

ACC

AC/279/TN4

10000/140/2876

ME
NOV.

04

10000/142/2376

MEETINGS MONTHLY WITH
NOV-DEC. 1944 MRS. ON REHABILITATION

Subject : Repairs to wagons by Private Firms

Military Railway Service
CMF
Tele: Firebox 52
Outside Line 843867
Tn.A.3(M)/60
26 Nov. 44

To: - MRS

Chief Commissioner AC

1. With reference to para 13 of the Minutes of the Meeting held at HQ MRS on 22 Nov. 44 (TN.A.1/199 of 23 Nov 44), a subsidiary meeting was held on 25 Nov 44 at 11.30 hrs in the office of Lt Col LINDBERGH AC to discuss procedure in dealing with wagon repairs done by private firms on behalf of the ISR.

2. The following were present:

Lt Col LINDBERGH	-	AC
Lt Col TOPHAM	-	MRS
Major STREET	-	AC
Sgt PALMERIO	-	ISR

3. It was pointed out that prior to Allied Occupation a fair percentage of rolling stock repairs was farmed out by the ISR to private contractor firms who had facilities for doing them. In addition, a considerable number of spare parts were also so obtained. It was noted that it was desirable to recommence this policy as far as possible in order to augment the production from the ISR's own shops. At the same time, any shop not strictly under railway control automatically fell under the auspices of the Director of Works and it was necessary to obtain his sanction before any work of the above nature could be carried out.

4. The following procedure was therefore decided upon: **2548**

- (a) When either MRS, AC or the ISR consider it desirable that a specific private firm should carry out rolling stock repairs or manufacture of spare parts, MRS and the ISR will first of all consult mutually on the subject.
- (b) MRS will then consult the Director of Works in order to obtain his sanction.

Tn.A.3(M)/60

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(b) MRS will then consult the Director of Works in order to obtain his sanction.

(c) Once this sanction has been obtained, MRS will inform AC, who will then make the necessary arrangements with the ISR to place the contract.

5. As regards materials, it was most improbable that any of these private firms could be assisted by MRS in basic materials as these were strained to the utmost in keeping ISR shops supplied. The ISR would, however, doubtless be able to assist with spare parts from demolished and scrap stock.

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Sheet 2

6. AD TN (Mech) MRS desired to receive a fortnightly list showing the quantity of wagons of different types that had been repaired during that period in each shop, differentiating between those repaired normally and those put into service for the first time (recovered).

7. Upon receiving the approval of DMRS and the Chief Commissioning AC to these subsidiary minutes, copies would be sent to ISR, D Works AFHQ and D Works AAI.

Lt Col RE
AD TN(M) MRS

Lt Col
Director TN Sub-Comm AC

249/6

2nd copy

Rome 4 December 1944
ICC/1581/S

Subject:

Rehabilitation and maintenance of
railway lines

General Direction M.R.S.
Building

Allied Commission
Transportation Subcommittee

Re me

1) This Direction received the minutes of the meeting held at the Military Railway Service H.Q. at 1500 hrs. - November 22 and quite agrees with what settled. Suitable dispositions have been issued by letter, same file dated 4 December, to the Central Services and to the Compartimenti Offices; we transmit herewith a copy for information.

2) For a better direction of these offices and a more careful distribution of the competencies, it should be advisable, however, that the lines of the Railway not of the liberated areas would be classified in detail, in order to settle the priorities, which in said minutes are classified as of first, second and third grade.

In fact, while for the lines of first priority we may, in a way, relate to those that contemporaneously to the displacement of the battle front, are added to those of the liberated areas and for which the M.R.S. takes care of all the initiatives regarding urgent works, on the contrary, for the lines of the second and third priority some doubt might arise, as this Direction has no elements to decide which are of a pre-eminent military interest and, when so declared, if they should keep this character following to the development of war events. It is necessary that this matter be made clear and defined, also to allow the development of the initiatives, that our offices have to care for, in order to cooperate in the best way

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said, you could periodically communicate ^{us} the changes that the military situation or the requirements of war supplies might suggest.

This is of a special importance for the lines of the second priority, for which there are two different phases and for the second one, ^{the} I.S.R. are bound to undertake the initiative and responsibility concerning the maintenance and improvement works required to settle in the best way the lines and to increase their efficiency.

3) Besides, in order to get a better and closer cooperation among this Direction, the M.R.S. and A.C., it should be necessary that, monthly, the said Commission would communicate us, about what concerns the resources of the Country, the quantity and quality of materials which might be available for this Administration for the following month, especially for the most common commodities as: coal, fuel, cement and similar, bricks, timber, glasses, rolled irons, copper or aluminium conductors in ropes or wires, carbide of calcium, cast iron lingots, minium and varnishes, tar and isolating mixture, transformers and switches oil, oxygen in cylinders, paraffine, lead, resin for bakelite, half dry cells, electric bulbs and lamps holders, bronze wires, iron wire and ropes, insulators and insulator-holders, electrodes for welding.

4) The above data, which would obviously serve as mere information, and as such might be -- if necessary -- modified, would neither come across with the agreements taken on the matter, nor infringe the particular procedure fixed for the approval of the works. The data furnished by said Commission would facilitate the balance of the proposals and of the projects with the actual availabilities at hand; they would allow a more exact graduation about the urgency of the required works, and finally a better control about the actual progress of the very works through the survey of the available and the used materials.

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Perhaps, in this connection, it should be still more useful that on giving the data of the available quantities of materials, also the names of the supplying firms and the location of the materials should be indicated.

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5) We point out again that the above data should have neither a defined nor a binding character, and that by the allotments of materials, the uncontested priority should always be given to the works connected with military lines or with military requirements. This might be easily secured through the agreements which are to be taken - for each job - with the very Commission and with the Military Railway Service.

The General Director

2544

Translation

Ministry of Communications
I.S.R. General Direction

Rome December 1944
IOGA/1561/S

Capit. Compartimento

Chiefs of Services
Building

Subject:
Re-operation and maintenance
of Railway lines

Attached 2

In order to settle more clearly tasks and responsibilities concerning reoperation and maintenance of the railway system lines among the various operating bodies such as I.R.S., M.R.S., A.C., the Hq. of I.R.S. pointed out what results by letter dated 21 Nov. 1944, file TNA 1/176, herewith attached in copy.

On the same matter, on 23 Nov. 1944, a meeting has been held of the above said bodies' representatives, and the decisions result by the minute, herewith attached (2) in copy. The following decisions have been taken:

Concerns of the works

1) Main works to re-open lines to military traffic.
These works concern exclusively the M.R.S. and they are outlined as priority 1-

2) Works to improve and reinforce the above said lines - priority 2
They are divided in two ranks:

a) improvement and reinforcement works being more urgent, generally required as soon as the lines are opened to assure a continuous military traffic and increase it according to military exigencies.

said works concern I.R.S.

b) improvement works directed to have a better settlement of plants buildings and masonries on these lines, as for instance, covering of sheds, depots, shops, repair of station buildings, tunnels, bridges (in order to avail metallic girders eventually used or to better secure their reinforcement). These works concern I.S.R. after previous agreement with A.C.

