

ACC

AC29/TN.4

10000/148/2388

MEETING
JAN. 1945

10000/148/2388

MEETINGS ITALIAN MINISTERS
JAN. 1945
A.C.

M I N U T E

Our Reference: AC/291/Tn

TO : Deputy Director,
Tn Sub-Commission

SUBJECT : Meeting with Italian Ministers.

1. Attached hereto is a suggested draft reply to the rail points raised by the Ministers, but it does seem that some observations are necessary. In the first place, no project is turned down without the Director, ISR, being informed of the reasons, and most of the matters mentioned herein are well in hand. The question of the sanction of repair to the Avellino-Rocchetta line, on which Colonel Densmore made some criticism, is before the Director for his agreement, and the support of Rail Section is given to the application.
2. It is felt that in the reply, some attempt should be made to put quite clearly before the Ministers the Military "bidding" system. It may be possible in some isolated parts of the country to run a local good train - such is done between Rieti and Antrdoco, but serious control of traffic can only be maintained by in the existing system set up by movements, which system must continue until such a time as the supply of transport exceeds the demands for its services. To ask for goods services between Naples and Rome, and between Rome and Leghorn, clearly indicates that the Ministers have not had put before them the fact that considerable quantities of civilian goods pass on military trains, including the food for Rome.
3. Rail Section feels that the proposed new system in Southern Italy will go a long way to giving local power to the Italians, and will make the subsequent hand-over much easier. But isolated Italian goods trains, working over military controlled lines is impossible from every possible angle. If the bidding system is explained, possibly the Ministers will realise how freight does move.
4. The reply also calls for detailed explanations in respect of Road matters, and doubtless consultation with that Department will be had.

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3. Rail Section feels that the proposed new system in Southern Italy will go a long way to giving local power to the Italians, and will make the subsequent hand-over much easier. But isolated Italian goods trains, working over military controlled lines is impossible from every possible angle. If the bidding system is explained, possibly the Ministers will realise how freight does move.

4. The reply also calls for detailed explanations in respect of Road matters, and doubtless consultation with that Department will be had.

Transportation Sub-Commission (Rails)
13 January 1945.
Tel: 843238

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

3601

Tel: 843408
Our Reference:

TO : H.E. Cerabona,
Min. of Transports.

13 January 1945

HEADQUARTERS ALLIED COMMISSION
APO 394
Economic Section.

SUBJECT : Meeting of Ministers and AC.

In connection with the Meeting of Ministers of the Italian Government with Members of the Allied Commission on 4 January last, the following replies are given in respect of the various transport items raised.

(1) Running of a passenger train and a goods train three times a week on the following lines: -

- (a) Rome-Naples
- (b) Rome-Leghorn
- (c) Rome-Arezzo
- (d) Rome-Ancona
- (e) Bari-Poggia
- (f) Benevento-Naples.

(a) A passenger service will be introduced on a tri-weekly basis between Rome and Naples from 22 January next. The overall time of 12 hours is necessary at the moment owing to track conditions and occupation.

(b)(c)(d) It is not at present possible to operate passenger services in these areas, which are under military control. The matter has been discussed in the past at Meetings of the Transportation Committee, and full explanation given to ISR delegates by the Military authorities.

(e)(f) A path exists for a passenger train between Bari and Naples via Poggia, and this is held up entirely through lack of rolling stock. Precedence was given to the Rome-Naples service as soon as stock became available.

The question of civil goods trains on these military lines is one which cannot be conceded at the moment. The line capacity restricts movement to such an extent that the existing system of application through AC. must be

ACP/10

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In connection with the Meeting of Ministers of the Government with Members of the Allied Commission on 4 January last, the following replies are given in respect of the various transport items raised.

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- (b) Rome-Leghorn
- (c) Rome-Arezzo
- (d) Rome-Ancona
- (e) Bari-Foggia
- (f) Benevento-Naples.

(a) A passenger service will be introduced on a tri-weekly basis between Rome and Naples from 22 January next. The overall time of 12 hours is necessary at the moment owing to track conditions and occupation.

(b)(c)(d) It is not at present possible to operate passenger services in these areas, which are under military control. The matter has been discussed in the past at Meetings of the Transportation Committee, and full explanation given to ISR delegates by the Military authorities.

(e)(f) A path exists for a passenger train between Bari and Naples via Foggia, and this is held up entirely through lack of rolling stock. Precedence was given to the Rome-Naples service as soon as stock became available.

The question of civil goods trains on these military lines is one which cannot be conceded at the moment. The line capacity restricts movement to such an extent that the existing system of application through AG must be continued. Considerable quantities of purely civilian commodities pass by this means week by week, but priority of essential goods must be maintained. It is hoped in the near future to introduce a greater measure of local freedom south of Naples.

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- 2 -

- (2) Running of a mixed passenger and goods train twice a week on the following lines:

Rome-Mandela
Foggia-Rocchetta
Foggia-Lucera
Foggia-Manfredonia
Metaponto-Potenza.

The question of the service between Foggia and Lucera is receiving special attention, in view of the importance of the towns concerned. Services on the other lines will form the subject of discussion between MRS/AC/ISR when the new Allied Military Board is in operation.

- (3) Coupling passenger carriages to goods trains and to workmen's trains.

It is undesirable to couple passenger coaches to goods trains when the latter are conveying military commodities, for several reasons. Passenger coaches are being attached to workers' trains in various places - Rome-Civitavecchia, Caserta-Naples, and, it is hoped in the near future, Ancona district.

