
Electric	77	24	18	6	124
Diesel Railcars	-	5	-	-	5

TURIN DIVISION.

Main Line	129	32	42	14	217
Shunting	70	16	24	2	112
Electric	66	42	37	-	145
Diesel Railcars	8	-	-	-	8

MILAN DIVISION.

Main Line	241	60	22	22	345
Shunting	98	31	21	5	195
Electric	101	42	24	24	191
Diesel Railcars	16	25	70	-	111
Electric Railcars	22	22	17	9	70

TOTAL NORTH WEST ITALY.

Main Line	408	121	69	37	635
Shunting	207	59	56	9	331
Electric	244	108	79	29	460
Diesel Railcars	24	30	70	-	124
Electric Railcars	22	22	17	9	70

ROLLING STOCK REQUISITION-NORTH WEST ITALY-15 OCT 1945

Type.	Available.	Under Repairs or Construction.	Waiting Repairs.	Scrap.
<u>GENOVA Division.</u>				
Box	342	88 +	?	?
High Siders	639	)	?	?
Low Siders	179	) 94 +		
Flats	)	)		
P.O.L.	-	108	?	?
Tanks	-	3+	?	?
Coaches	111	19+	?	?
Baggage & Postal	25	7+	?	?
Miscellaneous	11	-	?	?
<u>TURIN Division.</u>				
Box	300	370	?	?
High Siders	)			
Low Siders	950	335	?	?
Flats	)			
P.O.L.	-	56	?	?
Tanks	-		?	?
Coaches	165	303	?	?
Baggage & Postal	60	89	?	?
Miscellaneous	-	-	?	?
<u>MILAN Division.</u>				
Box	1287	262	242	)
High Siders	4998	)		)
Low Siders	559	) 105	427	)
Flats	)	)		)
POZ	101	-	-	)
Tanks	383 (150 for wine only)	10	45	) 409
Coaches	186	88	59	)
Baggage & Postal	176	81	43	)
Miscellaneous	723	-	-	)

TOTAL NORTH WEST ITALY.

Cars	10472	1371 +	715 +	6549
Coaches	462	410 +	59 +	?
Baggage & Postal	262	177 +	43 +	?

<u>TOTAL NORTH WEST ITALY.</u>		
Cars	10472	1371 +
Coaches	162	410 +
Besides Moto.	262	177 +
		715 +
		52 +
		43 +
		?
		?
		6549

Also 700 Open High Siders Lento to Switzerland.

Ministero delle Comunicazioni
Ferrovie dello Stato

PARTENZE ED ARRIVI PER LINEA
SOLLE STAZIONE DI MILANO C.le
e MILANO PORTA NUOVA

TRINI VIAGGIATORI

ORARIO 5 MAGGIO 1945

TRINI FACENTI CAPO A MILANO CENTRALE

MILANO-VARESE-PORTO CERESIO

Ora	Treno	Partenze				Arrivi			
		Classo	Car.	Bin.	Destinazione	Fermate	Ora Treno	Staz.	Provenienza
20.22	ET306	1-3	A	19	Porto Ceresio	Tutte	6.32 ET303	D 19	Porto Ceresio

MILANO-DONDOSSOLA

16.55	1424	2-3	A	15	VIIIIS. Calende	Milano Cer	6.15	1421	A 13	VII	Sesto Cal.
					(1)	tos-da Le					
						guano a S.					
						Calende					

(1) A Sesto Calende trova coincidenza per Donodossola nei soli giorni di:
Lunedì, Giovedì e Sabato.

MILANO-LIVIGNO

18.45	1426R	2-3	A	19	X	Livigno	Milano Cor-	7.29	4031	0	16	VIII	Livigno
							tos-da Gal						
							larate a Lui						
							no.						

MILANO-COMO S.G.