3) Works to re-open lines to civil traffic. They concern I.S.R. after previous agreement with A.C. and are outlined as priority 2.
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Initiatives, projects and carrying out of works.
The initiative concerning works whereof para 1 will be taken by MRS, which will provide by their means and under their responsibility. The initiative and responsibility concerning works whereof para 2 a) will also be taken by M.R.S. As for the works, whereof para 2 b), the initiative must be taken as soon as possible by I.S.R. in agreement with A.C. even if the works whereof para 1) have not yet been completed. All projects concerning these works are to be submitted to H.O. M.R.S. to receive technical approval and must show which

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This will be provided by A.C., upon an enquiry on their availability.

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In short, the I.S.R. submit their projects to A.C., to be submitted to M.R.S. for the approval; the H.Q. of M.R.S. will request the A.C. for such works as believed necessary to be carried out to make available military means which might be somewhere required.

This will be provided by A.C., in agreement with I.S.R. These works will be performed under full responsibility of M.R.S. too, excepting those concerning areas, as, for instance, Reggio Calabria Comartimento, where the whole railway operation is under A.C. control. As for the works, whereof para 3, any initiative is to be taken by I.S.R. which, in agreement with A.C., will furnish relative projects and programmes. Said projects, together with a list of needed materials, will be submitted to M.R.S. for necessary control upon our stocks through which it must be provided with priority to carry out works whereof former paras. Also for the works, whereof para 2 b), I.S.R. submit their projects to A.C., to be submitted to M.R.S. for the approval.

As for all these lines, including those not yet re-opened to traffic, as they are not considered as having any military concern, it must be provided to fit up, as soon as possible, the projects concerning works to be carried out to re-operate said lines, showing required materials. These projects are to be submitted to me, for each line, together with a report on the general conditions of each line, chiefly concerning plants, buildings, materials, machineries, - their importance on regard of country and war economy, recoveries which can be made by re-operating these lines, connections to be made between lines having military importance.

Commercial and industrial activities which can be admitted in the Nation's life by re-operating the railway communications are to be noted, as well as local activities which cannot be transferred elsewhere but are to be available on the spot only.

The central services will give dependant offices the most complete technical assistance on this regard, and, together with the Capi Comartimento, they will be responsible for the quickest preparation of the proposals.

During the above mentioned meeting the M.R.S. requested that the following works be given absolute priority:

- a) Reconstruction of the Ortona-Ancona line, including settlement of double track between Rome and Orte;
- b) reconstruction of the Pisa-Empoli-Florence line;
- c) reconstruction of the Arezzo-Florence line;
- d) reconstruction of double track between Valmontone and Km. 63 + 867 on the Rome Napoli via Cassino line and re-operation of the Rome Genoa via Terricola section, on the Rome-Formia-Naples line.

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secondary importance.

and are to be avoided on the spot only.

of the proposals.

ing works be given absolute priority: including settlement of

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constituted more than a half of the military interest.

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Such works are not carried out by MRS, due to their exigencies and equipment.

It is therefore necessary that, according to what has been stated for works whereof para 2 b), our offices take all the initiatives, considering that those premises are first to be restored, which mostly concern the railway operation or personnel. Also the works whereof purpose is to avoid further damages to the existing structures are to be carried out. Furthermore, it has been requested that during the winter first-aid means are to be located at certain localities, where they can be quickly supplied, on those spots of military lines where works can be urgently required due to interruptions or other causes. Said means should consist of workers, tools, equipment required for said works, as well as foodstuffs required for one or more meals of the personnel being out of their residence.

I am awaiting proposals on the matter by the Cayi Compartimento.

In order to make a positive effort to carry out all these reconstruction works, projects and proposals are to be sent to this General Direction, which will get in touch with A.C. and M.R.S.

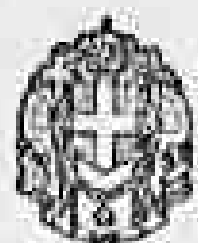
Eventual and more detailed agreements on this matter will be furtherly communicated.

Please note this letter and confirm.

Director General
signed Di Rainondo

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MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma 4 DIC 1944 194 - A.

N. ICCA/1561/9

Al N. _____ del _____

OGGETTO

Riattivazione e manuten-
zione linee ferroviarie.

→ DIREZIONE GENERALE M.R.S. = S E D E

Commissione Alleata
Sottocommissione Trasporti

R O M A

ALLEGATO N. 1

Via Veneto

1) - Questa Direzione ha ricevuto il verbale della riunione tenuta al Quartiere Generale del Servizio Ferroviario Militare Alleato alle ore 15 del 22 novembre c.a. e si dichiara inteso di quanto è in esso contenuto.- Al riguardo sono state impartite ai Servizi Centrali ed agli Uffici Compartimentali le disposizioni del caso con lettera p.n. in data 4 dicembre c.a. che si trasmette per opportuna conoscenza.

2) - Per un migliore orientamento di questi uffici e per una più esatta ripartizione delle singole competenze sarebbe però opportuno che venissero nel dettaglio classificate le linee della Rete del territorio liberato, agli effetti di quelle priorità che nel noto verbale vengono classificate di primo, secondo e terzo grado.

In effetti, mentre per le linee della priorità prima ci si può in qualche modo riferire a quelle che contemporaneamente allo spostamento del fronte di battaglia vengono ad aggiungersi a quelle del territorio già liberato e nei confronti delle quali il Military Railway Service prende tutte le iniziative per i primi lavori, per le linee delle due priorità seconda e terza può sorgere qualche dubbio, non avendo questa Direzione elementi propri per decidere quali di esse sono di preminente interesse militare e se una volta dichiarate tali, con-

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tinuano a conservare tale carattere con lo svolgersi del tempo e degli eventi bellici. La cosa sembra che vada chiarita e definita anche per consentire quello svolgimento di iniziative che i nostri uffici devono prendere per cooperare nel miglior modo e con tutte le proprie energie allo sforzo bellico alleato. Anzi sommamente utile sarebbe che, una volta classificate le linee nel senso indicato ci venissero periodicamente comunicate le variazioni che la situazione militare o dei rifornimenti bellici dovesse richiedere.

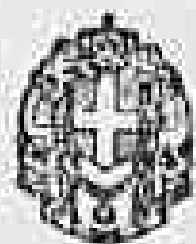
La cosa ha peculiare importanza per le linee di cui la priorità 2^a per le quali si sono distinte due fasi e nella seconda di esse si è fatto obbligo alle F.S. di assumere le iniziative e le responsabilità relative ai lavori di manutenzione e di miglioramento che servono a dare alle linee stesse la migliore sistemazione e ad aumentarne la potenzialità.

