

ACC

AC211/TN4

10000/140/2200

ELC
MA 9

4 10000/143/2288

ELECTRIFICATION OF I.S.R.
MAY 1944 - JAN. 1946

FCM/ic

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

14 January 46

Tel: 843238
Ref: AC/211/Tn 4

SUBJECT : Electric Power.

TO : ISR - Bldg.

1. Reference yours ICCA/7632/7 of 22 December.
2. The control of electric power is now the responsibility of the Italian Government under the Ministry of Public Works.
3. Therefore the Ministry of Public Works should be contacted directly for change in power allocations, however we have brought the subject to the attention of Prof. A. Asta but suggest the ISR handle further with him.

P. G. MATSON
MAJOR T.O.

for Director

6528

1332

Tel: 489081
Ext: 317

LWL/cc

HEADQUARTERS ALLIED COMMISSION
APO 394
Industry and Utilities Sub-Commission

221/PWU

11 January 1946

SUBJECT: Electric Power for ISR

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

1. In reply to your letter dated 28 December 1945, reference AC/211/Tn4, the control of electric power is now the responsibility of the Italian Government under the Ministry of Public Works.

2. The officials of the Italian State Railways should therefore contact the Ministry of Public Works in order that the service to the various establishments of the Railways can be placed in the proper priority category. Electric power in Central Italy is still in short supply which will necessitate interruptions in service in order of priority for some time to come.

George F. Parker
GEORGE F. PARKER,
Colonel, Inf.,
Chief Elec. Div.

cc: Ministry of Public Works
(Attn: Prof. A. Asta)

2

6527

Transportation Sec

Tel. 237

TMR/sm

Ref. AC/5615/229/IND

31 December 1945

SUBJECT : Derequisition of Società Italiana L.L.L.
of Porto Marghera.

TO : Transportation Sub-Commission
(Attn.: Shipping Branch - Rail Division)

FROM : Industry Department.

1. Reference your AC/211/Tn 4 dated 17 December 1945.

2. Application to the Military Authorities concerned has already been made by this Department to derequisition the subject property.

3. A copy of your letter together with a similar request from M.R.S. has been forwarded to support our original letter to the Military Authorities controlling the area.

Copy to:-
Economic Section.

Charles Fewings
CHARLES FEWINGS
Major RASC
Chief,
Industry Department.

6556

211/27

PGW/ic

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

28 December 45

Tel: 843238
Ref: AC/211/Tn 4

SUBJECT : Electric Power for ISR.

TO : Industry and Utilities Sub-Commission
HQ AC

1. The Italian State Railways have complained about the lack of electric energy for the operation of their testing and experimental laboratory in Rome.
2. Much effort was expended to put this laboratory back into operation because it was very important to the Railways, however now its operation is hampered by being unable to receive the necessary current.
3. If it is at all possible to relax the restrictions placed on this plant it will do much to improve our rail transportation.

P. G. MATSON
MAJOR T.C.

for Director

6555

Ministry of Transport

I.C.R. Direction General

Rome 22 DIC. 1945

ICCN/4632/77

Subject:

Electric power for I.S.R.
Experimental Depart.

Tn. Sub Commission

Building

1. Our Experimental Depart. has partially resumed its testing activity, but it is now hampered in carrying on regularly its work due to the periodical lack of electric power.
2. This lack not only reduces the preparation of testing pieces and of experimental work, but prevents determinations and tests - such as those of "durability" or to be made during a fixed period - which require a continual supply of power.
3. As "durability tests", I point out, for example, those for rotary flexion on metals, and as "fixed tests" those for cements; where the breaking has to take place respectively after seven and twenty-eight days from the mixture. It is obvious that if the electric power is lacking on the expiring day, the test must be cancelled.
4. For these reasons it is necessary that a preferential cable be conceded to said Department. I inform you that consumption of electric power at said Depart. is not remarkable and the feeding is already made by a special high tension cable, so that the a/m concession would not interfere with other users.

8534

Electric power for U.S.R.
Experimental Depart.

Building

1. Our Experimental Depart. has partially resumed its testing activity, but it is now hampered in carrying on regularly its work due to the periodical lack of electric power.
2. This lack not only reduces the preparation of testing pieces and of experimental work, but prevents determinations and tests - such as those of "durability" or to be made during a fixed period - which require a continual supply of power.
3. As "durability tests", I point out, for example, those for rotary flexion on metals, and as "fixed tests" those for cements; where the breaking has to take place respectively after seven and twenty-eight days from the mixture, it is obvious that if the electric power is lacking on the expiring day, the test must be cancelled.
4. For these reasons it is necessary that a preferential cable be conceded to said Department. I inform you that consumption of electric power at said Depart. is not remarkable and the feeding is already made by a special high tension cable, so that the a/m concession would not interfere with other users.
5. Therefore I beg your Sub-Commission to intervene to the concerned Allied Authorities in order to have granted a preferential cable for our Experimental Department.

Director General

Sgd. Di Raimondo

RI.21/12/cm.



MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, li 22 DIC. 1945 194

N. ICCA/4632 / 7

Al N.

del

OGGETTO

Energia elettrica per
l'Istituto Sperimentale
delle F.S.

SOTTO COMMISSIONE TRASPORTI

S E D E

ALLEGATO N.

L'Istituto Sperimentale di questa Amministrazione ha ripreso in parte la propria attività sperimentale, ma si vede ora nella impossibilità di proseguire con regolarità nel lavoro per la mancanza saltuaria dell'energia elettrica, la quale oltre a ridurre la possibilità di confezione dei provini e di esperimento, rende impossibili quelle determinazioni e prove che per essere di durata od a scadenza fissa richiedono con continuità l'energia elettrica.

Cito, ad esempio, fra le prove di durata quelle a flessione rotante sui metalli e come prove a scadenza fissa quelle per il collaudo dei cementi, nelle quali le rotture devono avvenire allo scadere dei sette e dei vent'otto giorni dall'impasto. La mancanza di corrente, nel giorno di scadenza, implica l'annullamento della prova.

Si rende pertanto necessaria la concessione del cavo preferenziale per detto Istituto. Avverto che il consumo di energia elettrica non è rilevante e che l'alimentazione avviene con apposito cavo ad alta tensione per cui la concessione non avrebbe alcuna ingerenza con la distribuzione ad altri utenti. 6553

Ciò premesso, prego codesta Sottocommissione di voler interporre buoni uffici presso le competenti Autorità Alleate perchè sia autorizzata la concessione del cavo preferenziale all'Istituto Sperimentale delle F.S.

I L DIRETTORE GENERALE

Tel. Rome 843191/5 (wireless)
2/1 9377ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (DMRS)Subject : Railway Electrification. Tn.A.3(E)/9.To : Director General,
ISR (Bdg) 3 Dec. 1945.Copy to : Servizio Lavori e Costruzioni,
HQ ISR (Bdg)Tn. Sub Commission (Rails), AC (Bdg).
(Attention Eng. Savio.)