6518

6.55	4122	2-3	0	16	VIII	Como S.G.	Tutte	7.05	1475	A 11	VI	Como S.G.
12.05	E682	2-3	A	17	IX	Como S.G.	Tutte	8.04	ET637	A 17	IX	Como S.G.
15.30	ET684	2-3	A	16	VIII	Como S.G.	Tutte	8.33	1477	A 18	IX	Como S.G.
17.53	1482	2-3	A	14	VII	Como S.G.	Tutte	15.10	ET677	A 14	VII	Como S.G.
19.10	4124	2-3	0	15	VIII	Como S.G.	Tutte	19.35	ET679	A 17	IX	Como S.G.

MILANO-LECCO-SONDRIO

ARRETI FACENTI CAPO A MILANO CENTRALE

MILANO-VARESE-PORTO CERESIO

Partenze				Arrivi			
Ora	Precedente	Classo	Destinazione	Fermate	Ora	Treno	Provenienza
20.22	ET306	1-3	A 19 X Porto Ceresio	Tutte	6.32	ET303	D 19 X Porto Ceresio

MILANO-DOMODOSSOLA

16.55	1424	2-3	A 15 VIII S. Calende	Milano Cer. 5.15	1421	A 13 VII Sesto Cal.	
			(1)	tos. da Le-			
				guano a S.			
				Calende			

(1) A Sesto Calende trova coincidenza per Domodossola nei soli giorni di:
Lunedì, giovedì e sabato.

MILANO-LUINO

18.45	1426R	2-3	A 19 X Luino	Milano Cer. 7.29	4031	O 16 VIII Luino	
				tos. da Cal-			
				larato a Lui-			
				no.			

MILANO-COMO S.G.

6518

6.55	4122	2-3	O 16 VIII	Tutto	7.05	1475	A 11 VI	Como S.G.
12.05	E682	2-3	A 17 IX	Tutto	8.04	ET637	A 17 IX	Como S.G.
16.30	ET684	2-3	A 16 VIII	Tutto	8.33	1477	A 18 IX	Como S.G.
17.53	1482	2-3	A 14 VII	Tutto	15.10	ET677	A 14 VII	Como S.G.
19.10	4124	2-3	O 15 VIII	Tutto	19.35	ET679	A 17 IX	Como S.G.

MILANO-LECCE-SONDRIO

7.30	1502	2-3	A 15 VIII	Lecco (1)	6.45	4083	O 20 X	Lecco
12.38	1504	2-3	A 20 X	Lecco (1)	7.43	1503	A 18 IX	Lecco
18.05	4086	2-3	O 17 IX	Lecco	14.07	1509	A 19 X	Lecco (1)
19.48	4088	2-3	O 16 VIII	Lecco	19.47	4085	O 20 X	Lecco (1)

(1) In coincidenza a Lecco con treni da e per Sondrio e Chiavenna.

MILANO-BERGAMO via Usmate

Partenza				Arrivi			
Ora	Treno	Classa	Destinazione	Formato	Ora	Treno	Provenienza
15.22	4137	2-3	X Bergamo	Tutto	7.56	1544	X Bergamo

MILANO-TREVIGLIO-CREMONA

16.14	4177	2-3	0	12	VI	Cremona	Tutto	18.00	2070	A	20	VI	Cremona
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MILANO-PIACENZA

5.58	1491	2-3	A	11	VI	Codogno	Tutto	7.17	3364	0	9	V	Codogno
9.10	33	2-3	D	10	V	Codogno	Tutto	8.00	1352	A	8	IV	Codogno
18.14	1367	2-3	A	9	V	Codogno	Tutto	17.32	3366	0	10	V	Codogno
19.17	1409	2-3	A	11	VI	Codogno	Tutto	19.41	520	A	11	VI	Codogno

MILANO-PAVIA (Stradella)-GENOVA

7.05	163	D	13	VII	PAVIA (1)	Milano Rov. da	6.30	1576	A	6	IV	PAVIA (1)
9.30	ET651	A	11	VI	PAVIA (1)	Tutto (Locate)	7.25	4054	0	4	VII	PAVIA (1)
17.40	1397	A	11	VI	PAVIA (1)	Tutto (Pavia)	13.50	ET650	A	6	VII	PAVIA (1)
18.50	1399	A	13	VII	PAVIA (1)	Milano Lombr	19.50	ET652	A	9	V	PAVIA (1)
						Milano Rov da Locate T. a Pavia						

