

ACC

AC250/TN.4

10000/148/2345

REPAIR

MAY 1948

4

10000/148/2345

REPAIR SHOPS - 506. MATER. PORTICI

MAY 1943 - SEPT. 1944

10 SEP Recd

101 ccB.

850/14

Tel: 307

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

JBT/iab

ES/15

9 Sept 44.

SUBJECT: Mater Workshops - Portici

TO : Public Works & Utilities Sub-Commission
Transportation Sub-Commission.

182

1. Ref this Section's ES/15 dated 30 Aug 44, the attached reply has been received from HQ AAI.

2. Your attention is drawn to para 2 of the GAO's letter. If you consider that further action should be taken please forward your proposals with full justification to this Section.

J. Bruce Thompson
A. G. ANTOLINI,
Executive Director
Economic Section.

1 Incl: a/m ltr from HQ AAI,
dtd 7 Sept, 2038/8/Q2

1678

Copy to: HQ Region 3 - Attn: Regional Engineer.

Col J.B. Thompson

*This is a question for Transportation
to settle, not P.W.*

W. J. King
11/9

Subject:- Mater Workshops - PORTICI.

HQ ALLIED ARMIES IN ITALY.

Tel:- FILPOT 206.

2038/8/02.

----- 7 Sep 44.

AOC,
Economic Section

Copy to:- 2115/3/02

Reference your letter ES/15 dated 30 Aug. 44.

1. The subject of your letter of 25 June, 44, was fully investigated by the OC of 16 Base Workshops, and agreement was reached between these workshops and the people in charge of Mater. Copy of the letter dated 4 Aug., 44, written by OC of the Base Workshops is enclosed.
2. If Mater now have further requirements, it is requested that firm proposals be submitted for consideration.

Major-General,
Chief Administrative Officer.

c-o-p-y

1669

C-O-P-Y

COPYSubject:- Workshop Accommodation - 6 Sub Wkps.
-----HQ 16 Base Workshops,
REME CMF16BW/120(F)4 Aug 44.

DIME HQ AAI (2 copies)

The following comments on your letter REME/8030/4, are submitted herewith, that you may have a clearer picture of the position.

1. (i) Maters are now carrying out their existing commitments in other premises (ii)(a) and (b) below.
 - (ii) There are four other premises belonging to the tramways:-
 - (a) DEPOSITO CARLO III, where trams are housed and repaired.
 - (b) DEPOSITO FUORIGROTTA, where trams are housed and repaired.
 - (c) DEPOSITO S. GIOVANNI, where trams are housed.
 - (d) VIA BELLAVISTA, where trams are parked.
 - (iii) All trams have now been removed from MATERS to one of the above.
2. Maters now only do Motor rewinding in this workshop, and the area they use for this has been reserved for them and this is shown on the drawing attached hereto. It is expected that in the near future they will prefer to move this to one of their alternative locations.
3. This has been answered by our comments of paras 1 and 2 above. Our relations with Maters remains friendly.
4. Apart from Motors there was a very limited repair of Bodywork being done there, this can be done in the alternative shops enumerated above.
5. (a) Plan supplied herewith.
(b) Maters are at present removing the machines, with our co-operation, to their other workshops.
(c) We are taking over the store in question.

Information.

Maters chief concern is to maintain their present key staff for when more prosperous times return to them.

We have arranged to employ anyone at present serving with them that they recommend. This suits both them and us, as their employees are of a good quality, and mostly live near at hand.

(Sgd) ---Colonel,
C.E.M.E.
16 Base Workshops, REME.

C-O-P-Y

EWD/lr

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele. 478701

16 September 1944

ACC Tn/250/13

SUBJECT : Croce del Legno Workshop.

TO : Minister of Communications
(Ispettorato Generale della Motorizzazione Civile).
Rome

1. Reference your letter No. INA75/3091 dated 31 July 1944 with regard to the Croce del Legno Workshop at present requisitioned by the 16 Base Workshop.

2. This matter has been taken up with the Military Authorities concerned, who state that existing commitments are being carried out by M.A.T.E.R.S. in their other premises, apart from certain work which is being performed in a portion of the Croce del Legno Shops which has been reserved for them. The relation between the Military and M.A.T.E.R.S. are friendly.

3. If at a future date M.A.T.E.R.S. wish to renew their application for the return of their premises, please communicate with this Sub-Commission submitting any further relevant justification in support thereof.

D.S. Adams
D.S. ADAMS

Colonel, C.E.