3) - Sempre ai fini di una migliore e più intima collaborazione fra questa Direzione, quella del M.R.3. e Commissione Alleata sarebbe necessario che, mese per mese, l'anzidetta Commissione facesse conoscere, per quanto attiene alle risorse del Paese, la qualità e la quantità dei materiali che possono essere messi a disposizione di questa Amministrazione nel mese successivo, per quanto riguarda le voci di più comune impiego quali ad esempio carbone, carburante, leganti, laterizi, legnami, vetri, ferri profilati, conduttori in rame ed in alluminio in corde e fili, carburato di calcio, ghisa in pani, minio e vernici, miscela catramosa ed isolante, olio per trasformatori ed interruttori, ossigeno in bombole, petrolio, piombo, resina per batterie, pile semiseccche, lampadine elettriche e portalampe, fili di bronzo, filo e corde di ferro, isolatori e portaisolatori, elettrodi per saldature.

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MINISTERO
DELLE COMUNICAZIONIFERROVIE DELLO STATO
DIREZIONE GENERALE

N.

Al N.

del

OGGETTO

ALLEGATO N.

4) - Con tali segnalazioni che avrebbero naturalmente valore di massima e potrebbero come tali essere considerate soggette a variazioni se ciò per eventi non previsti ~~sarebbe~~ necessario, non si verrebbero a contrastare nè gli accordi che sull'argomento sono stati presi, nè ad infirmare le particolari procedure stabilite per l'approvazione dei lavori. Le indicazioni richieste alla Commissione avrebbero il grande vantaggio di adeguare proposte e progetti alle effettive possibilità del momento, di formulare con maggiore precisione una graduatoria di urgenza dei lavori da farsi, di controllare meglio l'effettivo svolgimento dei lavori stessi, attraverso le disponibilità offerte e quelle utilizzate.

Anzi, a tale riguardo sarebbe ancora più utile che, nelle comunicazioni relative ai quantitativi di materiali disponibili, venissero anche precisati i nominativi delle Ditte interessate a fornirli e le località di giacenza.

5) - Si ripete che alle comunicazioni in parola non verrebbe dato nessun carattere tassativo ed impegnativo e che nella destinazione dei materiali i lavori interessanti linee militari o rispondenti ad esigenze militari avrebbero sempre l'indiscusso carattere di precedenza, cosa sempre possibile a controllarsi attraverso gli accordi che, lavoro per lavoro, dovranno essere presi con la stessa Commissione e con il Military Railway Service.

IL DIRETTORE GENERALE

2539

Indi Ramonide

Roma 4 Dicembre 1944

MINISTERO DELLE COMUNICAZIONI
Ferrovie dello Stato
Direzione Generale

ICCA/ 1561/9

+++++

CAPI COMPARTIMENTO = TUTTI
CAPI SERVIZIO = SEDE

OGGETTO

Riattivazione e manutenzione linee ferroviarie.

La Direzione Generale del Servizio Ferrovie Militare per definire più chiaramente compiti e responsabilità nella riattivazione e manutenzione delle linee ferroviarie della Rete fra i diversi organi chiamati ad operare queste le Ferrovie dello Stato, il Servizio Ferrovie-

Alleg. 2

rio Militare Alleato, la Commissione Alleata mi ha fatto presente quanto risulta dalla lettera T.N.A.L./176 in data 21 novembre c.a. che trasmetto in copia allegato 1) alla presente.

Sull'argomento è stata poi tenuta una riunione fra i rappresentanti dei tre organi suindicati il giorno 23 novembre c.a. ed è stato concluso quanto risulta dal verbale di cui pure si acclude copia alla presente, allegato 2).

In sostanza viene stabilito quanto appresso:

COMPETENZA DEI LAVORI

- 1°) - Lavori essenziali per la riapertura delle linee al traffico militare.
Questi lavori vengono dichiarati di competenza esclusiva del Servizio Ferroviario Militare e costituiscono la così detta Priorità 1).
9508
- 2°) - Lavori di miglioramento e di consolidamento delle linee di cui sopra. Priorità 2).
Vengono alla loro volta suddivisi in due categorie:

CAP. COMPARTIMENTO = TUTTI
CAP. SERVIZIO = SEDE

OGGETTO

Riattivazione e manutenzione linee ferroviarie.

La Direzione Generale del Servizio Ferroviario Militare per definire più chiaramente compiti e responsabilità nella riattivazione e manutenzione delle linee ferroviarie della Rete fra i diversi organi chiamati ad operare quali le Ferrovie dello Stato, il Servizio Ferroviario Militare Alleato, la Commissione Alleata mi ha fatto presente quanto risulta dalla lettera T.N.A. 1/176 in data 21 novembre c.a. che trasmetto in copia allegato 1) alla presente.

Alleg. 2

Sull'argomento è stata poi tenuta una riunione fra i rappresentanti dei tre organi suindicati il giorno 23 novembre c.a. ed è stato concluso quanto risulta dal verbale di cui pure si acclude copia alla presente, allegato 2).

In sostanza viene stabilito quanto appresso:

COMPETENZA DEI LAVORI

- 1°) - Lavori essenziali per la riapertura delle linee al traffico militare.
Questi lavori vengono dichiarati di competenza esclusiva del Servizio Ferroviario Militare e costituiscono la così detta Priorità 1).
- 2°) - Lavori di miglioramento e di consolidamento delle linee di cui sopra. Priorità 2).

Vengono alla loro volta suddivisi in due categorie:
a) - Lavori di miglioramento e di consolidamento o aventi carattere di maggiore urgenza e che in genere si manifestano non appena aperte le linee per garantire la continuità del traffico militare ed aumentarlo di quel tanto che occorre per soddisfare le esigenze militari. Essi sono di competenza del Servizio.

e.b

vio Ferroviario Militare;

b) - Lavori di miglioramento intesi a dare una maggiore e migliore sistemazione ai fabbricati, agli impianti ed alle opere in genere di queste linee: ad esempio apertura rimesse, depositi, officine, sistemazione fabbricati viaggiatori, gallerie, ponti (allo scopo di rendere disponibili le travate metalliche eventualmente impiegate o per provvedere a strutture più sicure o permanenti). Sono di competenza delle Ferrovie dello Stato previe intese con la Commissione Alleata.

99) - Lavori per la riapertura delle linee al traffico civile.

Sono di competenza delle Ferrovie dello Stato previe accordi con la Commissione Alleata e costituiscono la coal detta Priorità 3).

INIZIATIVE, PROGETTI E CONDOTTA DEI LAVORI

- Per i lavori di cui il precedente punto 1°) il Servizio Ferroviario Militare si riserva tutte le iniziative del caso e provvede con i propri mezzi, assumendosi ogni responsabilità.

- Per i lavori di cui il precedente punto 2 a) il Servizio Ferroviario Militare si riserva pure ogni iniziativa e responsabilità.

- Per i lavori di cui è detto sub 2 b) spetta alle Ferrovie dello Stato d'accordo con la Commissione Alleata di prendere, appena possibile, le iniziative del caso, anche senza attendere che siano ultimati i lavori di cui è detto al precedente punto 1). Tutti i progetti relativi a tali opere dovranno essere sottoposti alla Direzione del S.F.M. per l'approvazione tecnica e dovranno specificare per quali materiali e quali mezzi si rende necessaria l'assistenza dello stesso S.F.M.. A ciò provvederà l'A.C. dopo esame delle possibilità proposte. In definitiva le P.S. presentano le loro proposte alla C.A.

questa e sua volta le sottopone allo S.F.M. per l'approvazione. A sua

in genere di queste linee: ad esempio: copertura rimessa, depositi, officine, sistemazione fabbricati viaggiatori, gallerie, ponti (allo scopo di rendere disponibili le travate metalliche eventualmente impiegate o per provvedere a strutture più sicure e permanenti). Sono di competenza delle Ferrovie dello Stato gravi intese con la Commissione Alleata.