1. Reference this office letter Tn.A.3(E)/9 dated 20 Oct. 1945.
2. A representative of this H.Q. recently visited the works of Brown Boveri, Breda and C.G.E. of MILAN, for the purpose of inspecting and discussing points appertaining to the repair of mobile substations and static substation equipment such as rectifiers and transformers.
3. The above mentioned firms raised many queries both of a technical and financial nature. They drew his attention to the large amount of work already carried out at the request of the ISR Electrical Department, for which they had never been re-embursed.
The firm Brown Boveri also have a large amount of electrified equipment such as synchronous motors and control gear which were originally manufactured at GENOVA workshops for APUANIA and VERONA substations.
4. This office letter reference Tn.A.3(E)/9 dated 20 Oct. 1945 suggested that the ISR should provide a capable engineer with the means of transport to enable him to visit the above mentioned plants so that these difficulties could be clarified. To my knowledge this suggestion has never

5552

1 2 8 4
Copy to : Servizio Lavori e Costruzioni,
 HQ ISR (Bdg)

Tn. Sub Commission (Rails), AC (Bdg).
(Attention Eng. Savio.)

1. Reference this office letter Tn.A.3(E)/9
dated 20 Oct. 1945.

2. A representative of this H.Q. recently
visited the works of Brown Boveri, Breda and C.G.E.
of MILAN, for the purpose of inspecting and dis-
cussing points appertaining to the repair of mobile
substations and static substation equipment such as
rectifiers and transformers.

3. The above mentioned firms raised many
queries both of a technical and financial nature.
They drew his attention to the large amount of work
already carried out at the request of the ISR Elec-
trical Department, for which they had never been
re-embursed.

The firm Brown Boveri also have a large
amount of electrified equipment such as synchronous
motors and control gear which were originally manu-
factured at GENOA workshops for APUANIA and VERONA
substations.

6552

4. This office letter reference Tn.A.3(E)/9
dated 20 Oct. 1945 suggested that the ISR should
provide a capable engineer with the means of trans-
port to enable him to visit the above mentioned
plants so that these difficulties could be clarif-
ied. To my knowledge this suggestion has never
been carried out.

Page 2.....

- 2 -

5. It is of the utmost importance that these points should be clarified immediately if the completion dates for re-electrification of the BOLOGNA - PIACENZA and VERONA - TRENTO sections are to be met.

6. Will you please, therefore, ensure that a responsible engineer visits all firms engaged in the manufacture and repair of mobile substations, rectifiers, rectifier transformers and control gear, so that the various technical and financial points may be settled. I suggest that the under-mentioned firms are included in the visiting list.

- (a) Brown Boveri, MILAN.
- (b) Breda, MILAN.
- (c) C.G.E., MILAN.
- (d) Marelli, MILAN.
- (e) Ansaldo, GENOA.
- (f) Savigliano, TURIN.

6551

jd

MS Weyland
Brigadier,
Director Military Railway Service.

Subject:- Railway Electrification.

Military Railway Service

C. I. I.

Tele: Pinesbox 34

At. C. I. I. (a) / 9-34.

5 March 1945.

To:- Director General,
Italian State Railways.

Copy to:- D. D. M. H. S.

A. C. M. Sub-Commission.

The reconstruction of electric railways in Italy is at present limited by the availability of material, especially new copper for overhead contact lines, and also by the number of electric locomotives which can be repaired and made ready for service during this year. It is therefore necessary to indicate a policy regarding the lines to be electrified and to state the priority of the work. The following are the lines for which electrification is approved:-

- | | | |
|----|------------------------------|-------------|
| 65 | 1. Orte - Falconara) | Priority I. |
| |) | |
| 65 | 2. Vernio - Orizzana) | Priority I. |
| | (later to Bologna)) | |
| 94 | 3. Naples - Battipaglia) | Priority II |
| |) | |
| 65 | 4. Rome - Orte) | Priority II |
| |) | |
| 29 | 5. Rome - Naples (Line 89)) | Priority II |
| |) | |

6550

the work shown as Priority I is of military priority and a large amount of material is on site for 1. and 2. and after these have been supplied, material will be available for 3.

the work shown as Priority II is not of immediate military value but has been projected with the view of releasing steam and diesel locomotives eventually for use on other lines, and should therefore have the first call on available material after the demands for the Priority I work have been satisfied.

1287
 A.C. M. Sub-Commission.

The reconstruction of electric railways in Italy is at present limited by the availability of material, especially new copper for overhead contact lines, and also by the number of electric locomotives which can be repaired and made ready for service during this year. It is therefore necessary to indicate a policy regarding the lines to be electrified and to state the priority of the work. The following are the lines for which electrification is approved:-

65	1. Orte - Paleonara)	
	)	
65	2. Vercelli - Orizzana)	Priority I.
	(later to Bologna))	
	)	
94	3. Naples - Battipaglia)	
	)	
65	4. Rome - Orte)	Priority II
	)	
29	5. Rome - Naples (Line 89))	

6550

The work shown as Priority I is of military priority and a large amount of material is on site for 1. and 2. and after these have been supplied, material will be available for 3.

The work shown as Priority II is not of immediate military value but has been projected with the view of releasing steam and diesel locomotives eventually for use on other lines, and should therefore have the first call on available material after the demands for the Priority I work have been satisfied.

There is, however, much work connected with repairing poles, buildings, high tension lines and substations which should proceed forthwith, in order that completion can be accomplished rapidly as soon as sufficient copper conductor is available.

W. J. Lawrence

Brigadier,
 Director, Military Railway Service.

R E S T R I C T E D

HEADQUARTERS
MEDITERRANEAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 512

AWK/lja

211/23

TN 7C

11 February 1945

AG 532/268 D-O

SUBJECT: Electrification of Trolley Wire (Catenary).

TO : All Concerned.

1. All personnel are warned that the trolley wire, or catenary, has been energized on the following railway lines:

- a. Between ROME terminal-TUSCOLANA-OSTIENSE-TRASTEVERE.
- b. Between ROME terminal-PRENESTINA.
- c. Between ROME terminal-CASILINA.
- d. Between ROME CASILINA-TUSCOLANA.

2. The clearance to the catenary is 15 feet 6 inches.

BY COMMAND OF LIEUTENANT GENERAL MCWATNEY:

Albert W. Kahn
ALBERT W. KAHN,
Captain, AGD,
Asst Adjutant General.

DISTRIBUTION:
"Z"

6549

R E S T R I C T E D

COPY

211/22

R E S T R I C T E D

C/1162

ALCOM

N93/24

CIVIL AFFAIRS SECTION HQ AAI

CAS/124

ROUTINE

NOV 241500A

FOR INFORMATION ONLY

RESTRICTED.