Director, Tn. S.C.

1667

Tel: 307

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

JBT/lab

30 Aug 44.

ES/15

SUBJECT: WATER Workshops - Portici.

TO : HQ. AAT.

1. Further to this HQ ES/15 dated 25 Jun 44, at a recent joint conference with PBS and 57 Area, HQ Region 3 was requested to extend the suburban trolley service in the Naples Area.

2. As the WATER plant is still occupied by the 16th Base Workshops, it is requested that the facilities of this plant be made available to civilian tram services as previously requested in our above mentioned letter.

For Captain STONE (USNR):


A. G. ANTOLINI,
Executive Director,
Economic Section.

Encl - Ltr from 57 Area to PBS
dtd 17 Aug 44.

Copy - HQ, Reg III (ref CU-998, dtd 24 Aug 44)
Pub Wks & Utilities S/C (ref conversation Maj Thompson -
Capt. Laughlin)
Transportation S/C (ref TN/250/9 dtd 7 Aug 44) ✓

1666

ADP/at

HEADQUARTERS
ALDIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Ref: ACC Tr/250/9

Tel : 478701

Date : 7 August 44

TO : Economic Section

SUBJECT : M.A.T.E.R. Workshops - Portici

1. Reference your letter ES/15 , 25 June 44 to Hl.A.A.I.
2. You will know that the trains are now operating in Naples, and the urgency of release of the M.A.T.E.R. Workshops by 16th Base Workshop has increased.
3. May copy of A.A.I. reply to your letter be had, please?

D.S. Adams
D.S. ADAMS
Colonel, G.E.
Tr. Sub-Comm.

1665

MINISTRY OF COMMUNICATIONS

REB/lr

General Inspectorate for civil motorization
and for transports in concession.

Ref.: 1 NA 75/3091 - 1 enclosure

TO : the ACC - Transportation S/C
R o m e

Subject: Croce del Lago Workshop

The Società Tranvie Municipali di Naples (Municipal Tramways of Naples Company), owner of above workshop operated by Company M.A.T.E.R. of Rome, has sent the enclosed PRO-MEMORIA.

Owing the urgent necessity to have above workshop available for the maintenance of the running material belonging to the Companies operating tramways and railways lines in concession the writer begs that ACC to kindly intercede by the Town Major of Portici, who ordered the requisition of above workshop on behalf of 16th Base Workshop, in order to obtain its release.

THE MINISTER
(Signed)
Cerabone

REB/lr

PRO-MEMORIA

The Tramways Enterprise of the Commune of Naples is owner of a Workshop located at Cràce del Lagno (at the boundary between the Communes of Naples and of Portici), which is the only one specialized and well equipped for repairing and re-constructing tram-coaches, not only in the province of Naples, but in whole South-Italy.

This workshop, operated by S.A. M.A.T.E.R. of Rome, is therefore the only one which can fulfill the requirements of the tramways of Naples and besides of the Provincial Tramways, of the Sorrento Tramways and, for some works, also of the Cumana Railway, of the Circumvesuviana Railway, of the Napoli-Piedimonte, of d'Alife Railway, etc.

Said requirements are, now days, much more important, for all above mentioned enterprises, and especially those of the Commune of Naples and of the Provincial Tramways, have had their running material seriously, damaged both by bombardments and by the Germans, therefore if above workshop should suspend its working, it would be impossible to fulfill the re-operating of above mentioned trams and it would be very difficult even to keep operating above mentioned railways.

Said workshops supplies also spare parts for tram and railway-coaches and cars, and it is impossible to purchase elsewhere above parts so that if the workshop should stop operating, even the ordinary maintenance would become impossible.

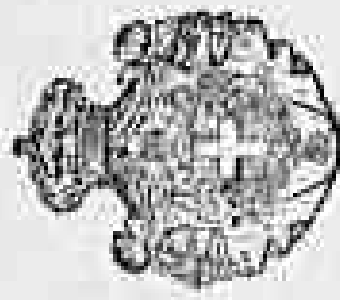
It must be added that said workshop has warehouses of all materials necessary to the maintenance and of spare parts and that above materials cannot be purchased elsewhere.

As a matter of fact, and this is the reason for which we beg for the kind attention of the Allied Authorities, the Town Major of Portici has recently ordered the requisition of said workshop with all stock materials on behalf of 16th Base Workshop.