3°) - Lavori per la riapertura delle linee al traffico civile.

Sono di competenza delle Ferrovie dello Stato previsti accordi con la Commissione Alleata e costituiscono la così detta Priorità 3).

INIZIATIVE, PROGETTI E CONDOTTA DEI LAVORI

- Per i lavori di cui il precedente punto 1°) il Servizio Ferroviario Militare si riserva tutte le iniziative del caso e provvede con i propri mezzi, assumendosi ogni responsabilità.

- Per i lavori di cui il precedente punto 2 a) il Servizio Ferroviario Militare si riserva pure ogni iniziativa e responsabilità.

- Per i lavori di cui è detto sub 2 b) spetta alle Ferrovie dello Stato d'accordo con la Commissione Alleata di prendere, appena possibile, le iniziative del caso, anche senza attendere che siano ultimati i lavori di cui è detto al precedente punto 1). Tutti i progetti relativi a tali opere dovranno essere sottoposti alla Direzione del S.F.M. per l'approvazione tecnica e dovranno specificare per quali materiali e quali mezzi si rende necessaria l'assistenza dello stesso S.F.M.. A ciò provvederà l'A.C. dopo esame delle possibilità proprie. In definitiva le F.S. presentano le loro proposte alla C.A.

questa a sua volta le sottopone allo S.F.M. per l'approvazione. A sua volta la Direzione Generale dello S.F.M. provvederà di sua iniziativa a richiedere alla C.A. quei lavori che ritiene necessari far eseguire per rendere disponibili mezzi di carattere strettamente militare il cui impiego fosse richiesto altrove. La Commissione Al-

- 3 -

lastrati provvederà d'accordo con la Ferrovia dello Stato. Anche questi lavori dovranno svolgersi sotto la completa responsabilità del S.F.M. ed ecc. ecc. di quelli interessati zone (come il Compartimento di Reggio C.) dove tutto il controllo del servizio ferroviario è stato assunto dalla Commissione Alleata.

Per i lavori di cui è detto al precedente punto 3) spetta alle F.S. di prendere ogni iniziativa al riguardo d'accordo con la Commissione Alleata provvedere ai progetti e programmi relativi. I progetti stessi sempre corredati da un elenco dei materiali all'uopo necessari dovranno essere comunicati al S.F.M. per il controllo dell'impiego delle nostre scorte alle quali spetta in primo luogo il compito di venire in contro alle necessità dei lavori dei precedenti punti. Analogamente e quanto è detto per i lavori di cui il punto 2 b) le F.S. presentano le loro proposte alla C.A.; questa a sua volta, le sottopone allo S.F.M. per l'approvazione.

Per quanto riguarda queste linee che comprendono, fra l'altro, tutte quelle ancora chiuse all'esercizio, perchè non dichiarate finora di interesse militare, occorre che siano allestiti al più presto i progetti relativi alle opere da eseguire per permettere la riattivazione, con tutte le indicazioni relative ai fabbisogni dei materiali. Questi progetti debbono essermi presentati linea per linea con una relazione sullo stato generale di ciascuna di esse, specie per quanto attiene allo stato di conservazione dei vari impianti, fabbricati, materiali, macchinari ecc., all'importanza di esse nel quadro dell'economia del paese e di quella di guerra, ai recuperi che, con la ripresa del servizio in genere e della circolazione in particolare, si possono effettuare, ai collegamenti che con esse si possono stabilire fra le stesse linee di interesse militare. In particolare evidenza devono essere messe quelle attività commerciali ed industriali che, con la ripresa delle comunicazioni, possono dare un contributo alla forza viva della Nazione.

ne il Compartimento di Reggio C.) dove tutto il controllo del servizio ferroviario è stato assunto dalla Commissione Alleata.

- Per i lavori di cui è detto al precedente punto 3) spetta alla F.S. di prendere ogni iniziativa al riguardo d'accordo con la Commissione Alleata provvedere ai progetti e programmi relativi. I progetti stessi sempre corredati da un elenco dei materiali all'uopo necessari dovranno essere comunicati al S.F.M. per il controllo dell'impiego delle nostre scorte alle quali spetta in primo luogo il compito di venire in contro alla necessità dei lavori dei precedenti paesi. Analogamente a quanto è detto per i lavori di cui al punto 2 b) la F.S. presenterà le loro proposte alla C.A. a questa, a sua volta, le sottopone allo S.F.M. per l'approvazione.

Per quanto riguarda queste linee che comprendono, fra l'altro, tutte quelle ancora chiuse all'esercizio, perchè non dichiarate finora di interesse militare, occorre che siano all'estiti al più presto i progetti relativi alle opere da eseguire per permettere la riattivazione, con tutte le indicazioni relative al fabbisogno dei materiali. Questi progetti debbono essermi presentati linea per linea con una relazione sullo stato generale di ciascuna di esse, specie per quanto attiene allo stato di conservazione dei vari impianti, fabbricati, materiali, macchinari ecc., all'importanza di esse nel quadro dell'economia del paese e di quella di guerra, al recupero che, con la ripresa del servizio in genere e della circolazione in particolare, si possono effettuare, ai collegamenti che con esse si possono stabilire fra le stesse linee di interesse militare. In particolare evidenza devono essere mosse quelle attività commerciali ed industriali che con la ripresa delle comunicazioni ferroviarie possono essere innesse nelle forze vive della Nazione, nonché quelle attività locali che non è possibile convogliare altrove ma che si prestano soltanto ad essere utilizzate sul posto. I Servizi Centrali daranno agli Uffici periferici la più completa

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assistenza tecnica al riguardo e con i Capì Compartimento mi riap-
deranno del più sollecito approntamento delle proposte in parola.

Nella riunione alla quale si è accennato lo S.F.M. ha chiesto
che sia provveduto con la massima sollecitudine, ai lavori sottoindi-
cati in ordine di precedenza:

- a) - ricostruzione della Ortona-Ancona comprendente in questo la-
voro anche il raddoppio del binario fra Roma ed Orte;
- b) - ricostruzione della linea Pisa-Empoli-Firenze;
- c) - ricostruzione del tratto di linea Arezzo-Firenze;
- d) - ricostruzione del doppio binario fra Valmontone ed il Km. 65+887
della Roma-Napoli via Cassino e riattivazione del tronco di
linea Roma-Campoleone via Torricola della Direttissima Roma-

Napoli.

Trattandosi di lavori aventi prevalente carattere ed interesse
militare essi non ^{essenziale} ~~sono~~ ^{tra} ~~quelli~~ di cui è detto al punto 2 b) ed oc-
corre quindi disposizioni di dettaglio del caso, anche in relazione
vori darà le disposizioni di dettaglio del caso, anche in relazione
ai precedenti delle relative pratiche ed alle opere che sono già sta-
te eseguite, specie per quanto attiene ai lavori del punto d) che do-
vranno essere conioiti e termine con la maggiore possibile sollecitu-
dine.