Overhead cable only line between incl TERNI and incl GENGA
sta S 1/1243 now electrified. Height 15 feet above rd or rly
level. Take all precaution at level crossings.

DISTRIBUTION:

Action: Hq Comdt
Info: Chief Commissioner
Tn. S/C.
P. Safety
Est Sec
C.A. Sec
Econ Sec
P. Works
File (2)
Float

6548

Nov. 241617

Tel: 478701

EWD/elc

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference: ACC/TN/88/57
Date: : 23 August 1944

TO : P W and Utilities Sub-Commission
HQ ACC (attn. of Lt. Col. W.M. Mapper)

SUBJECT : Railway Services - Electric

1. Reference is to your letter ACC/051/PWU dated 28 July 44 with regard to addition supply of electric current to meet requirements for increased rail facilities over the Circumvesuviana Railway, Cumana Railway and Alitana Railway.

2. As suggested in para 3 of your letter referred to above, the application is resubmitted for further consideration by you.

D.S. ADAMS
Colonel, C.E.
Tn. Sub-Comm.

65:7

Tel: 489081

LWL/cob

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

21/50

ACC/OBI/PWU

28 July 44

Subject : Rail Services Electric.

To : Transportation Sub-Commission,
att. Lt-Col. L.E. Vining.

1. Reference is made to your letters 30 June 44 and 25 July 44 file reference Tn/88/49.

2. This matter was taken up with the electrical committee of No. 3 District by Region III. In view of the fact that the electricity supply for South Italy was still short and in view of other essential industrial loads that were due to come on shortly, the committee denied the request for additional power for the railway service for the present.

3. It is suggested that you again initiate the matter during August 1944, requesting the power for September 1944 on the possibility that the situation will have improved.

W.M. LAPPER
Lieut. Colonel,
Chief, Util. & Adm. Div.

Copy to: HQ, Region III,
att: Capt. R.A. Ryan.

6546

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 384

TO : Director, PW & Utilities Sub-Commission,
H.Q. A.C.C. (attention of Lt-Col. W.M.Lapper)

Our Reference : ACC TN/88/49
Date : 25 Jul 44

SUBJECT : Rail Service - Electric

I. I do not appear to have received a reply to my ACC TN/88/46 of 30 Jun 44, and as I need details to present to the Transportation Committee Meeting at H.Q. A.A.I. 31 July 1944 would you kindly let me have an early reply.

2. The contents of the above mentioned letter is included herein.

I. "Application has been made by the Undersecretary of State for Italian Railways and Highways for increased rail facilities over the Secondary (Electric) Railways.

2. The proposals submitted as are under :-

(a) Circumvesuviana Railway

Naples - Nola - Baiano line - 2 Passenger trains daily each way
Naples - Castellammare di St.-2 " " "
Naples - Ottaviano - Sarno - 2 " " "
Naples - Pompei - Poggio - 1

(b) Cumana Railway

Naples - Bagnoli
- 7 passenger trains daily each way
between 0830 and 1530 hours.

(c) Alifana Railway

Naples - Capua
- 3 Passenger trains daily each way.

3. With regard to (a) the additional trains are required to alleviate the overcrowding on the existing services. The estimated consumption of current to operate these extra 7 return services is 2100 K.W. daily.

4. With regard to the suspension of all trains on this line between Naples and Bagnoli causes overcrowding on other services. The estimated consumption of current to operate the additional 7 services is 670 K.W. daily. ^{65.5}

5. With regard to (c) the Naples - Capua service is at present running only to meet military requirements. To provide the

1. I do not appear to have received a reply to my ACC Tn/88/46 of 30 Jun 44, and as I need details to present to the Transportation Committee Meeting at H.C. A.A.I. 31 July 1944 would you kindly let me have an early reply.

2. The contents of the above mentioned letter is included herein.

1. Application has been made by the Undersecretary of State for Italian Railways and Highways for increased rail facilities over the Secondary (Electric) Railways.

2. The proposals submitted as are under :-

(a) Circumvesuviana Railway

Naples - Nola - Baiano line	- 2	Passenger trains daily each way
Naples - Castellammare di St.	- 2	" " " "
Naples - Ottaviano - Sarno	- 2	" " " "
Naples - Pompei - Poggio	- 1	" " " "

(b) Cumana Railway

Naples - Bagnoli
- 7 Passenger trains daily each way
between 0830 and 1530 hours.

(c) Alitana Railway

Naples - Capua
- 3 Passenger trains daily each way.

3. With regard to (a) the additional trains are required to alleviate the overcrowding on the existing services. The estimated consumption of current to operate these extra 7 return services is 2100 K.W. daily.

4. With regard to the suspension of all trains on this line between Naples and Bagnoli causes overcrowding on other services. The estimated consumption of current to operate the additional 7 services is 370 K.W. daily. 6543

5. With regard to (c) the Naples - Capua service is at present running only to meet military requirements. To provide the 3 Passenger services, the estimated consumption of current is 250 K.W. daily.

6. It is requested that these applications for additional supply of electric current to meet these rail requirements be considered by you.

7. Further request is made that the Director of the Transpostation Sub-Commission attend the next meeting of the Local Resources Board to support the application made.

D.S. ADAMS
Col. C.E.
Tn. Sub-Comm.

EWD/elc

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/83/46
Date : 30 June 44.

TO : Director, PW & Utilities Sub-Commission
HQ. ACC. (attention of Lt-Col. W. M. Lapper).

SUBJECT : Rail Services - Electric.

1. "Application has been made by the Undersecretary of State for Italian Railways and Highways for increased rail facilities over the Secondary (Electric) Railways.

2. The proposals submitted are as under :-

(a) Circumvesuviana Railway

Naples - Nola	- 2	Passenger trains daily each way
Naples - Castellammare di St.	- 2	" " " "
Naples - Ottaviano - Sarno	- 2	" " " "
Naples-Pompei-Poggioreale	- 1	" " " "

(b) Cumana Railway

Naples - Bagnoli - 7 passenger trains daily each way between 0830 and 1530 hours.

(c) Alitana Railway

Naples - Capua - 3 passenger trains daily each way.

3. With regard to (a) the additional trains are required to alleviate the overcrowding on the existing services. The estimated consumption of current to operate these extra 7 return services is 2100 K.W. daily.

4. With regard to (b) the suspension of all trains on this line between Naples and Bagnoli causes overcrowding on other services. The estimated consumption of current to operate the additional 7 services is 670 K.W. daily.

5. With regard to (c) the Naples - Capua service is at present running only to meet military requirements. To provide the 3 passenger services, the estimated consumption of current is 250 K.W. daily.

6. It is requested that these applications for additional supply of electric current to meet these rail requirements be considered by you.