We wish to point out that from October ult. till to-day 47 coaches have been repaired, many of them very seriously damaged especially on the body, together with several other coaches, the repair of which, although less important, was nevertheless necessary for their operating.

Presently there are in the workshop more than 30 coaches for which important repair work is required, and 14 articulate trams under construction, while further 70 coaches need to be repaired. Besides the Provincial Tramways have asked the workshop for the re-construction of 15 E-cars which have been destroyed by the Germans.

We trust therefore that it will be possible to accept our request that above workshop be released.



Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

I. G. M. 239

TA SC

Roma, 31 LUG 1944

8/24

COMMISSIONE ALLEATA DI CONTROLLO
Sottocommissione Trasporti

= R O M A =

Sez. _____

Prot. N° 1NA75/3091 *Allegato 1*

Disposto al f.° del _____

Sez. _____ N° _____

OGGETTO: Officina di Croce del Lago

SUB: Lago Cross office

La Società delle Tramvie Municipali di Napoli, proprietaria della officina in oggetto data in gestione alla Società M.A.T.E.R. di Roma, ha presentato l'esposto che si allega in copia.

Vista la urgente necessità di disporre della predetta officina per assicurare la manutenzione del materiale rotabile in dotazione alle Tramvie e Ferrovie concesse, si prega codesta A.C.C. di interporre i suoi buoni uffici presso il Town Major di Portici che ha ordinato la requisizione per conto della I6 th. Base Workshop, per ottenere la derequisizione.

IL MINISTRO

1682

3 AUG 1944
A. C. C.

Ministero delle Comunicazioni

ISPettorato Generale della Motorizzazione Civile
E DEI TRASPORTI IN CONCESSIONE

Servizio _____ *Sec.* _____
Prot. N. 11475/3091 _____ *Miglioli* _____

COMMISSIONE ALLEATA DI CONTROLLO
Sottocommissione Trasporti

= R O M A =

Risposta al f.° del _____
Geno. _____ *Sec.* _____ *Mc*

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IL MINISTRO

Cerabino

1602

ba/DR

Napoli, ~~xxx~~ ^{Boi.} 1° Luglio 1944*Ministero delle Comunicazioni*~~FERROVIE DELLO STATO~~

ISPETTORATO GENERALE DELLA

~~DIREZIONE GENERALE~~MOTOR.CIVILE E TRASP. IN CONCESS.

N. 1.NA.71/3044

al N.

Al T.Col. VINING
A.C.C. = Sottocommissione TrasportiN A P O L I
Pza della CaritàOGGETTO: Derequisizione officina di
Croce del Lago delle Tramvie Provin-
ciali di Napoli.=*Tramvie*

o o o

- 1.- Il personale dell'Azienda Tramviaria del Comune di Napoli ha rappresentato, con memoriale rivolto al Ministro delle Comunicazioni, la necessità che venga derequisita dalle Autorità Militari Alleate la propria officina sita a Croce del Lago (al confine fra il Comune di Napoli e quello di Portici).-
- 2.- Le ragioni della richiesta risultano dal memoriale stesso, che si allega in copia.
- 3.- Ritenendo giustificata la richiesta, La prego, Sig.Colonnello, di voler esaminare la possibilità di accoglierla.=

1661

IL SOTTOSEGRETARIO DI STATO

PROLEMMORIA

L'Azienda Tranviaria del Comune di Napoli è proprietaria di una officina che trovavasi a Croce del Legno (al confine tra il Comune di Napoli e quello di Portici), l'unica specializzata ed attrezzata per la riparazione e ricostruzione di vetture tranviarie, non solo nella Città e Provincia di Napoli, ma, si può dire, in tutto il Mezzogiorno d'Italia.

Questa Officina, affidata in gestione alla S.A.M.A.T.R.E. di Roma, è quindi l'unica che può provvedere alle esigenze del servizio tranviario di proprietà del Comune di Napoli, oltrechè alle esigenze delle Tramvie Provinciali, delle tramvie Sorrentine, e per alcuni lavori anche della Ferrovia Cumana, della Ferrovia Circumvesuviana, della Ferrovia Napoli-Piedimonte-d'Alife ecc.-

Le dette esigenze sono oggi notevolmente più gravi, quando si consideri che tutti i citati esercizi e particolarmente quelli del Comune di Napoli e quello delle Tramvie Provinciali, hanno subito notevoli danni al materiale rotabile, per bombardamenti e distruzioni operate dai Tedeschi, ragion per cui sospendendo le lavorazioni in detta officina, impossibile sarebbe la ripresa totale degli esercizi tranviari già detti ed estremamente precario l'esercizio delle tramvie e ferrovie innanzi citate.