Richiamo particolare attenzione sui lavori di ricostruzione dei
fabbricati viaggiatori e posti di servizio nelle stazioni di linee
di interesse militare. Il Servizio Ferroviario Militare per le sue
esigenze e la sua attrezzatura non provvede nè all'atto dell'apertu-
ra, nè dopo, a questo genere di lavori.

Occorre perciò che conformemente a quanto è detto per i lavori
sub 2b) i nostri uffici prendano tutte le iniziative al riguardo te-
nendo presente che in un primo tempo vanno assestati e sistemati quel-
locali che sono di preminente interesse per lo svolgimento della cir-

cati in ordine di precedenza:

- a) - ricostruzione della Ortona-Ancona comprendente in questo lavoro anche il raddoppio del binario fra Roma ed Orte;
- b) - ricostruzione della linea Pisa-Empoli-Firenze;
- c) - ricostruzione del tratto di linea Arezzo-Firenze;
- d) - ricostruzione del doppio binario fra Valmontone ed il Km. 65+067 della Roma-Napoli via Cassino e riattivazione del tronco di linea Roma-Campoleone via Torricola della Direttissima Roma-Napoli.

Trattandosi di lavori aventi prevalente carattere ed interesse militare essi sono ^{essenzialmente} ~~essenzialmente~~ quelli di cui è detto al punto 2 b) ed occorre quindi disciplinarli come è stato detto sopra. Il Servizio Lavori darà le disposizioni di dettaglio del caso, anche in relazione ai precedenti delle relative pratiche ed alle opere che sono già state eseguite, specie per quanto attiene ai lavori del punto d) che dovranno essere condotti a termine con la maggiore possibile sollecitudine.

Richiamo particolare attenzione sui lavori di ricostruzione dei fabbricati viaggiatori e posti di servizio nelle stazioni di linea di interesse militare. Il Servizio Ferroviario Militare per le sue esigenze e la sua attrezzatura non provvede nè all'atto dell'apertura, nè dopo, a questo genere di lavori.

Occorre però che conformemente a quanto è detto per i lavori sub 2b) i nostri uffici prendano tutte le iniziative al riguardo tenendo presente che in un primo tempo vanno assestati e sistemati quei locali che sono di preminente interesse per lo svolgimento della circolazione o servono per il ricovero del personale, ridotto allo stato indispensabile. Naturalmente vanno seguite anche tutte quelle opere dirette allo scopo di impedire danni ulteriori alle strutture rimaste in piedi.

/.

E' stato pure richiesto che durante i mesi invernali siano organizzati in determinate località da stabilirsi mezzi di pronto soccorso da far affluire rapidamente in corrispondenza di quei punti delle linee di interesse militare, dove si manifestassero interruzioni o comunque urgenza necessità di lavori. Questi mezzi dovrebbero riguardare personale, attrezzi, equipaggiamenti, necessari per i lavori stessi, nonché viveri sufficienti per uno o più posti fuori residenza del personale all'uopo utilizzato. Attendendo al riguardo concrete proposte da parte dei Capi Compartimenti.

Per dare il più attivo e nello stesso tempo più coordinato impulso alle opere tutte di ricostruzione, progetti e proposte in merito ai lavori di cui è detto sopra devono essere inoltrate a questa Direzione Generale alla quale spetta il compito di provvedere alle intese del caso colla Commissione Alleata e col Servizio Ferroviario Militare.

Si farà seguito per comunicare eventuali più dettagliati accordi che dovessero essere presi sull'argomento.

Prego prendere accurata nota della presente e confermare.

IL DIRETTORE GENERALE

Lydia Kaimowitz 2536

BEST COPY POSSIBLE

ACP/ag

279/5

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

18 December 1944

Tel: 843207
Our reference: AC/Tn/279/

TO : Brigadier Waghorn.

SUBJECT: Agenda for Rehabilitation Meeting No 2.

1. Transportation Sub-Commission desire a clarification of the position in regard to existing contracts taken out by MRS.
2. AC *feds* that existing MRS contracts should be concluded by MRS, to avoid duplication and confusion, and that AC will deal with all new contracts covered by minute 5 of Meeting No 1 held 23rd November 1944.

OL
O.H. LINDBERG,
Lt. Col., R.E.,
Chief, Rail Section.

2535.

279/4

Military Railway Service,
Italy.

Subject: Railway Rehabilitation.
Meeting No. 2 at H.Q.,
M.R.S., Italy.

Tel: Firebox 74.
Outside Line 843053

TN.A. 1/204.

12 Dec. 44.

To:-

General di Raimondo.

Merritt H. Taylor, Esq.

Col. J. Ratter.

A.L. Villa, Esq.

Lt.Col. O.H. Lindberg, R.E.

Lt.Col. W.P. Wilson, U.S.A.

Lt.Col. W.L. Topham, R.E.

Lt.Col. R.E. Ceward, R.E.

Lt.Col. L.C. Pannell, R.E.

Lt.Col. R.P. Moss, U.S.A.

1. The second Meeting will take place at H.Q., M.R.S.
at 1030 hours, 22nd December, 1944.

2. Please forward by 18 Dec. details of matters
you wish included in the Agenda.

(B.A. SPEIGHT)

for Brigadier,
Director, Military Railway Service. 2534

CAPT A.C. PINK
T.N.S.A. COMMISSION
A.C.

279/2

ATTACH to
Minutes of
Meeting
Karpas meeting

Subject: Minutes of Meeting
held at H.Q., M.R.S.
It was at 1500 hrs on
22 Nov. 44.
Ref. TN.A.1/199.

Military Railway Service,
Italy.
Tel: Firebox 49.
Outside Line 843332.
TN.A.1/199.
1 Dec. 44.

To: - All concerned.

The following amendment to Minutes of Meeting referred to above is circulated for information.

Para. 12. Cancel whole paragraph and amend as follows:-

"Mr. Taylor raised the point that many of I.S.R. H.Q. staff in Rome were handicapped by lack of travel facilities. He undertook to procure three buses from Sicily with tires and it was the consensus of opinion that petrol would be obtainable.

Brig. Waghorn was of the opinion that the whole question of M.T. for the I.S.R. needed investigation. The position was that the Italian Government had the power to requisition cars for the purpose and A.C. undertook to lend them assistance in this connection.

Gen. di Raimondo agreed that the buses were necessary but stated that for inspection of works etc., more smaller units were needed and that Jeeps would be the solution."

11/10/44
(R.D. WAGHORN) 2533

Brigadier,
Director, Military Railway Service.

RESTRICTED.

Military Railway Service,
Italy.

Tel: Firebox 40.
Outside Line 843332

TN.A. 1/199.

23 Nov. 44.

RAILWAY REHABILITATION, ITALY.

Meeting No. 1.

Minutes of a Meeting held at H.Q., M.R.S., Italy
at 1500 hours on 22nd November, 1944.