7. Further request is made that the Director of the TN, Sub-Commission attend the next Meeting of the Local Resources Board to

6544

1. "Application has been made by the Undersecretary of State for Italian Railways and Highways for increased rail facilities over the Secondary (Electric) Railways.

2. The proposals submitted are as under :-

(a) Circumvesuviana Railway

Naples - Nola - Balano line	- 2 Passenger trains daily each way
Naples - Castellammare di St.	- 2 " " " "
Naples - Ottaviano - Sarno	- 2 " " " "
Naples-Pompei-Poggioreale	- 1 " " " "

(b) Cumana Railway

Naples - Bagnoli - 7 passenger trains daily each way between 0830 and 1530 hours.

(c) Alitana Railway

Naples - Capua - 3 passenger trains daily each way.

3. With regard to (a) the additional trains are required to alleviate the overcrowding on the existing services. The estimated consumption of current to operate these extra 7 return services is 2100 K.W. daily.

4. With regard to (b) the suspension of all trains on this line between Naples and Bagnoli causes overcrowding on other services. The estimated consumption of current to operate the additional 7 services is 670 K.W. daily.

5. With regard to (c) the Naples - Capua service is at present running only to meet military requirements. To provide the 3 passenger services, the estimated consumption of current is 250 K.W. daily.

6. It is requested that these applications for additional supply of electric current to meet these rail requirements be considered by you. 6544

7. Further request is made that the Director of the TN, Sub-Commission attend the next Meeting of the Local Resources Board to support the application made."

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

LEV/lr

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele. 259

8 September 1944

AOC In/211/17

SUBJECT : Electrification of Railways.

TO : Vice President,
Economic Section

1. Reference Public Works and Utilities Sub-Commission letter AOC/060/PWW, dated 5 Sept. '44.

2. Re para 5.

(a) The Transportation Sub-Commission (Rails) have already undertaken the supervision of all reconstruction work of those sections of the Railway as have been handed over by the Director General Military Railway Services to A.C.C. both as regards repairs to bridge and tracks on the mainland and in Sicily and have in fact now completely restored the rail services on the Island.

(b) The reference made to Regional Engineers handling transportation problems in the Region and the engineers being used in connection with construction of some rail road bridge is not understood as all rail transportation problems and repairs to bridge etc. in territory handed over by Director General Military Railway Services to A.C.C. have been the responsibility of the Transportation Sub-Commission and not the PC and U Sub-Commission.

(c) The overall Electric planning and rehabilitation so far as the Railway is concerned has been and is the responsibility of the Director General Military Railway Services and the Director General Military Railway Services in his letter dated 27 Aug 1944 on the Subject of Transfer of Electrical Equipment has stated addressed to A.C.C. Public Works and Utilities Sub-Commission "The Director General, Military Railway Services, has entire control over and is responsible for all Italian State and privately owned railways. The proper distribution of available resources of equipment, to meet the operational requirements of the Supreme Allied Commander, is one of the responsibilities of the Director General."

The authority of the Director General is granted by AFHQ in their general orders No. 60, 22 October 1943 and general orders No. 19, 5 August 1944.

TO : Vice President,
Economic Section

1. Reference Public Works and Utilities Sub-Commission letter AGC/CGO/PMU, dated 5 Sept. '44.

2. Re para 5.

(a) The Transportation Sub-Commission (Rails) have already undertaken the supervision of all reconstruction work of those sections of the Railway as have been handed over by the Director General Military Railway Services to A.C.C. both as regards repairs to bridge and tracks on the mainland and in Sicily and have in fact now completely restored the rail services on the Island.

(b) The reference made to Regional Engineers handling transportation problems in the Region and the engineers being used in connection with construction of some rail road bridge is not understood as all rail transportation problems and repairs to bridge etc. in territory handed over by Director General Military Railway Services to A.C.C. have been the responsibility of the Transportation Sub-Commission and not the I and U Sub-Commissions.

(c) The overall Electric planning and rehabilitation so far as the Railway is concerned has been and is the responsibility of the Director General Military Railway Services and the Director General Military Railway Services in his letter dated 27 Aug 1944 on the Subject of Transfer of Electrical Equipment has stated addressed to A.C.C. Public Works and Utilities Sub-Commission "The Director General, Military Railway Services, has entire control over and is responsible for all Italian State and privately owned railways. The proper distribution of available resources of equipment, to meet the operational requirements of the Supreme Allied Commander, is one of the responsibilities of the Director General."

The authority of the Director General is granted by AFHQ in their general orders No. 60, 22 October 1943 and General orders No. 19, 5 August 1944.

Removal of any equipment or material from Italian State Railways property, without prior consent of the Director General, will not be permitted.

Requests for railway material or equipment may be submitted by you through the Transportation Sub-Commission of A.C.C. who understands that requests will be cleared through the Director General Military Service, or in case of emergency, by phone or telegraph directed to the Director General, Military Railway Services.

3. Re para 6 (a) of the letter under reply.

It is quite incorrect to state that "normal repair and maintenance of railroad tracks is a function always placed under the railway operating branch, and not the railroad engineering branch, which handles all new construction or reconstruction."

In actual fact on all railroads in the world, all railway track, both as regards construction and maintenance, railway bridges and railway engineering generally is the responsibility of the Engineering and not Operating branch of a railway.

4. Re para 6 (b).

The Italian State Railway Engineering branch are fully competent under the supervision of the Transportation Sub-Commission qualified Railway Engineers to carry out the work of all reconstruction such as bridges or buildings new tracks reconstruction and electrical habilitation work.

Where current cannot be obtained from Italian State Railways sources application for current will be made to the Public Works and Utilities Sub-Commission as heretofore. The Engineers of the Transportation Sub-Commission have the responsibility of supervising the Italian State Railways Engineers and to place them under the orders of the Public Works and Utilities Sub-Commission would not only be contrary to all Directives and memorandums issued in connection with the handing over by the Director General, Military Railway Services to A.C.C. Transportation Sub-Commission those sections of the line which are no longer vital to military requirements but would also place the Italian State Railways under dual control of two Sub-Commissions.

The result of such a state of affairs would be chaotic.

5. In cases where the help of the Public Work and Utilities Sub-Commission is required in obtaining necessary material etc. due application will be put forward.

6. In no country does the Public Works Dept. undertake any engineering work pertaining to a Railway and to introduce such an organisation where the Italian Railways is concerned is to be strongly deprecated.

85-2

LCV

4. Re para 5 (b).

The Italian State Railway Engineering branch are fully competent under the supervision of the Transportation Sub-Commission qualified Railway Engineers to carry out the work of all reconstruction such as bridges or buildings new tracks construction and electrical habilitation work.