La stessa officina provvede anche a costruire parti di ricambio per vetture tranviarie e ferroviarie, parti che oggi è impossibile approvigionare diversamente, e quindi più gravi ancora sarebbero le conseguenze della sua sospensione perchè in tal modo non si potrebbe provvedere neppure alla sola ordinaria manutenzione.

Occorre aggiungere che alla stessa officina è annesso un magazzino di tutti i materiali necessari per detta manutenzione e di parti di ricambio materiali tutti impossibili ad approvigionare.

Sta di fatto, ed è questa la ragione per cui si ritiene opportuno interessare le Superiori Autorità del Comando Alleato, che con recente provvedimento, il Town Major di Portici, per conto della 16th Base Work shop, ha provveduto a requisizione della detta officina e di tutte le provviste di magazzino.

Non si ritiene inutile riferire che dall'ottobre scorso a tutt'oggi sono state riparate n.47 vetture molte delle quali avevano subito guasti gravissimi soprattutto alle carrozzerie, a molte altre vetture vennero eseguite riparazioni di minore entità, che pure erano indispensabili per il loro funzionamento.

Attualmente vi sono in officina oltre 30 vetture che richiedono impor-

Napoli e quello di Portici), l'unica specializzata ed attrezzata per la riparazione e ricostruzione di vetture tranviarie, non solo nella Città e Provincia di Napoli, ma, si può dire, in tutto il Mezzogiorno d'Italia.

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Attualmente vi sono in officina oltre 30 vetture che richiedono importanti lavori, è inoltre iniziato il lavoro di costruzione di 14 treni articolati, mentre che altre 70 vetture richiedono l'intervento dell'officina. Di più, le tramvie Provinciali hanno richiesto all'officina di Croce del Lago la ricostruzione di N.15 motori distrutte dai Tedeschi.

Si confida pertanto nel favorevole accoglimento della presente, affinché sia provveduto alla derequisizione della detta officina.



TRANSLATION

Naples 1 July 44

General Inspection of the Civilian Motorisation and Transportation
in concession.

File 1. N.A. 71/3044. Subject : Workshop of the Naples Province Tramways Company.

To ; Lt. Col. L.E. Vining.

1. The Naples Tramways Company has brought to our notice that it is necessary its workshops at Groce del Lago (between the Naples and Portici Commons) requisitioned by the Allies, be released.
2. Reasons for this request are exposed by the enclosed memorandum.
3. Will you examine it kindly giving it your consideration.

The Undersecretary of the State

Gen. di Raimondo.

TRANSLATIONPromemoria

The Naples Tramways Company is proprietor of a workshop at Groce del Lago (between the Naples and Portici Commons) the only specialised and equipped to repair and re-build tramcars, we may affirm, in all southern Italy.

Thereafter, only that workshop, administered by the A.S. MATER, located in Rome, is able to satisfy the needs of the Naples Common Tramways, the Province Tramways, the Sorrento Tramways and to effect some works for the Cumane Railway, Circumvesuviano Railways, Naples-Pedimonte d'Alife Railways.

At present there needs are particularly heavy, because the running material of all the above named services, and above all of the Province Tramways, was damaged by bombings or by Germans. So that, if the repairs are suspended, it would be possible for the above named tramways services to operate fully.

Our workshop is also able to manufacture spare parts for rail and tram cars which we cannot at present obtain differently, if this work were suspended we would not be in a position to carry on the simple maintenance of the line.

Now the Portici Town Major has requisitioned the above named workshop and the stock material of its warehouse for the 16th Base Workshops.

We think it is necessary to inform you about the works effected or to be effected in our workshop from last October the 47 coaches have been repaired, many of which were badly damaged.

At present more than 30 cars are in the workshop to be repaired and we have commenced to construct 14 articulated cars. Moreover, 70 more cars are to be repaired and the Province Tramways have requested us to re-build 15 motors destroyed by the Germans.

Therefore we hope that you give orders in order that the workshop be free.

JBT/sem

HEADQUARTERS
ALLIED CENTRAL COMMISSION
ECONOMIC SECTION
APO 524

BB/15

25 June 44

SUBJECT: M.A.T.E.R. Workshops Portland

TO : HQ. A.A.I.