Present:-

(In the Chair).	Brigadier R.D. Waghorn	D.M.R.S., Italy.
	General G. di Raimondo.	D.G., I.S.R.
Mr.	M.H. Taylor.	Economic Section
Colonel	D.C. Adams.	Tn. Sub-Commission, A.C.
Colonel	E.L. Parkes, JBE.	D.D.Tn (Org).
Colonel	J. Rattar.	D.D.Tn (Constn).
Lt.Col.	O.H. Lindberg.	Tn. Sub-Commission, A.C.
Lt.Col.	W.P. Wilson.	D.D.M.R.S.
Lt.Col.	V.L. Topham.	A.D.Tn Mech.
Lt.Col.	R.E. Coward.	A.D. Stores.
Lt.Col.	T.C. Pannell.	A.D.In Finance.
Lt.Col.	R.P. Moss.	D.D. Ops.
Mr.	F.F. Richardson.	Economic Section, A.C.
Major	Lo Cigno.	Economic Section, A.C.
Ing.	Bracci.	Works Section, I.S.R.
Ing.	Steccanella.	Stores Section, I.S.R.
Ing.	Palmerio.	Equipment Section, I.S.R.
Ing.	Caliendo.	Equipment Section, I.S.R.
Ing.	Pulvardi.	Tech. Aide to D.G., I.S.R.
(Interpreter)	Ing.	I.S.R.
	Capt.	Tn. Sub-Commission, A.C.
	Capt.	S/Capt. Tn.

Minute e. OBJECT OF MEETING.

1. Brig. Waghorn (D.M.R.S.) stated that the
Meeting had been called to discuss matters raised

2532

Meeting N°. 1.

Minutes of a Meeting held at H.C., M.R.S., Italy
at 1500 hours on 22nd November, 1944.

Present:-

(In the Chair).	Brigadier R.D. Waghorn	D.M.R.S., Italy.
	General G. di Raimondo.	D.G., I.S.R.
	Mr. M.H. Taylor.	Economic Section
	Colonel D.C. Adams.	Tn. Sub-Commission, A.O.
	Colonel E.L. Parkes, JBE.	D.D.Tn (Org).
	Colonel J. Ratter.	D.D.Tn (Constn).
	Lt.Col. O.H. Lindberg.	Tn. Sub-Commission, A.O.
	Lt.Col. W.F. Wilson.	D.D.M.R.S.
	Lt.Col. W.L. Topham.	A.D.Tn Mech.
	Lt.Col. R.E. Coward.	A.D. Stores.
	Lt.Col. T.C. Pannell.	A.D.Tn Finance.
	Lt.Col. R.P. Moss.	D.D. Ops.
	Mr. Villa.	Economic Section, A.C.
	Major F.F. Richardson.	Economic Section, A.C.
	Ing. Io. Cigno.	Works Section, I.S.R.
	Ing. Bracci.	Stores Section, I.S.R.
	Ing. Steccanella.	Equipment Section, I.S.R.
	Ing. Palmerio.	Equipment Section, I.S.R.
	Ing. Caliendo.	Tech. Aide to D.G., I.S.R.
	Ing. Pulvardi.	I.S.R.
	Ing. A.C. Ping.	Tn. Sub-Commission, A.C.
	Capt. B.A. Speight.	S/Capt. Tn.
(Interpreter)		

Minute e. OBJECT OF MEETING.

2532

1. Brig. Waghorn (D.M.R.S.) stated that the Meeting had been called to discuss matters raised in his letter TN.A.1/176 dated 21 Nov. 44, copies of which had been circulated to all concerned, and also with the object of obtaining closer co-operation between M.R.S., the A.O. and the I.S.R. in the railway rehabilitation programme.

2. Mr. Taylor (Economic Section, A.C.) was in complete accord with the subject matter of the letter.
General di Raimondo (D.G., I.S.R.) summarized the contents of the letter as he understood them, in order to ensure that their purport, as translated into Italian, was correctly understood by the I.S.R.
/3. RECONSTRUCTION etc.

Sheet 2.3. RECONSTRUCTION AND MAINTENANCE OF PERMANENT WAY AND BRIDGES.

Brig. Waghorn drew attention to:-

- (a) the 3 priorities of reconstruction.
(para. 2 of letter dated 21 Nov. 44)
- (b) the 2 phases of maintenance.
(para. 3 of the letter)
- (c) proposals for achievement of above.
(para. 5 of the letter)

4. Mr. Taylor differentiated between the A.O's two functions:-

- (a) Works of military importance were the prime concern of D.M.R.S. and the A.O's part was to tender to the D.M.R.S. every assistance that the A.C. and the I.S.R. could provide.
- (b) Works mainly concerned with the revival of the economic life of the country - A.C. was primarily interested but nevertheless it would be necessary for D.M.R.S. to be fully aware of such proposals.

5. It was agreed that in the case of works coming under the head of 4 (a) above, D.D. In Constn., M.R.S. would submit projects to the A.C. who would then arrange with the I.S.R. for the works to be put in hand.

These projects might range from the permanent repair of bridge to the reconstruction of a whole line.

If the I.S.R. were desirous of putting in hand permanent repairs on lines of military importance they would submit their proposals to the A.C. who would in turn refer them to the M.R.S. for approval.

The principle to be worked to in above cases was that the M.R.S. would deal through the A.C. who in turn would have direct dealings with the I.S.R.

6. In the case of work coming under the head of 4(b) above, Brig. Waghorn stressed that the M.R.S. could offer little help in the way of transport,

- (c) proposals for achievement of above.
(para. 3 of the letter)
(para. 6 of the letter)

4.

Mr. Taylor diff. ventiated between the A.C.'s two functions:-

(a) Works of military importance were the prime concern of D.M.R.S. and the A.C.'s part was to tender to the D.M.R.S. every assistance that the A.C. and the I.S.R. could provide.

(b) Works mainly concerned with the revival of the economic life of the country - A.C. was primarily interested but nevertheless it would be necessary for D.M.R.S. to be fully aware of such proposals.

5.

It was agreed that in the case of works coming under the head of 4 (a) above, I.D.Tn Constn., M.R.S. would submit projects to the A.C. who would then arrange with the I.S.R. for the works to be put in hand.

These projects might range from the permanent repair of bridge to the reconstruction of a whole line.

If the I.S.R. were desirous of putting in hand permanent repairs on lines of military importance they would submit their proposals to the A.C. who would in turn refer them to the M.R.S. for approval.

The principle to be worked to in above cases was that the M.R.S. would deal through the A.C. who in turn would have direct dealings with the I.S.R.

6.

In the case of work coming under the head of 4(b) above, Brig. Waghorn stressed that the M.R.S. could offer little help in the way of transport, stores etc., and therefore the magnitude of achievements would depend largely upon the resources which A.C. and I.S.R. could themselves provide.

The A.C. and the I.S.R. would initiate these projects, the A.C. would screen A.C. and I.S.R. resources and finally request M.R.S. to provide such stores etc., as were not available to either A.C. or I.S.R.

7.