Where current cannot be obtained from Italian State Railways sources application for current will be made to the Public Works and Utilities Sub-Commission as heretofore. The Engineers of the Transportation Sub-Commission have the responsibility of supervising the Italian State Railways Engineers and to place them under the orders of the Public Works and Utilities Sub-Commission would not only be contrary to all Directives and memorandums issued in connection with the handing over by the Director General, Military Railway Services to A.C.C. Transportation Sub-Commission those sections of the line which are no longer vital to military requirements but would also place the Italian State Railways under dual control of two Sub-Commissions.

The result of such a state of affairs would be chaotic.

pg. 2

5. In cases where the help of the Public Work and Utilities Sub-Commission is required in obtaining necessary material etc. due application will be put forward.

6. In no country does the Public Works Dept. undertake any engineering work pertaining to a Railway and to introduce such an organisation where the Italian Railways is concerned is to be strongly deprecated.

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

Tel: 489081

LAJ/ce

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

ACC/O60/PWU

5 Sept. 1944

SUBJECT: Electrification of Railways
TO : V.P. Economic Sec.

1. Attached hereto is a copy of a letter from the Transportation Sub-Commission regarding electrification of the Naples - Rome line, with copy to us.

2. This, in connection with discussion held at this H.Q. regarding A.C.C. Transportation Sub-Commission taking over the direction of Transportation operations within A.C.C. territory from the Transportation Corps with the Armies, both British and American, raises an important issue.

3. The Minister of Public Works is charged with new railroad construction. In fact he has a separate division on this. He is also charged with "war damage reconstruction". The Public Works and Utility Sub-Commission is charged on the one hand with the reconstruction of Military Highways and Bridges, and on the other hand with the overall planning and execution of electrical rehabilitation.

4. The Transportation Corps rebuilds and rehabilitates railroads required for military operations, the same as is done by Army Engineers in Army Zones. The Transportation Corps however has heretofore operated in A.C.C. territory as well and has carried on reconstruction work there, including certain electrical rehabilitation.

5. If the Transportation Sub-Commission is to take over operations in A.C.C. territory the question must now be raised, who is going to undertake reconstruction work? Is the Transportation Sub-Commission going to engage an engineering staff, both for railroad and electrical work, or is this task to be taken over by the Public Works and Utilities Sub-Commission, which is already doing some of this work, because our Regional Engineers handle transportation problems in the Region and our

1301

engineers are used in connection with these tasks, including some railroad and railroad bridge construction. Furthermore, since the P.W. & U. Sub-Commission is charged with the overall electrical planning and rehabilitation, and since we already are furnishing electric current from our supply to operate certain railroads, it must be obvious that we can not have two branches within A.C.C. handling similar problems with a resultant overlapping of functions.

6. The recommendations are made that:

(a) The Transportation Sub-Commission handle all Transportation operating problems, including normal repair and maintenance of railroad tracks, a function always placed under the railroad operating branch, and not the railroad engineering branch, which handles all new construction or reconstruction.

(b) That all reconstruction required by the Transportation Sub-Commission such as bridges or buildings, new track construction and electrical rehabilitation work, be done by the P.W. & U. S-C. as the engineering department for A.C.C.

In line with this program, bridge engineers or electrical engineers, now in the Transportation Sub-Commission, should be transferred to the P.W. & U. Sub-Commission.--

6510
L.A. JENNY
Lt. Colonel, C.E.,
Director.

C.C. Transportation Sub-Commission

Allied Force
 MILITARY RAILWAY SERVICE
 Office of Director General

A.P.O. 400
 27 August 1944.

Subject: Transfer of Electrical Equipment.

To: Allied Control Commission, Public Works and Utilities Sub-Commission,
 APO 394, USArmy.

1. Reference is made to your letter of 19 August 1944 on the removal of three transformers from the Anversa Power Station.
2. The Director General, Military Railway Service, has entire control over and is responsible for all Italian State and privately owned railways. The proper distribution of available resources of equipment, to meet the operational requirements of the Supreme Allied Commander, is one of the responsibilities of the Director General. The authority of the Director General is granted by AFHQ in their General Orders No. 60, 22 October 1943, and General Orders No. 19, 5 August 1944.
3. Removal of any equipment or material from ISR property without the prior consent of the Director General will not be permitted. The request in Paragraph 2 of above reference is approved.
4. Requests for railway material or equipment may be submitted by you through the Transportation Sub-Commission of ACC who understands that requests will be cleared through the Director General, Military Railway Service, or in case of emergency, by 'phone or telegraph direct with the DG MRS.

6539

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

cc
 Directorate of Works, AAI, CWF
 Tn. Sub-Com., ACC

P/lr

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele. : 478701

Our reference: ACC Tn/211/14
Date : 2 September '44

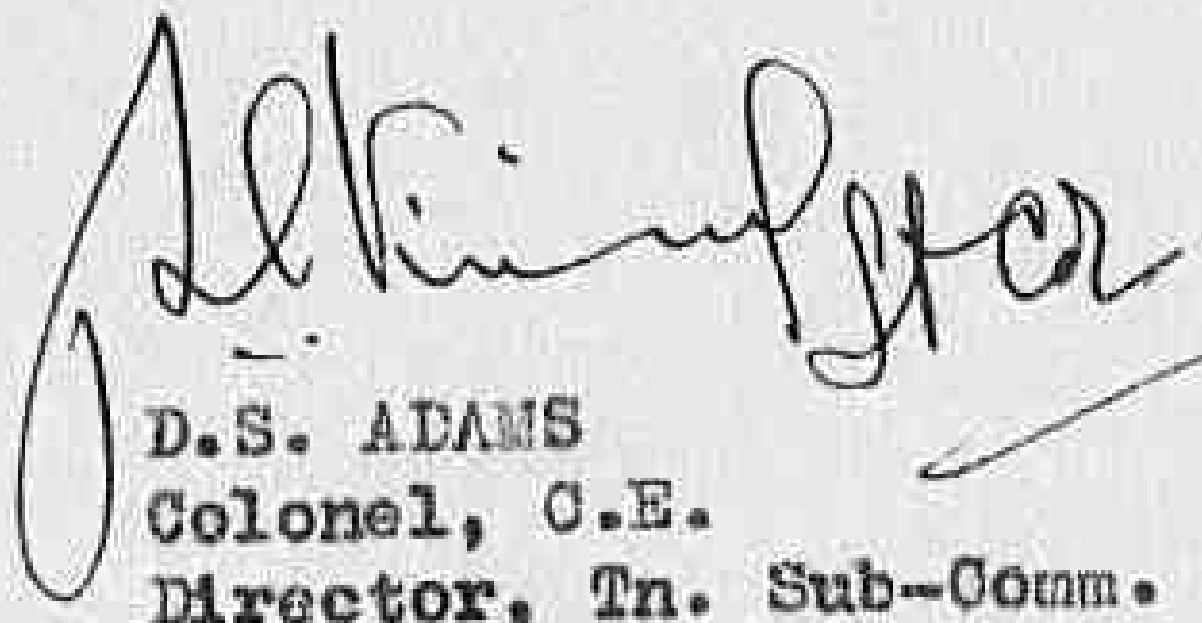
SUBJECT : Electrification Naples-Rome Line (89)

TO : Major E.J. Mole
Transportation Sub-Commission Engineer (South)

1. The Director General Military Railway Services does not intend the electrification of the Naples-Rome Direttissima line north of Villa Literno, but offers the help of the Chief Electrical Engineer, M.R.S. in continuing electrification to Rome, and we are invited to contact Colonel F.R. Hosack, Assistant General Manager Equipment at office of D.G.M.R.S., Rome.