1. With reference to the requisitioning of the above mentioned depot by 16 Base Workshop RMR, it is requested that the following facts be given consideration.
2. It is noted that in your letter of 20 May 44 (2038/42) to Director General, Military Railway Services, you stated that you would allow a limited amount of work being done for the trainways to continue, and to further extend it, should this be necessary.

3. The workshops, however, are also a repair depot of great importance for public services such as the Queens Railway, the Gironde-Aviviana Railway, the Mlebus Service, and the Pucellares, as well as the State Railways, all of which are more or less in operation and rely on the depot to a large extent for repairs and re-equipment. Though these undertakings are of a civil character, they all have a bearing on the working of the Port of Naples and other military establishments in the vicinity e.g. in the transport of workers and goods. By the requisitioning of the workshops the public services will unavoidably suffer. Any impairment of these repair services will handicap not merely civilian interests, but more significantly, the operations of Military and Naval units dependent upon civilian assistance.

4. The total number of employees in the workshops is normally about 320, directly employed by the company. The present number is slightly less than 100. With this staff, the execution of repairwork for the civil orders now in hand would take about 15 months to complete. With a view to reducing this period substantially the company has already arranged to increase the civil staff to 300, practically the same figure as their normal. Of the present employees (just under 100) about 40 are engaged on orders placed by the DMOE.

5. The G.O. 16 Base Workshops has stated to members of this Headquarters that for the carrying out of heavy electrical and mechanical repairs, it was his intention to use all the employees of the Company, and to clear out from the shops a proportion of the train cars and bodies now under repair in order to make more space available.

6. For these reasons it is requested that the Company be allowed to retain the sole use of one bay, now equipped with tramway tracks, in order that their repair operations be not completely suspended, as they are so vital to the needs of civil transportation. It is requested also that the company be given facilities to use certain equipment such as lathes, planers, grinders, drills, forge and other specialized equipment so that a certain amount of normal work

2. It is noted that in your letter of 20 May 44 (2038/42) to Director General, Military Railway Services, you stated that you would allow a limited amount of work being done for the railways to continue, and to further extend it, should this be necessary.

4. The total number of employees in the works ops is normally about 320, directly employed by the company. The present number is slightly less than 100. With this staff, the creation of repair works for the civil orders now in hand would take about 16 months to complete. With a view to reducing this period substantially the company has already arranged to increase the civil staff to 300, practically the same figure as their normal. Of the present employees (just under 100) about 40 are engaged on orders placed by the DMOG.

6. For these reasons it is requested that the Company be allowed to retain the sole use of one bay, now equipped with tramway tracks, in order that their repair operations be not completely suspended, as they are so vital to the needs of civil transportation. It is requested also that the company be given facilities to use certain equipment such as lathes, planers, shapers, drills, forgo and other specialized equipment so that a certain amount of normal work may go on. In this connection it should be possible to have the bay separated from the rest of the workshops by a rough wall or structure, together with, perhaps, a separate entrance, so that your control and security arrangements need not be prejudiced.

7. It is pointed out that ~~there~~^{the} is no alternative accommodation suitably equipped for this work, with turn tracks and mechanised plant as detailed above.

cc: S.C. Region III
Transportation Sub-Commission
Public Works & Transportation Sub-Commission, Economic Section
✓ D. S. ALBES
Colonel, C. B.
Executive Officer
J. Bruce Thompson, President, R.R.

CC2/gfh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/250/5

Date : 15 June 44

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

SUBJECT : "MATER" Repair Shop - Naples.

Under dates of 15 May and 4 June '44 General di Raimondo, Undersecretary of State for Italian Railways and Highways, advised us that British XVI Base Workshops were attempting to take over the above shop. The company is a co-operative electrical repair group which makes electrical and mechanical repairs for tramways, secondary railways and has lines in and about Naples. They also do some work in electric locomotives of Italian State Railways and is the only workshop of this kind in area.

When Allied Forces first came into Naples this company was the only one which could do many important jobs on Substation and power switching; Lt. Col. Hensley, of Region III states that this workshop is still rendering good service.

Currently, efforts are being made to get local street car-tramway-lines in service, to get workers to and from work on military jobs and relieve congestion on the trackless trolleys. There are many repair jobs on rolling stock and sub-station equipment which can only be handled in shop like "MATER".