Brig. Waghorn then informed the meeting of his immediate policy for works of military importance:-

(a) D.D.Tn Constn would submit

Sheet 3.

(a) D.D. In Constr - could submit to A.C. a list of works required on military lines now in operation.

(b) Reconstruction of the following lines was required in the following priority:-

- I (Reconstruction of ORTONA - ANCONA line.
(Doubling of ROME - CRTE line.
- II Reconstruction of PISA - EMPOLI - FLORENCE line.
- III Reconstruction of link between AREZZO and FLORENCE.

C. . Matter pointed out that:-

(a) the reconstruction of the ORTONA - ANCONA line had already been the subject of conversation between A.C. and I.S.R.

(b) the doubling of the ROME - CRTE line had been discussed between In. Lo Cigno and himself.

(c) On the PISA - EMPOLI - FLORENCE line, work had already been commenced by military personnel in the SAN FREDIANO area, and that further works should therefore be begun at the FLORENCE end.

(d) the present programme of works also included the doubling of line 90 from VALMONTONE to Km.65.867 - the heavy work had already been carried out but track work remained. Also permanent repairs to Line 25 between CALPOLEONE - ROME which are already in hand by I.S.R. contractors.

Brig. Wagborn stated that on the ORTONA - ANCONA line, priority should be given to carrying forward the present railhead at ORTONA in order to reduce the road lift of military vehicles.

Referring to the ORTONA - ANCONA and PISA - EMPOLI - FLORENCE lines, Gen. di Raimondo asked whether I. .R.S. agreed to work being commenced wherever labour and materials were available. The transfer of men and materials always proved difficult. Sometimes material was near at hand and even animal transport could be used to get it to the job. Such work would be economical and would eventually result

2531

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Referring to the ORTONA - ANCONA and PISA - EMPOLI - FLORENCE lines, Gen. di Raimondo asked whether I.S.R.S. agreed to work being commenced wherever labour and materials were available. The transfer of men and materials always proved difficult. Sometimes material was near at hand and even animal transport could be used to get it to the job. Such work would be economical and would eventually result in the line being extended to places where yet more material would be available.

Brig. Waghorn agreed that this would have to be done until more transport was available.

10.

Brig. Waghorn asked Lt. Col. Lindberg for a monthly report of construction works carried out under the direction of Tn. Sub-Commission, A.C.

11.

BUILDINGS AND ACCOMMODATION.

Brig. Waghorn classified the reconstruction of buildings as follows:-

/(i) Preliminary Phase -

Sheet 4.

(i) Preliminary Phase - sufficient to house necessary I.S.R. staff. This was important because otherwise when M.R.S. handed over lines to I.S.R., personnel would have no place to live and work.

(ii) Secondary phase - more permanent rebuilding.

Here Gen. di Raimondo advised that the present I.S.R. policy was to rebuild in the most economic way necessary to house the staff and to prevent further damage to structures.

TRANSPORT FOR I.S.R. OFFICIALS.

Mr. Taylor raised the point that many of I.S.R. H.Q. staff in Rome were handicapped by lack of travel facilities. He suggested 3 motor buses be obtained to run a daily service between Rome and Naples. He would obtain tyres and petrol. Brig. Waghorn was of the opinion that the whole question of M.V. for the I.S.R. needed investigation and Mr. Taylor undertook to obtain requisitioned cars, particularly for the Capt's.

Gen. di Raimondo agreed that the buses were necessary but stated that for inspection of works and stocks more smaller units were needed and that Jeeps would be the solution.

REPAIR AND MAINTENANCE OF EQUIPMENT.

Brig. Waghorn said that resources for repairs of locos, stock etc. were so limited that the M.R.S. must control all resources with the exception of those in Calabria, Sicily and Sardinia.

Lt.Col. Topham (A.D.T. Meeh) mentioned private firms capable of repairing rolling stock. Many of these firms had been taken over by the Director of Works for various purposes.

It was agreed that in such cases the M.R.S. would contact D.W. to obtain release of the firms as soon as D.V. could permit.

Agreed that Lt.Col. Topham, Lt.Col. Lindberg and Ing. Palmerio would discuss subject of rolling stock repairs by private concerns and put forward proposals.

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14. STORES.

Brig. Waghorn summarised the stores procedure:

A project would be put to A.C. and I.S.R. who would both attempt to obtain all possible materials. A.C. would screen the joint results and submit to M.R.S. demands for such stores as could not be otherwise obtained.

/Lt.Col. Coward (A.D.Tn

Sheet 5.

Lt. Col. Edward (A.D.Tn Stores) agreed but reminded that great difficulty was already experienced in obtaining M.R.S. stores and that A.C. demands would increase the difficulties, and there were difficulties not only in supply but also in movement. M.R.S. could ill afford to suffer further cuts on movement bids. A.C. would therefore bid for movement of non-military stores.

Brig. Waghorn therefore requested that each screened list submitted by A.C. should be under two heads:-

- (i) Stores for works of military priority.
(M.R.S. to bid)
- (ii) Stores for works of civil priority.
(A.C. to bid)

15. GENERAL.

It was generally agreed that whereas the present meeting had aimed at setting out broad principles, much detailed work would now be necessary.

To this end a Working Committee would therefore be set up and would meet at such times as the President considered necessary.

Committee to be composed as under:-

President: Lt. Col.	Lindberg.	Tn. Sub-Commission, A.C.
Members : Mr.	Villa.	Economic Section, A.C.
	Ing.	I.S.R.
	Lo Cigno.	
	Representative of D.D.Tn Constn.	

Brig. Waghorn announced that a meeting similar to that held today would take place on Friday 22nd December, 1944.

2530
R.D. Waghorn
(R.D. WAGHORN)
Brigadier.

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(R.D. WAGHORN)
Brigadier,
Director, Military Railway Service.

Copies to: Mov. A.A.I. (2) with copies of TN.A.1/176
64., Mov & Tn., AFHQ. (3)) dated 21 Nov. 44.
R.C.E. 1.
R.C.E. 4.
R.C.E. 1212.
R.C.E. S.A.E.

C O P Y

Subject : Repairs to wagons by Private Firms

Military Railway Service

CMF

Tele: Firebox 52

Outside Line 843867

Tn.A.3(M)/60

26 Nov. 44

To: - MRSChief Commissioner AC

1. With reference to para 13 of the Minutes of the Meeting held at HQ MRS on 22 Nov. 44 (TN.A.1/199 of 23 Nov 44), a subsidiary meeting was held on 25 Nov 44 at 11.30 hrs in the office of Lt Col LINDERGH AC to discuss procedure in dealing with wagon repairs done by private firms on behalf of the ISR.

2. The following were present:

Lt Col LINDERGH	-	AC
Lt Col TOPHAM	-	MRS
Major STREET	-	AC
Sgt PAINTERIO	-	ISR

3. It was pointed out that prior to Allied Occupation a fair percentage of rolling stock repairs was farmed out by the ISR to private contractor firms who had facilities for doing them. In addition, a considerable number of spare parts were also so obtained. It was noted that it was desirable to recommence this policy as far as possible in order to augment the production from the ISR's own shops. At the same time, any shop not strictly under railway control automatically fell under the auspices of the Director of Works and it was necessary to obtain his sanction before any work of the above nature could be carried out.