2. On 14 June last by letter ACC Tn/211/9, advice was sent D.G.M.R.S. (Col. Mc Padden) of certain equipment available in dumps, as notified by Public Works Sub-Commission, who had been concerned with the possibility of using the overhead lines for conveyance of electric power from Naples to Rome.

3. This information may be found of use when preparing plans.


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

6528

Copy: D.G.M.R.S.
P.W. and U S/C ACC/III/PWU

*Transportation
S.C.
211/13*

ALLIED FORCE
MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 400
21 August 1944

Subject: Electrification of Line 89 - Naples to Rome.

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

1. Acknowledgment is made of your letter of 7 August 1944, File ACC TN/211/12, with respect to the possible completion of electrification on Line 89 between Naples and Rome.

2. As far as the military requirements are concerned, the Director General has no plans for electrifying Line 89 except between Naples and Villa Literno and between Aversa and Villa Literno. The electrification of line Naples to Villa Literno via Bagnoli has been completed.

3. The Director General has on his staff a Chief Electrical Engineer and if there is any planning that you intend to do that we can assist with, we will be glad to give all possible help. It is my suggestion that whoever you have in mind handling this for you contact Colonel F. R. Hosack, Assistant General Manager-Equipment, whose Headquarters are with the Director General in Rome.

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

cc AGM-Equip

HEADQUARTERS
2-208-1500
ACC
6537

ACP/ct

211/13

HEAD QUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Ref : ACP TH/211/12

Date : 7 August 44

Tel: 473701

TO : D.G.M.R.S.

SUBJECT: Naples - Rome Line S.9.

1. This Sub-Commission is concerned with the desirability of re-habilitating the Italian State Railways as soon as possible after essential Military requirements have been met, in order that the economic life of the country may be revived.
2. As one of the difficulties is the supply of fuel, the question of the electrification of Line S.9, as a satisfactory way of intensifying the service is in mind.
3. It would be helpful if particulars could be given of your intentions in that direction. If it is not intended to electrify or prepare for electrification the line mentioned, this Sub-Commission would like to plan, in conjunction with your engineer and the Engineers of the State Railways for the job.

Arthur Capt
D.B. ADAMS
Lt. Colonel, C.E.
Tr. Sub-Comm.

Copy to: Major A.J. Mole
D.G.M.R.S.

6536

Telephone - 259

LEV/gfh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

211/12
5 Aug '44

TO : The Vice President,
Economic Section.

FROM : The Director,
Transportation Sub-Commission.

SUBJECT : Electric Equipment.

With reference visit of Lt. Colonels' Jenny and Lepper to the U.S.A., in connection with electric equipment.

So far as electric equipment for the Italian State Railways is concerned the position is as follows :

In occupied territory the only electrified sections which are possible to restore are the sections of the railway running from Naples to Reggio along the coast line, and from Naples to Benevento, both of which are now partially operating, and can be completely restored by equipment which is already in the country.

With regard to electrified sections of the railway still in enemy hands, the position is so obscure as to make it impracticable for any estimate to be formulated as to what equipment will be required, and therefore for the time being it is considered advisable to wait until we are in a position to know or foresee what the probable requirements will be.

D.S.
D.S. ADAMS,
Colonel, C.E.,
Tr. Sub-Comm.

6525

For S.C. *5-1303*

ALL ED CONTROL COMMISSION
INCOMING MESSAGE

1836

TO: SALERNO ACC REAR SIGNAL MESSAGE CENTER No: _____
FROM: BATTIPAGLIA CLASSIFICATION: NONE
REFERENCE No: 71 PRECEDENCE: ROUTINE
DATE AND TIME OF ORIGIN: JUNE 10/1200 OFFICE OF ORIGIN: _____

WE WISH TO INFORM YOU THAT ON 13 JUNE 44 IN THE BATTIPAGLIA STATION SOME OVERHEAD WIRES
WILL BE CHARGED WITH 3,000 VOLTS ELECTRIC POWER. IN THE SAME STATION THE 4TH TRACK WILL
BE OPENED TO TRAFFIC WITH ELECTRIC POWER. (SIGNED MUSTACCHIO)

ACC REAR DIST

FILE
FLOAT
DCC INFO
COMMS INFO
TRANSPORTATION MAIN HQ, INFO

ACC DIST

INFO ECON SEC
TN SC _____
FILE
FLOAT

6534

DATE and Time of RECEIPT JUNE 17/1630

Distribution:

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394.

WML/gf

211/8

ACC/111/PWU

10 June 1944.

SUBJECT: Rome Transmission Line.
TO : Transportation Sub-Commission.

1. Reference Lt. Col. Lapper's conversation with Lt. Col. Vining this morning, regarding the Rome Transmission Line. It is confirmed that the Central Electrical Board are considering cancelling the work now being carried out by P.E.S. in connection with the rehabilitation of the State Railway Co. high voltage transmission line Naples/Rome.

2. The reason for this change is that the electrical position in Rome is somewhat better than was expected and the transmission line from Naples to Rome may not now be considered to be a military necessity.

3. Although nothing finally is decided, I am giving this information to you at an early date as there is already quite a lot of material in dumps which would be immediately available if it was considered advisable to reconstruct the line for operation of the railway services. I will advise you again immediately new information comes to hand and regarding the definite cancellation of the line and any proposals for the disposal of the material.

H. M. Lapper

W. M. LAPPER,
Lt. Col.
Chief, Util. & Adm. Div.

*We should pass this information
on to P.E.S. quickly*

JW 12/6

*Done - they have
the info - per conversation
with Lt. Col. Metcalfe 14/4/44
HML*

6523

EXTRACT FROM DISTRICT ROUTINE ORDERS
SERIAL NO. 9 DATE 10 MAY '4

143. ELECTRIFICATION OF RLY LINES.

1. The following railway lines in and around 3 District are at present operated by electric traction, or will be electrically operated in the near future. Therefore, the overhead cables are, or will shortly become, live.