Lt. Col. Hensley has had general direction of shop and states management has been most co-operative with both Allied military and ACC. In early phases, in November and December last, there were many requests to make or repair parts for military; these were all taken care of promptly. Later R.A.S.C. asked to use some facilities to make buckles for web equipment; this was granted. Subsequently another British unit asked for and was given space to make equipment boxes. All this military usage, incidentally, was accorded without compensation.

More recently XVI Base Workshops has been exerting all manner of pressure to take over "MATER" shop. It is stated that they want only "base" building and will not use, or immobilize, some of machinery. Their efforts to take over buildings are difficult to understand since it would appear there are other bare buildings available. This more so since, with move of battlefront many units, American and British, leave Naples.

It is understood that, in effort to advance their designs, XVI Base Workshops have pressed their appeal to high quarters, even including Major General Robertson, of AAI (Rear). It thus appears that presentation of ACC cause must be made on high level, probably by General Mason Macfarlane. It is strongly urged that this be done, since it would be fatal to progress of many transportation activities to destroy-or render unavailable-only repair facility.

In view of urgency of matter, it is requested that there be no delay in
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1. Under dates of 15 May and 4 June, 44 General di Raimondo, Undersecretary of State for Italian Railways and Highways, advised us that British XVI Base Workshops were attempting to take over the above shop. The company is a co-operative electrical repair group which makes electrical and mechanical repairs for tramways, secondary railways and has lines in and about Naples. They also do some work in electric locomotives of Italian State Railways and is the only workshop of this kind in area.

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4. Lt. Col. Hensley has had General direction of shop and states management has been most co-operative with both Allied military and ACC. In early phases, in November and December last, there were many requests to make or repair parts for military; these were all taken care of promptly. Later R.A.S.C. asked to use some facilities to make buckles for web equipment; this was granted. Subsequently another British unit asked for and was given space to make equipment boxes. All this military usage, incidentally, was accorded without compensation.

5. More recently XVI Base Workshops has been exerting all manner of pressure to take over "MATER" shop. It is stated that they want only "base" building and will not use, or immobilize, some of machinery. Their efforts to take over buildings are difficult to understand since it would appear there are other bare buildings available. This more so since, with move of battlefront many units, American and British, leave Naples.

6. It is understood that, in effort to advance their designs, XVI Base Workshops have pressed their appeal to high quarters, even including Major General Robertson, of MAI (Rear). It thus appears that presentation of ACC cause must be made on high level, probably by General Mason Macfarlane. It is strongly urged that this be done, since it would be fatal to progress of many transportation activities to destroy or render unavailable-only repair facility.

7. In view of urgency of matter, it is requested that there be no delay in presenting case for retention by present agency.

16 June


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

Encl Sec (In)
1446

In L.C.
S-4998

REF NO 6163

FROM : HQ ACC (REGION 3, ACC)

13 June 1944

RESTRICTED

ROUTINE

54023

POLETTI

TO : HQ AAI

ANSWERING YOUR WIRE QUEEN TWO THREE SEVEN SEVEN REGARDS MIKE ABLE TARE
EASY ROGER WORKS PD PAREN TO FILPOT FROM ABLE CHARLIE CHARLIE MAIN
FOR POLETTI FOR HENSLEY SIGNED MACFARLANE PAREN THIS OFFICE DOES
NOT WITHDRAW OBJECTIONS TO USE OF PLANT AS OUTLINED BY YOUR OFFICE PD
THIS MATTER HAS BEEN REFERRED TO HEADQUARTERS ABLE CHARLIE CHARLIE
IN SUPPORT OF OUR CONTENTIONS

Copies to: ACC Transportation
ACC Public Works & Utilities
Subcommission.

1655

1-13-6

L.T.MONTANT
2nd Lt., AGD,
Adjutant

COB/gfh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/250/3

Date : 10 June '44

TO : Lt. Col. L.E. Vinings, Director,
Transportation Sub-Commission, ACC.

SUBJECT : "MATER" Repair Shops.

1. In connection with file handed me regarding above. Talked to Capt. Hayes, P.A. to General Gray, D.G.M.R.S., who knew of case and suggested I come to his office and read file, which I did, reference to findings being noted later.

2. Found reference in files to Lt. Col. Hensley, Utilities, Region III AMR, and called him, getting further detail.

3. Then called XVI Base Workshops, Br. Ordnance. In absence of Col. Robertson - Commanding, spoke to Lt. Col. Langon, second in Command.

4. It appears situation can be briefly epitomized as follows :-

(a) M.A.T.E.R. is a Co-operative Company, organised to make electrical and mechanical repairs for tramways, secondary railways and bus lines in and around Naples. It also does electrical work for Italian State Railways. It is only shop of nature in area, equipped to do such work.