(4) a Pavia trovano coincidenza con il treno da o per Cavanara (Ponte Po)

TRENTI FACENTI CAPO A MILANO P. NUOVA

Partenza				Arrivi				
Treno	Cat.	Ora	Destinazione	Formato	Treno	Cat.	Ora	Provenienza
ET102	A	6.04	P. Ceresio	Tutto	ET175	0	6.54	Varese
ET104	A	7.27	Varese	Tutto	ET177	0	7.08	Varese
1814LR	A	8.35	Varese	Tutto	ET101	0	7.39	Varese
ET108	A	11.19	P. Ceresio	Tutto	ET103	A	7.51	Varese
ET112	D	15.55	Varese	Legnano-Busto A.- Gallarate-Varese	ET105	D	7.57	P. Ceresio
ET114	0	16.05	P. Ceresio	Tutto	ET107	D	8.25	Varese
ET116	A	16.20	Varese	Da Milano Cortese a Varese	ET109	A	8.41	Varese
ET118	D	16.55	P. Ceresio	Da Gallarate a P. Ceresio	ET113	D	9.15	P. Ceresio
ET120	D	17.40	Varese	Legnano-Busto A Gallarate-Varese	ET117	A	13.48	P. Ceresio

MILANO-PIACENZA

5.58	1491	2-3	A	11	VI	Codogno	Tutto	7.17	3364	0	9	V	Codogno
9.10	33	2-3	D	10	V	Codogno	Tutto	8.00	1352	A	8	IV	Codogno
13.14	1367	2-3	A	9	V	Codogno	Tutto	17.32	3366	0	10	V	Codogno
19.17	1409	2-3	A	11	VI	Codogno	Tutto	19.41	520	A	11	VI	Codogno

MILANO-PAVIA (Stradella)-GENOVA

7.05	163	D	13	VII	Pavia (1)	Milano Rov. da	6.30	1576	A	3	IV	Pavia (1)
9.30	ET651	A	11	VI	Pavia (1)	Tutto (Locato)	7.25	4054	0	14	VII	Pavia (1)
17.40	1397	A	11	VI	Pavia (1)	Tutto (Pavia)	13.50	ET650	A	6	VIII	Pavia (1)
18.50	1399	A	13	VII	Pavia (1)	Milano Lamb.	19.50	ET652	A	9	V	Pavia (1)

Milano Rov
da Locato T.

a Pavia

(4) i-Pavia-trovano coincidenza con il treno da e per Cavanenare (Ponte Po)

TRENTI FACENTI CAPO A MILANO P. NUOVA

Partenze			Arrivi		
Treno	Cat.	Ora	Destinazione	Formito	Provenienza
ET102	A	6.04	P. Ceresio	Tutto	ET175 0 6.54 Varese
ET104	A	7.27	Varese	Tutto	ET177 0 7.08 Varese
1814LR	A	8.35	Varese	Tutto	ET101 0 7.39 Varese
ET108	A	11.19	P. Ceresio	Tutto	ET103 A 7.51 Varese
ET112	D	15.55	Varese	Legnano-Busto A.- Gallarate-Varese	ET105 D 7.57 P. Ceresio
ET114	0	16.05	P. Ceresio	Tutto	ET107 D 8.25 Varese
ET116	A	16.20	Varese	Da Milano Cortosa a Varese	ET109 A 8.41 Varese
ET118	D	16.55	P. Ceresio	Da Gallarate a P. Ceresio	ET113 D 9.15 P. Ceresio
ET120	D	17.40	Varese	Legnano-Busto A Gallarate-Varese	ET117 A 13.48 P. Ceresio
ET122	D	17.50	P. Ceresio	Milano Bovis-Rho e da Parabiago e P. Ceresio.	ET123 A 17.45 Varese
ET173	0	17.58	Varese	Tutto	ET125 A 18.30 Varese
ET180	0	18.18	Varese	Tutto	ET127 A 18.52 P. Ceresio
ET126	A	19.15	Varese	Da Rho a Parabiago e da Legnano a Varese.	ET129 A 21.19 P. Ceresio

I treni citati nel presente orario si effettuano tutti i giorni compresi quelli festivi e le domeniche.