(a) Standard Gauge Lines

- (i) NAPLES-POZZUOLI-TORRE GAVETA
- (ii) BENEVENTO-FOGGIA
- (iii) NAPLES-AVERSA-CASERTA
- (iv) NAPLES-CANCELLO-CASERTA
- (v) AGROPOLI-SAPRI-PAOLA-SAN EUFEMIA
- (vi) SALERNO-NOCERA INFERIORE
- (vii) NOCERA INFERIORE-TORRE ANNUNZIATA
(Electrically operated within the next few weeks)
- (viii) CASERTA-BENEVENTO
(Electrically operated within the next few weeks)

(b) Narrow Gauge Lines

- (i) NAPLES-SAN ANASTASIA-SAN GIUSEPPE-POGGIOMARINO-SARNO
- (ii) NAPLES-TORRE ANNUNZIATA-POMPEI-POGGIOMARINO-SARNO
- (iii) TORRE ANNUNZIATA-CASTELLAMARE
- (iv) NAPLES-NOLA-BAIANO

2. The height of the electric cable above ground level varies slightly on different sections of the line, but is not less than 16 feet. Clearance signs are being put up on either side of certain level crossings, but there will be many crossings without any indications of the clearance of the cable above road level.

3. Drivers of vehicles in the areas described in para 1 will be cautioned to ensure that no part of their vehicle or load comes into contact with the overhead cable at level crossings. A warning to this effect will be included in all road movement orders, whether issued by Movement Control or by units.

4. OsC trains and OsC parties travelling by train will ensure that their men do not travel on the roofs of railway carriages or trucks. Standing Orders for OsC Troop trains are being amended to include this provision.

5. DRO 93/44 is hereby cancelled.

(To be repeated in formation and unit orders) 550210

SECRET211/6
LWL/ccb

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

3 Jun 44.

ACC/111/TWU

Subject: Use of transmission line, Naples.

To : Transportation Sub-Commission, A.C.C.,
att: Lt-Col. L.E. Vining, Director.

1. Reference is made to your letter 27 May 44, file reference ACC Tr/211/4.
2. The electricity supply for Rome has been the subject of a large amount of study and planning by various branches of the military service, including P.B.S., M.A.S., A.C.C., C.E.B. and the power companies.
3. In the light of experience in the past the extreme condition must be considered. In other words it is expected that the enemy will destroy all of the power plants, substations and transmission lines bringing power into Rome.
4. a. Various schemes, therefore, have been considered, such as floating units, portable units mounted on trucks and the rebuilding of the electric transmission line in question.
b. The floating and portable units will only provide a limited amount of generating capacity (approximately 3,000 KW), and will probably be the only supply in the early stages of occupation. It will have to be used to operate the water supply and sewage disposal plants.
c. The transmission line in question will provide between 12,000 and 15,000 KW of capacity which will be all that Rome will be expected to have for some time.
5. The rehabilitation of the transmission line has in its favour the following advantages:
 - a. The voltage is 120,000 volts, (to operate 150,000 volts).
 - b. The route of the line is laid out.
 - c. Is a direct route between Naples and Rome.
 - d. Sufficient material has been found in this area to practically rebuild the line in case it is thoroughly demolished. This includes step up and step down substation transformers and equipment.
 - e. Considerable quantities of material can be salvaged from the existing line which will be suitable for reuse.

SECRET

- I // f. Approximately 300 trained electrical employees of the railroad are available for the rehabilitation work.
- g. The Capuano steam plant at Naples will be available as an assured source of generating capacity.
- h. The line will be available to the railroad for electric operation of trains after other present sources of electric power are again available for Rome. The rebuilding therefore accomplishes a dual purpose.
6. Work of rehabilitation has already been started. An examination of that portion of the line now in Allied hands discloses the fact that the enemy is blowing up every pole structure as he retreats.

W. H. Laffer

W. H. LAFFER,
Lieut-Colonel,
Chief, Utilities & Adm. Div.

- 2 -

SECRET

6520

U. S. SECRET

Equals British MOST SECRET

HQ ACMF (Adm. Echelon)
APO 400

COPY

ALH/jra
8 March 1944

SUBJECT: Allocation Electrical Rehabilitation Project.

TO : Commanding General, Peninsular Base Section, APO 782,
U. S. Army.

1. In conformity with the provisions of radio instructions (Freedom to Flambo - 44768 - Sigs No: 4632 131/02) and pursuant to action of the ACMF Central Electrical Board at its meeting on 14 February 1944, the rehabilitation of the electric transmission line from the Capuano Steam Plant in Naples to the Prenestina substation in Rome is allocated to the Commanding General, Peninsular Base Section.

2. The double circuit Volturno line from the Doganella plant to the crossing of the S.M.E. Liri line, the double circuit S.M.E. Frattamaggiore line to Minturno and the F.F.S.S. single circuit line from Minturno to Rome are to be repaired and connected to form a single circuit 60 kv line from the Capuano Steam Plant, Naples, to the Prenestina Substation, Rome.

3. So far as practicable the material required to repair the lines, Capuano to Minturno, is to be obtained by cannibalizing the Volturno line in sections not yet repaired. Similarly material required to repair the F.F.S.S. line, Minturno to Rome, should be procured, so far as practicable, from stock now in possession of the F.F.S.S. and by cannibalizing parts of the S.M.E. 150 kv. Pescara-Frattamaggiore line. The Minturno-Rome line should be constructed with the same insulation and clearance as the original line.

4. In all rehabilitation work the maximum amount of material from damaged and unnecessary lines should be used. The Central Electrical Board will undertake to locate and provide required materials not under the control of Commanding General, Peninsular Base Section, by salvage and cannibalization of other Italian systems including Sicily and Sardinia. Wherever work is done or materials are salvaged in areas not under control of Commanding General, Peninsular Base Section, the Central Electrical Board will inform the proper area authority and arrange for such assistance from that area authority in providing materials and expediting the work as is practicable. When new material or equipment is required which becomes a part of the electrical system, the Commanding General, Peninsular Base Section, should consult the Central Electrical Board as to the source of supply. Items required to be issued from British or American mili-

U. S. SECRET

Equals British MOST SECRET

8529

U. S. SECRET
Equals British MOST SECRET

tary stocks should be procured and authorized in accordance with existing instructions of the respective supply services.

5. Minimum use should be made of Allied military units. Maximum use will be made of Italian commercial firms and civil labor. In connection with payment of services and supplies furnished from Italian resources attention is invited to AFHQ Administrative Memo, No. 95, dated 27 December 1943. Every effort will be made by direct action between Commanding General, Peninsular Base Section and Allied Control Commission to assure that, to the maximum extent practicable, the project is financed both as to labor and materials by the Italian Government.

6. The Commanding General, Peninsular Base Section, is requested to take the necessary steps to secure authority for the use of Allied stores and equipment including accommodation stores and food as may be required for the prompt accomplishment of his allocated task.

7. The rehabilitation should provide only reasonable safety and continuity of operation. Special safety features such as double insulator strings and duplicate switches may be omitted. State safety codes and regulations may be disregarded.