(b) When Allied Forces first came into Naples this was only shop which could do many important jobs of getting power sub-stations in service and it is currently only 'breakdown' protection for this important service. Demands may be few or they may be many a short time later.

(c) Lt. Col. Hensley had general direction of shop and states management has been most co-operative. He adds that in November and December there were many requests to make parts for Allied Military and these were all taken care of. Letter R.A.S.C. asked to use some facilities to make buckles, for repair to web equipment and this was granted. Subsequently another British unit asked to use space to make equipment boxes. All this military usage was accorded without compensation.

(d) It is highly desirable that local street car, or tramway service be re-established in and about Naples, particularly for transport of civilians to and from work at military and naval shops and depots. Re-establishment has been approved and is in progress. However, there are many repair jobs, on rolling stock and power stations, which must be done by MATER. If shop is not available there is no other facility available.

(e) There will be increasing need for shop as trackless trolley buses become older, with few replacement parts available - and no other repair shop.

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- (e) There will be increasing need for shop as trackless trolley buses become older, with few replacement parts available - and no other repair shop.
- (f) Information appears that XVI Base Workshops are endeavouring to get the plant, then practically use it on 'bare building' basis. This would mean that none of present MATER facilities would be available.
- (g) There can undoubtedly be found other bare buildings which could give as much or more floor space for the XVI shops, without destroying the value of what is manifestly a needed facility, one for which there is no alternative.

1634

(h) Lt. Col. Hensley feels, and we must concur with him, that MATER plant has become a football - the goal of XVI Workshops, who have set their mind on having it regardless of effect on other services. The XVI Workshops have been good 'advertisers' and have sold their desires in high quarters.

(i) In view of foregoing, and definite statements of General di Raimondo, in his letter of 15 May, it is urged that building be not taken over by XVI Workshops. It is believed that, with advance of many units to Rome and front north thereof there will now, or soon, be many other plants in Naples released, which the Workshops could use.

(j) It is suggested that Transportation Sub-Commission, AGC., refer matter to General Mason Macfarlane, through channels, for consideration of General Robertson.

C.G. BROWN,
Lieut-Colonel, AUS.
Deputy Director.,

0124
ba/DR



MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

Napoli, ~~Paris~~ 4 Giugno 1944

N

2496/0.1/3.0 Lgr

al N.

del

OGGETTO:

Officina "Mater".

All.

Al T.Col. L.E. Vining
Direttore Sottocommissione Trasporti

N A P O L I

A seguito e riferimento del foglio di questo Sottosegretariato n.2303/0.1/3 Segr. del 15 maggio informasi che, conformemente a quanto ha comunicato il Prefetto di Napoli, la requisizione della officina "Mater" dovrebbe essere effettuata dal Maggiore Morgen = XVI Base Workshops, Via Nuova Poggioreale 160, Napoli.=

IL SOTTOSEGRETARIO DI STATO

f.to ~ G. di Raimondo

1672

Ciamples, 4th of June 1944

File : 2496/0.1/3.0

Subject : Workshop "Mater"

To Lt. Col. L. E. Vining

With reference to our file n. 2303/0.1/3
of the 15th of May, we inform you that,
in conformity with the orders of Ciamples
Prefect, the requisition of workshop "Mater"
would be effected by Major Morgan = XVI
Base workshops, Ciamples, 150 Via Nuova
Soggiornale -

MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO

DIREZIONE GENERALE



Napoli, addì 15 Maggio 1914

N.° 2303 / 0.1/3.0 Scap

Al N.°

del

OGGETTO:

Officina "Motor".

ALLA COMMISSIONE ALLEATA DI CONTROLLO

Sottocommissione Trasporti Interni

e, per conoscenza:

AL MINISTERO DELLE COMUNICAZIONI = Geb. =

ALLA R. PREFETTURA di

NAPOLISALERNONAPOLI

- 1.= Trasmetto copia del foglio della R. Prefettura di Napoli n. 5903 in data 13 maggio, concernente la eventuale requisizione da parte dell'Autorità Alleata, della Officina in oggetto.
- 2.= Della Officina stessa si avvale, oltre le Società esercenti ferrovie secondarie, tranvie ed altri servizi di trasporti pubblici, anche l'Amministrazione delle FF. SS. per riparare motori ecc. necessari per l'esercizio a trazione elettrica delle linee elettrificate.
- 3.= Prego vivamente coteata Commissione di evitare che le officine vengano requisite, fermo restando che esse eseguano, nell'ordine di precedenza che potrà essere stabilito, i lavori che le FF. AA. Alleate intendono ad esse affidare per le proprie indiscutibili esigenze.
- 4.= Vi sarò molto grato di un cortese cenno di risposta.=

IL SOTTOSGREGARIO DI STATO

Napoli, addì 15 Maggio 1944

N. 2803 / 0.1 / 3.0 Scop

Al N.°

del

OGGETTO:

Officina "Water".