APPENDIX IV.

List of Lines open to Traffic by steam and electric traction.

Electric operated.

<u>Route.</u>	<u>Line No</u>
GENOVA	50
"	61
ARQUATA	50
ALESSANDRIA	129
ACQUI	50, 52, 110.
TURIN	101
TURIN	50
"	54, 144.
MILAN	61
MILAN	61, 146, 147.
MILAN	65, 61.
MILAN	65
MILAN	146
COLICO	52
SONDRIO	
SAVIGLIANO CURTO	

Steam Operated.

<u>Route.</u>	<u>Line No</u>
VOGHERA	59
STRADELLA	115
CANTALUPO CASTAGNOLE	53
TURIN	118, 57.
SANTHA	57
VERCELLI	53
ALESSANDRIA	116
NOVARA	119
ALESSANDRIA	125
VERCELLI	58
MORTARA	53
CAVA CARB.	160, 156.
WORM BERRETTI CAVA CARB.	142
MILAN	163
MORTARA	153, 146.
REVIGLIO	151, 152.
TREVIGLIO CREMONA	141
TREVIGLIO BERGAMO	148
CREMONA	54
PIADENA	57
BERGAMO	54
LECCO	127
PONTE S. PIETRO	
ALBATE	
LECCO	
GALLARATE PINO	
GALLARATE SESTO CALENDE	
NOVARA	
VIGNALE	
ARONA	
BOLOGNOLA	
VIGNALE	
ORATE	

6517

ARQUATA ALESSANDRIA
 GENOA ACQUI
 TURIN BRA
 TURIN PINEROLO
 " MEANA
 MILAN VARESE
 MILAN CHIASSO
 MILAN CHIAVENNA
 MILAN PAVIA
 MILAN CODOGNO
 COLICO SONDRIO
 SAVIGLIANO CUNEO

Steam Operated.Route.

VOGHERA STRADELLA
 CANTALUPO CASTAGNOLE
 TURIN SANTHA
 VERCELLI ALESSANDRIA
 NOVARA ALESSANDRIA
 MILAN VERCELLI
 VERCELLI MORTARA
 MORTARA CAVA CARB.
 TORRE BERRETTE CAVA CARB.
 MILAN MORTARA
 MILAN RIVIGLIO
 TREVIGLIO CREMONA
 TREVIGLIO BURGANO
 CREMONA PIADENA
 BERGAMO LECOO
 SEREGNO PONTE S. PIETRO
 ALBATE LECOO
 GALLARATE PINO
 GALLARATE SESTO CALENDE
 NOVARA VIGNALE
 AROMA DONOPOSSOLA
 VIGNALE ORTE

OLEGGIO

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6517

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

Tel. 843191/48

Ref. AC/209/6/Tn 4

TO : D.M.R.S., C.M.F.

18 February 45

SUBJECT : Inspection of and Materials required by Soc.An.
Costruzioni Meccaniche A.Cecchetti, to enable the
firm to start production at PORTO CIVITANOVA.

1. On visiting the above Firm I found three British Units in
occupation, they were:

268 Works Section R.E.
568 Army Workshops R.E.
10 Corps Workshop R.E.

I approached the O.C. of 568 Army Workshop R.E., Maj. Warwick,
who agree that if the firm of Cecchetti was to start work, all
units should be removed. Nearly all the cleared space and some
of the machines of the above firm are being used by the three
units named.

2. A list of material removed by army units is being prepared
and will be prepared to this HQ.

3. Attached to this report is a list of materials required for
a period of three months.

4. The question of where the ship-building yards were getting
the wood to continue their work, was raised with Mr Cecchetti.
He stated that as he owns both firms, the bulk of the stock of
wood (no new stocks coming in) at the ship-yard would be used for
the repair of wagons, however this is a limited quantity, and
there are still 2 (two) 150 tons ship to complete for Water
Transport R.A.S.C., besides which all the wood is not suitable
for wagon repairs.