4. The following procedure was therefore decided upon:

- (a) When either MRS, AC or the ISR consider it desirable that a specific private firm should carry out rolling stock repairs or manufacture of spare parts, MRS and the ISR will first of all consult mutually on the subject.
- (b) MRS will then consult the Director of Works in order to obtain his sanction.
- (c) Once this sanction has been obtained, MRS will inform

9200

To: - DURS

Chief Commissioner AC

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 - (b) MRS will then consult the Director of Works in order to obtain his sanction.
 - (c) Once this sanction has been obtained, MRS will inform AC, who will then make the necessary arrangements with the ISR to place the contract.

5. As regards materials, it was most improbable that any of these private firms could be assisted by MRS in basic materials as these were strained to the utmost in keeping ISR shops supplied. The ISR would, however, doubtless be able to assist with spare parts from demolished and scrap stock.

.....72

Sheet 2

6. AD Tn (Mech) MRS desired to receive a fortnightly list showing the quantity of wagons of different types that had been repaired during that period in each shop, differentiating between those repaired normally and those put into service for the first time (recovered).

7. Upon receiving the approval of DMRS and the Chief Commissionaire AC to these subsidiary minutes, copies would be sent to ISR, D Works AFHQ and D Works AAI.

Lt Col RE
AD Tn(M) MRS

Lt Col
Director Tn Sub-Comm AC

2528

Subject: Re-habilitation of Railways.

Military Railway Service,
Italy.

Tel: Firebox 49
Outside Line 843332
TNA.1/176.

24 Nov. 1944.

To: Gen. di Raimondo, Director General, I.S.R.

M.H. Taylor, Esq., Economic Section, A.C.

I consider it is essential to define more clearly the responsibilities as between R.S., A.C. and I.S.R. in connection with the following:-

1. Reconstruction and Maintenance of Permanent Way and Bridges.

These can be dealt with under the following heads:-

- (a) Works required to improve existing facilities, and to cover essential military needs after the line has been opened to traffic.
- (b) Works required for permanent re-habilitation but not necessarily of immediate military importance.
- (c) Maintenance of lines open to traffic.

2. The whole work of reconstruction and re-habilitation can again be divided roughly into the following priorities:-

Priority I covers the work essential to opening of the line to traffic to cover immediate military needs at an earliest possible date.

Priority II covers work required to improve existing facilities but based on essential military needs.

Priority III works required for re-habilitation and improve the economic life of the country but not of military importance.

3. In the case of maintenance there are two phases.

Phase I. This covers the period immediately following the opening of a new section of line to traffic when maintenance is found to be heavy. This phase is

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3. In the case of maintenance there are two phases.

Phase I. This covers the period immediately following the opening of a new section of line to traffic when maintenance is bound to be heavy. This phase is likely to last for a period of one or two months but depends very much on the time of year and weather conditions.

Phase II. Subsequent maintenance which should be covered by peacetime scales as regards personnel, but in view of the considerable number of temporary works which require strengthening in certain areas. It is also essential that the necessary facilities in men, plant and material are maintained to cover emergencies e.g. washouts, accidents etc., so that if and when these occur, there is the minimum of delay to essential military traffic.

/4. In view of the limited

Sheet 2.

4. In view of the limited resources in Military personnel and equipment, it is essential that the resources of the I.S.R. be called in at the earliest possible moment to take over works as outlined in paras. 2 and 3 above to the greatest possible degree.

It will be essential that works coming under the head of Priority I (para. 2) and maintenance work up to the end of Phase I (para. 3) be carried out by military units.

It is, however, considered that works under Priority II and III should become a responsibility of the I.S.R. under the control of A.C.

In the case of maintenance there is a need I think during the winter months of having at call at certain agreed points sufficient mobile personnel with the necessary plant etc. to cover emergencies when they arise and it is considered that maintenance during both Phase I and II should ultimately remain a military and not an A.C. responsibility, utilising though, as far as possible, the resources of the I.S.R., (particularly in man power) to cover both Phases.

5. There are three requirements for the carrying out of any work

- (a) Personnel (including feeding)
- (b) Equipment and material.
- (c) Transport.

Although the I.S.R. should, from their own resources or by employing contractors, be in a position to cover personnel, they will however require assistance in provision of equipment, material and transport to a varying degree and this must be accepted, though again it is essential that they draw on their own resources to the maximum degree possible.

6. My proposals therefore are as follows:-

Works.

2526

Priority I must remain a military responsibility and present arrangements to remain in force.

Priority II. As soon as possible after work is started under Priority I, a list will be prepared by M.R.S. of all works under Priority II. Such works would include roofing of running sheds and workshops, relining of tunnels, repairs to bridges for the purpose of releasing steelwork, and providing a safer and more permanent structure, clearing of steelwork from river channels etc.

These lists would be passed to A.C. who would be responsible for making all necessary arrangements with I.S.R. for the

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These lists would be passed to A.C. who would be responsible for making all necessary arrangements with I.S.R. for the work to be carried out.

Should assistance be required, every endeavour will be made by the M.R.S. to provide it, but it is most unlikely that transport can be provided. The submission of lists under Priority II need not necessarily wait until completion of Priority I works. In many cases e.g. re-roofing of running sheds, work will overlap, but apart from the need to get work started as soon as possible, the object of bringing M.A.C. and I.S.R. early, is to avoid contracts being started by M.R.S. and then handed over to A.C. in a

/ half completed state

Sheet 3.

As it is, complete state with all the attendant difficulties arising from a break in continuity. All projects will be submitted to D.M.R.S. for technical approval and would show requirements in plant, material and transport for which assistance from M.R.S. is required.

Priority III. The submission of projects under this head would be a matter for the A.O. and I.S.R.; such projects would again be submitted for approval by D.M.R.S. with again a list of materials, equipment etc. for which assistance from M.R.S. is required. The submission to D.M.R.S. is considered essential in order to maintain a control over expenditure of stores which may be in short supply.

Maintenance.

Phase I.

This is and must remain a M.R.S. responsibility and therefore needs no comments.

Phase II.

I consider here too, for the reasons set out in para. 4, this should remain a M.R.S. responsibility except in those areas (Calabria Compartimento) where the whole control of railway operation has been handed over to A.G.

7. Repair and Maintenance of Equipment (Locomotives and Rolling Stock.)

From a survey of the available facilities left in the country, it would appear that at present these are being fully utilised either by M.R.S. personnel or by I.S.R. personnel working under M.R.S. control. The question as to whether additional facilities exist or whether any transfer of control should take place as between M.R.S., A.O. and I.S.R. is for consideration.

8. Stores.

2593

As the result of any decisions arrived at on the above points, it will be necessary to lay down a Stores procedure.

9. It is proposed that a meeting be held in the office of D.M.R.S., Ministry of Communications at 1500 hours on Wednesday, 22nd November, 1944, the above forming the Agenda for the Meeting. It is requested that you and your representatives

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(R.D. WAGHORN)
Director, Military Railway Service.

1543

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