8. The ability to transmit power to Rome within 30 days after the occupation thereof is desired.

W. H. Smith
Major General,
Chief Administrative Officer.

Copy to: ACMF
ACC
AFHQ
SOS NATOUSA
5th Army
8th Army
2 Dist.
3 Dist.
CEB
AFSC/LTO
RN
DDW Flambo
DCLG "
G-4 "

U. S. SECRET
Equals British MOST SECRET

AG 674. BPENG (8 Mar 44) 1st Ind.
HEADQUARTERS, PENINSULAR BASE SECTION, APO 782, 2 April 1944.

TO: The Chief Administrative Officer, A.A.I. Adm. Echelon, APO 400.

1. Authority has been granted to me in SOS Radio L-12818 (paraphrase attached) by the Commanding General, SOS, NATOUSA, to proceed with the rehabilitation of the west coast transmission line from Naples to Rome under the following conditions:

a. Work to be undertaken is to be only that which I consider a military necessity.

b. Rehabilitation beyond the scope of military necessity as determined by me is to be considered an ACC/AMG responsibility in which I am not to participate.

c. ACC/AMG is to furnish food for civilian labor and pay civilian wages, all contract costs and for materials procured locally.

d. Minimum essential tentage, bedding and housekeeping equipment required for the use of civilian labor in the field are to be issued from Peninsular Base Section stocks.

2. If the foregoing conditions are acceptable to you, it is requested that you submit a plan for the fulfillment of those listed under paragraph 1 c. If this plan is satisfactory to me, I am authorized to proceed with the work.

ARTHUR R. WILSON
Major General, U.S. Army
Commanding

1 incl added:
Paraphrase SOS L-12818

COPY

6528

ACP/gfh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/211/4

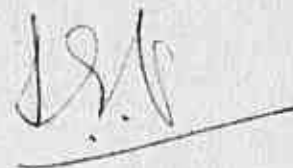
Date : 27 May 44

TO : Vice President,
Economic Section, H.Q. ACC.

SUBJECT : Use of Transmission Lines, Naples - Rome.

1. It is understood that arrangements are in hand for the use of the overhead electric wires on the Naples-Rome Directissima rail route for the carrying of electric power for use in Rome City.

2. It is further understood that Public Works & Utilities Sub-Commission had dealt with certain aspects of the matter, and as this Sub-Commission is an interested party in view of the necessity for speedy restoration of rail facilities and the limitation of coal for traction, full details would be appreciated.



6527

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

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

ACP/rg

Our reference : ACC Tn/211/2.

Date : 25 May 44.

TO : Brigadier General A.L. Hamblen,
Headquarters AAI (Near Admesh) APO 400.

SUBJECT : Allocation Electrical Re-habilitation Project.

1. Reference is to copy of your letter ALH/rjs of 18 May 44 on above subject.

2. This Sub-Commission would appreciate copy of your letter to Commanding General, P.B.S. on above subject dated 8 March 44, and particulars of 1st Indorsement AG 674 BPEWO dated 2 April 44, in order to understand fully the arrangements made.



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

6526

COPY

HEADQUARTERS
ALLIED ARMIES IN ITALY
(Near Adm. Echelon)
APC 400

ALH/rjs
18 May 1944

SUBJECT: Allocation Electrical Rehabilitation Project.

TO : Commanding General, Peninsular Base Section, APC 782.

1. Reference your 1st Indorsement, AG 674 BPMAC (8 March 1944), dated 2 April 1944 to letter above subject this Headquarters 8 March 1944. *

2. The conditions set forth by you are acceptable. The following plan is submitted as complying with those conditions:

A. Food. ACC will provide the normal civilian ration plus the supplementary ration for heavy labour for civilian workmen employed under the direction of the PBS for the rehabilitation of the NAPLES/ROME transmission line. This food will be delivered to the PBS at the ACC food warehouse in NAPLES or at other warehouses that may be mutually agreeable.

B. Wages. Civilian workmen as required by the Peninsular Base Section will be employed and paid by the Italian State Railways. They will be paid at the following rates:-

	Basic Daily Wage	Air Raid Wage	Mission Allowance	Total
Inspector	104	22	63	189
Works Assistant	62	22	50	134
Foreman	67	22	50	139
Worker	43	22	32	97
Laborer	40	22	32	94

Civilian workers will be paid in the field each week. **£500**

C. Contract Cost of Materials Procured Locally.

(1) Requisitioned material. The Engineer, PBS, will advise the ACC (PM & U Sub-Commission) as to specific material to be requisitioned for use in the reconstruction of the NAPLES/ROME transmission line. The ACC will thereupon requisition such material and make it immediately available to the Engineer, PBS.

(2) Purchased Material and Services. The CC, PBS, or a representative designated by him is authorized to procure by contract and by open market purchase for the account of the Italian State, all materials and services which in his sole opinion are necessary and required for the rehabil-

1. Reference your 1st Indorsement, AG 674 BPNOC (8 March 1944), dated 2 April 1944 to letter above subject this Headquarters 6 March 1944.

2. The conditions set forth by you are acceptable. The following plan is submitted as complying with those conditions:

A. Food. ACC will provide the normal civilian ration plus the supplementary ration for heavy labour for civilian workmen employed under the direction of the PBS for the rehabilitation of the NAPLES/ROME trans-mission line. This food will be delivered to the PBS at the ACC food warehouse in NAPLES or at other warehouses that may be mutually agreeable.

B. Wages. Civilian workmen as required by the Peninsular Base Section will be employed and paid by the Italian State Railways. They will be paid at the following rates:-

	Basic Daily Wage	Air Raid Allowance	Mission Allowance	Total
Inspector	104	22	63	189
Works Assistant	62	22	30	114
Foreman	67	22	50	139
Worker	43	22	32	97
Laborer	40	22	32	94

Civilian workers will be paid in the field each week. 6500

C. Contract Cost of Materials Procured Locally.

(1) Requisitioned material. The Engineer, PBS, will advise the ACC (PW & U Sub-Commission) as to specific material to be requisitioned for use in the reconstruction of the NAPLES/ROME transmission line. The ACC will thereupon requisition such material and make it immediately available to the Engineer, PBS.

(2) Purchased Material and Services. The CG, PBS, or a representative designated by him is authorized to procure by contract and by open market purchase for the account of the Italian State, all materials and services which in his sole opinion are necessary and required for the rehabilitation of the NAPLES/ROME transmission line. He will certify on each invoice for such materials and services that the same have been received and that the prices stated in the said invoices are correct, of which he shall be the sole judge. When so approved, all such invoices will be transmitted to the Director General of the Italian State Railways who will pay them promptly.

3. Your confirmation that the above plan complies with your conditions and that you are prepared to initiate the desired rehabilitation is requested.

cc: GED
ACC
AFHQ
CS SOS NATO

A. L. HAMPTON
Brigadier General, U.S.A.

LOGAO

1319