There is between 400/600 c.m. of pine and oak, still in the
tree, at POTENZA-PICENA some 6 KM. haul from PORTO CIVITANOVA, at
a property named BOSCO MARAFOSHCI. This timber is owned by :

8516

DOTT. FIORETTI CAMILLO

File 209/6/3
RCB/ic

1262

SUBJECT: Inspection of and Materials required by Soc.An. Costruzioni Meccaniche A.Cecchetti, to enable the firm to start production at PORTO CIVITANOVA.

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568 Army Workshops R.E.
10 Corps Workshop R.E.

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4. The question of where the ship-building yards were getting the wood to continue their work, was raised with Mr Cecchetti. He stated that as he owns both firms, the bulk of the stock of wood (no new stocks coming in) at the ship-yard would be used for the repair of wagons, however this is a limited quantity, and there are still 2 (two) 150 tons ship to complete for Water Transport R.A.S.C., besides which all the wood is not suitable for wagon repairs.

There is between 400/600 c.m. of pine and oak, still in the tree, at POTENZA-PICENA some 6 KM. haul from PORTO CIVITANOVA, at a property named BOSCO MARAFOSHCI. This timber is owned by :

DOTT. FIORETTI CAMILLO
RIPATRANSONE.

At the time I inspected this growing timber it had not been released and the owner has no desire to sell.

/./.

- 2 -

6. Electric power has not yet been supplied, but 100 KW has been promised for 20 February 45, and to be increased to 300 KW by 20 March 45.

7. Reconstruction is well in hand and the firm is ready to start repairs on rolling stock and production of railway wagon spare parts, for which they are well equipped.

8. Attached is a list of various freight cars, and the repairs necessary to put them in good order. Steel sheeting will replace wood where ever possible in all repairs.

9. Attached to this report, but not to the copy is a plan of the firm's plant, with a separate key to the plan.

R.C. BOWEN Lt RA
Transportation Sub-Comm. (Rails)
Allied Commission A.P.O. 194

6515

TRANSLATION

15/2/45

S.A. Costruzioni Meccaniche Cecchetti
CIVITANOVA (Marche)

020/023/081/S.m.

To Director MRS
C.M.F.

SUBJECT : Request for allocation of urgently needed raw materials.

The undersigned firm Cecchetti, having resumed repair and reconstruction works of rolling stock on behalf of ISR Administration, must be urgently supplied with following raw materials:

Coal : 30 tons monthly (10 tons coke and 20 tons coal)
Calcium Carbide: 2 " for the first month
2 " " " second "
2 " " " third "

Oxygen : 30 bottles for the first month

Leather belting: normal thickness, width 60-70-80-90-100 m/m;
to-gether 500 meters.

Transformer oil : 2000 liters to re-fill the transformer plus
the periodical consumption

Timber: 80 cu. mt. preferably in ^{oak} rough planks, for the first
month: oak.

You are requested to kindly arrange for an urgent allocation
of above listed materials.

We trust that ^{our} application will be granted and while
thanking you in advance we remain, dear Sirs,

Yours faithfully,

sgd: Cecchetti.

6514

ACP/ic

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

Tel. 843238

Our Ref. AC/209/6/Tn 4

17 February 45

TO : Chief,
Movements Division, ACHQ.

SUBJECT / Report of Tour in Northern Territory.

1. Reference is to report of Tour of Northern Territory February 6th - 11th.
2. The following information is given in respect of paragraphs in which Rail Section is interested :

Paragraph 11. -

The Central Umbria Railway is in operation between TERNI & TODI. It is thought reference is to ISR Line 255, which runs from Civitavecchia to Orte. The line is available for through traffic with the exception of a bridge at Aluniere, but the track is a difficult one to work, and the power needed might preclude any regular use.

Paragraph 14. -

PISA-PISTOIA Line 218 will be opened either 1st or 30 April, according to difficulties encountered in reconstruction. Pisa-Empoli-Florence Line 219 should be open by 15th April. Movements Rail will doubtless ascertain the capacity available for AC traffic.