ALLA COMMISSIONE ALLEATA DI CONTROLLO

Sottocommissione Trasporti Interni

e, per conoscenza:

AL MINISTERO DELLE COMUNICAZIONI = Gab. =

ALLA R. PREFETTURA DI

NAPOLI

SALERNO

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- 3.= Prego vivamente cotesta Commissione di evitare che le officine vengano requisite, fermo restando che esse eseguano, nell'ordine di precedenza che potrà essere stabilito, i lavori che le FF. AA. Alleate intendono ad esse affidare per le proprie indiscutibili esigenze.
- 4.= Vi sarò molto grato di un cortese cenno di risposta.=

IL SOTTOSGREGARIO DI STATO

Indi Xerny

1850

Naples, 15 May 1943
N° 2303/0.1/3.0 Secy

Subject: "Mater" Repair Shops
To: In. Sub-Commission, ACC
and for knowledge of
The Ministry of Communications (Gabinet) Palermo
The Prefettura Naples

1. Attached herewith is copy of letter from the Prefettura of Naples N° 5903 dated 13 May, 1944, concerning the eventual or proposed requisitioning of the above repair shop by Allied Personnel.

~~2. The shop is being used by the various agencies of the secondary Rys; trams and other public transportation services, plus the I. S. R. for the repair of motors, etc., necessary for the operation of electric lines.~~

2. The shop is being used by the various agencies of the secondary Rys; trams and other public transportation services, plus the I. S. R. for the repair of motors, etc., necessary for the operation of electric lines.

3. It is respectfully requested that you try to ~~stop~~ prevent the shop from being requisitioned, with the understanding that work which the Allies may desire done be given preference as may be established.

4. I will be very grateful for your answer on the matter.

The Undersecretary of State
Signed/DI "aimondo"

DE COPIA

REGIA PREFETTURA DI NAPOLI
Divisione Gabinetto

N. di prot. 5903

Napoli, li 13 Maggio 1944

OGGETTO: Comune di Napoli - Officine "Mater" - Requisizione da parte dei Comandi Inglesi.

A S.E. IL GENERALE DI RAIMONDO
Sottosegretario alle Comunicazioni

NAPOLI

La Società "Mater" ha in concessione dell'Azienda Autofilotramviaria del Comune di Napoli le officine alla Croce del Lago e prevede, oltre che alla riparazione delle vetture, costruzione pezzi di ricambio e riparazione motori per l'azienda anzidetta, anche ai lavori similari occorrenti a tutte le altre società di pubblici trasporti di Napoli, come Cumana, Circumvesuviana, Tramvie Provinciali, nonché alla riparazione dei motori per la Società Elettrica della Campania.

E' l'unica officina del genere esistente, e, se venisse a mancare rimarrebbero compromessi tutti i servizi di pubblici trasporti della Provincia di Napoli.

Ora, mi è stato segnalato, che è intenzione dei Comandi Inglesi di requisire per loro uso militare le officine in questione.

Poichè con ciò ne conseguirebbe danno notevolissimo ed irreparabile ai servizi pubblici di trasporto dell'intera Provincia di Napoli, prego vivamente l'E.V. di voler spiegare tutto il suo autorevole interessamento onde evitare la minacciata requisizione.

Per opportuna conoscenza dell'E.V. informo che anche il Commissario Regionale Colonnello Poletti si sta interessando della questione nel senso sopraindicato.

Vivamente grato ringrazio

IL PREFETTO 18.8
r.to Selvaggi



Napoli, 11 13 Maggio 1944

OCCETTO: Comune di Napoli - Officine "Meter" - Requisizione da parte dei Comandi Inglesi.

A S.E. IL GENERALE DI RAIMONDO
Sottosegretario alle Comunicazioni

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Vivamente grato ringrazio

IL PREFETTO 18.3
r.to Selvaggi



0131