Paragraph 17. -

Major Worthington, Movements Rail, has been informed that the correct approach for repairs to the sidings referred to is through Mov 8th Army.

W. J. B. B. B.

TO : Chief,
Movements Division, ACHQ.

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O. H. Lindberg, Lt. Col.
O. H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Division.

HEADQUARTERS ALLIED COMMISSION

AFD 394

Transportation Sub-Commission

MJS/ml

CONFIDENTIAL

REPORT OF TOUR OF NORTHERN TERRITORY

February 6 - 11th.

ROAD.

1. Action to be taken to ensure that all trucks carry full loads in relation to vehicle capacity and road condition. Trucks examined on road ex Truck Pool 5 apparently light loaded. Discussed with Regional Transport Officer, Abruzzi-Marche Region.

2. Are arrangements in hand for ENAC to carry spare parts for any W.D. vehicles turned over to the Italians?

3. Fabriano station could be developed as a R.H. with a little work to the vehicle standing space by the siding. If this is a really economic haul for the surplus grain, then the work should be put in hand in agreement with M.R.S. and Abruzzi-Marche Region. Nov. Road to examine together with Regional Transportation Officer and take necessary action.

4. Only 45 tons of sulphur per day is being loaded from Montecatotto. The M.T. turn-round is approx. 400 miles. Now that roads are practically free from snow, the turn round from the other mines originally chosen should be examined and if more economical, this route opened immediately.

5. The forward advance post for controlling demands for transport is most necessary and should be given every assistance. Nov. Road to send a Rep. up shortly after it has been opened to assist it and examine its working. This is to be done in conjunction with Regional Transportation Officer. Rep. Nov. Road to be assured that a proper system has been worked out for submitting demands for road lift to the advance post and for passing on assignments from the advance post to the units concerned.

Action

Nov. Road and Road Div.

Nov. Road and Road Div.

Nov. Road and Rail
Abruzzi-Marche Region.

Abruzzi-Marche Reg.
Nov. Road

6512

Nov. Road
Abruzzi-Marche Reg.

1. Action to be taken to ensure that all trucks carry full loads in relation to vehicle capacity and road condition. Trucks examined on road ex Truck Pool 5 apparently light loaded. Discussed with Regional Transport Officer, Abruzzi-Marche Region.
Mov. Road and Road Div.
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Mov. Road and Road Div.
4. Only 45 tons of sulphur per day is being loaded from Montecosotto. The M.T. turn-round is approx. 400 miles. Now that roads are practically free from snow, the turn round from the other mines originally chosen should be examined and if more economical, this route opened immediately.
Abruzzi-Marche Reg. Mov. Road
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Mov. Road and Road Div.
6. Delay is occurring in giving daily assignments to M.T. allocated to the Port and Warehouse Division at Ancona. This must stop. Transport details must be worked out in advance.
Mov. Road and Road Div.
7. Regional Commissioner considered that he could house and feed civil trucks sent as a unit to work in his Region. Mov. Road to follow up immediately.
Mov. Road and Road Div.

6512

8. The formation of truck pools in the Toscana Region should be investigated immediately.

Action
Mov. Road
Toscana
Reg.

RAIL.

9. Rail clearance of lignite ex Panicale is proceeding satisfactorily. All the stockpile has been lifted. An attempt should be made to always have a small stockpile to prevent delays to loading.

Mov. Rail
Mov. Road
Lazio-
Umbria Reg.

10. The Provincial Commissioner, Perugia, did not know that the Railway to the Pietrafitta mines is to be reconstructed. Have Lazio-Umbria Region been informed? If not, they should be informed of the plan immediately.

Mov. Rail
Lazio-
Umbria
Region.

11. A reconnaissance should be made of the Umbriale Centrale Private Railway, which connects with Civitavecchia. Does the potential traffic justify a reopening of this line? How much M.T. haul would be saved?

Mov. Road
Lazio -
Umbria Reg.

12. Arrangements should be made to keep A.C. Warehouse space at Forlì full, and Mov. Rail in conjunction with Port and Warehouse Division and bidding Sub-Commissions should see that necessary bids for rail capacity are made on S.F.H.Q.

Mov. Rail
Port &
Warehouse
Division

13. Under the new organization of the Transportation Sub-Commission in the field in which all officers are Transportation Field Officers under Command of the Regional Commissioner, it is not practicable to have certain officers, at present carrying out purely a rail function, attached to M.R.S. This arrangement should be stopped.

Deputy
Director

14. Confirm date when rail will be through to Florence, and what capacity will be available for A.C. traffic.

Mov. Rail
& Rail Div.

PORT & WAREHOUSE DIVISION

15. Use of Ortona as a schooner port for the Abruzzi-Marche Region, should be examined. With better weather it should be possible to get fair sized schooners into Ortona, but this requires confirmation.

Mov. Shipping
Port &
Warehouse
Division.

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11. A reconnaissance should be made of the Umbriale Centrale Private Railway, which connects with Civitavecchia. Does the potential traffic justify a reopening of this line? How much M.T. haul would be saved?

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14. Confirm date when rail will be through to Florence, and what capacity will be available for A.C. traffic.

PORT & WAREHOUSE DIVISION

15. Use of Ortona as a schooner port for the Abruzzi-Marche Region, should be examined. With better weather it should be possible to get fair sized schooners into Ortona, but this requires confirmation.

16. It should be possible to obtain the bulk of the Tobacco Warehouse at Ancona. Port and Warehouse Div. to follow up. This Warehouse is useless unless roofing material can be made readily available. It is understood that civilian truck loads are on route from Livorno. Port and Warehouse Division to confirm.

Action
 Nav. Rail
 & Rail
 Division
 Port &
 Warehouse
 Div.

17. The release of the balance of the Warehouse buildings in the accommodation at present held at Forlì is being taken up by A.M.G. 15 Army Group and 8 Army. In addition the stove factory on the opposite side of the road will make excellent covered storage accommodation with ample space for any tonnage likely to be held in Forlì. 15 Army Group are trying to obtain the release of this building which is at present being used as barracks. Both these groups of buildings have rail sidings, but these require some repair in order to be connected to the main line. Nav. Rail to put this work in hand.

18. At present stockpiles held at Forlì are being supervised by the Railhead detachment. Arrangements should be made to assign Warehouse personnel to Emilia Region to take over when the Road-head detachment moves forward. This should be done now.

GENERAL.

19. There is a general lack of co-ordination and liaison between Transportation Officers in the field; to a considerable degree, Transportation Officers in the field appear to be working in watertight cells. In towns where there is more than one Transportation Officer stationed, different Transportation Officers should work together in the same building and co-ordinate the work with each other. At present there is wastage of transportation capacity because this is not done.

6511

20. Decisions taken and Headquarters Transportation Sub-Commission are not being passed to personnel on the ground; for example the Provincial Commissioner Perugia did not know that a decision had been made to reconstruct the I.S.R. line in the Perugia neighbourhood and connect it with the Pietrafitta mines. The Provincial Commissioner Ancona had no idea that further Motor Transport Units were being sent into the Ancona area or that an advanced M.T. control post was to be established at Ancona. This lack of knowledge leads to confusion and duplication of work. Movements sections and Headquarters must ensure that any decisions taken at these Headquarters are passed on to the Regions concerned with copy of the relevant documents to the Provincial Commissioner.

All
 Movements
 Sections.

All
 Regional
 Tn. Officers

used as carriers. Both these groups of buildings have rail sidings, but these require some repair in order to be connected to the main line. Mov. Rail to put this work in hand.

18. At present stockpiles held at Porli are being supervised by the Railhead detachment. Arrangements should be made to assign Warehouse personnel to Emilia Region to take over when the Road-head detachment moves forward. This should be done now.

GENERAL.

19. There is a general lack of co-ordination and liaison between Transportation Officers in the field; to a considerable degree, Transportation Officers in the field appear to be working in watertight cells. In towns where there is more than one Transportation Officer stationed, different Transportation Officers should work together in the same building and co-ordinate the work with each other. At present there is wastage of transportation capacity because this is not done.

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All
Movements
Sections.

All
Regional
Tn. Officers

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