- (4) Increase in the allocation of coal to Sicily.

The desirability of this increase is being stressed, and it is hoped that at least the restoration of the old figure of 9,000 tons per month will be conceded.

- (5) Reconstruction of Lines Avellino-Benevento and Avellino-Rocchetta.

Authority has already been given for the reconstruction of the line Avellino-Benevento, and special attention is being given to the desirability of opening the Avellino-Rocchetta line.

- (6) De-requisitioning of the works of the Società Metallurgica Meridionale di Castellammare (Naples).

ISR has already been informed that information from Military sources indicates this firm is engaged on priority military bridge building work, and it is doubtful if release of the premises can be conceded in such circumstances.

- (7) De-requisitioning of the Accumulatori Partenopea Factory in Naples.

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ISR has already been informed that information from Military sources indicates this firm is engaged on priority military bridge building work, and it is doubtful if release of the premises can be conceded in such circumstances. 333

- (7) De-requisitioning of the Accumulatori Partenopei Factory in Naples.

Every effort is being made to obtain the release of this factory.

- (8) To the general questions raised in discussions, the following replies are given:

- (1) Repair of the Chiusi-Sinalunga line.

This line is being carefully considered in the light of facilities for ensuring movement of traffic, and in relation to any through connections it may afford via

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Bupoli with Florence.

It is noted the contractor at Sinalunga offers to repair the track for 15,000,000 lire. Is this an amended figure on the 32,000,000 lire previously quoted?

(ii) Coupling of wagons to military trains for transport of lignite from mines to Vietri sul Mare.

Freight cars are shunted into the Ribolla Mine and Morgnano mine to the limit of possibility at the present time, commensurate with the military demands for freight cars. It is difficult to ensure sufficient lignite reaches Rome for fuel and power at the moment. The question of the Petrolfitta Mines is receiving special attention, and cost of reconstruction of the track is estimated as 15,000,000 lire.

(iii) Diesel Cars on the Rome-Naples line.

The question of the operation of Diesel cars on the line 89 between Rome and Naples has already been before the Transportation Committee, when it was explained that the track occupation, and difficulty of maintenance could not permit Diesel traction at the moment. The matter will be scheduled for further discussion.

In conclusion, it should be pointed out that there is a very great shortage of passenger coaches, and until more can be repaired, there will be difficulty in the introduction of additional passenger services. Every effort is being made to do this, and freight cars are also being repaired through firms contracted to ISR.

D.P. DANSGORE
Colonel, P.A.,
Acting Deputy Chief of Staff
Economic Section.

APPROVED

G.H. LINDBERG
Lt. Col. R.N.,
Chief, Rail Section.

9200

Freight cars are shunted into the Ribolla Mine and Morgnano mine to the limit of possibility at the present time, commensurate with the military demands for freight cars. It is difficult to ensure sufficient lignite reaches Rome for fuel and power at the moment. The question of the Poltrefitta Mines is receiving special attention, and cost of reconstruction of the track is estimated as 15,000,000 lire.

(iii) Diesel Cars on the Rome-Naples line.

The question of the operation of Diesel cars on the line 59 between Rome and Naples has already been before the Transportation Committee, when it was explained that the track occupation, and difficulty of maintenance could not permit Diesel traction at the moment. The matter will be scheduled for further discussion.

In conclusion, it should be pointed out that there is a very great shortage of passenger coaches, and until more can be repaired, there will be difficulty in the introduction of additional passenger services. Every effort is being made to do this, and freight cars are also being repaired through firms contracted to ISR.

APPROVED

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

L.D. DENSMORE
Colonel, F.A.,
Acting Deputy Chief of Staff
Economic Section.

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2pm 8/6 - files

HEADQUARTERS UNITED COMMISSION

LRO 224

ECONOMIC SECTION

Ext. 271

TG/7.16

24

27 Jan. 1945

TO: H. P. Monaccio Ruini
Minister of Public Works
President of the Interministerial Committee
for the Reconstruction
Rome.

My dear Mr. Minister:

1. I am pleased to supply you with the following brief notes on the present condition of the vineyards which were visited at recent Ministerial Meetings.

a. Moragno Vines: Production at this time is progressively increasing. Rome, however, is getting only 120 tons per day since the balance of production is required by the military.

b. Pollara vines: 450 tons per day are going to Rome; 80 tons per day to Civitavecchia. All goes by rail.

c. Viterbula vines: Authority has been given for the reconstruction of the line Partia-Pienza-Pietrafitta; the project is to be for the completion of the line. When this line is complete the wine should be assured of a plentiful supply of outlets which will be worked up from Pollara, which is the junction with the main Rome-Ancona-Polini line (or). In the meantime, the products of the vine are being taken to Rome at panicotti and Rome is receiving about 200 tons per day by this means.

d. Chiusi-Sinalunga Line: It is not considered that the expenditure of 25 million lire is justified for this line in view of the small output likely to be obtained from the Tavetta factory or it. It is possible, however, that the question of opening the line may be considered as part of the bigger scheme for opening a line from Chiusi to Florence via Sinalunga, Siena and Empoli. This, however, is a very much bigger project.

TO: E. F. Monaccio Buini
 Minister of Public Works
 President of the International
 for the Reconstruction
 Rome.

My dear Mr. Minister:

I am pleased to supply you with the following brief notes on the present position of the project and which were raised at recent Ministerial Meetings.

A. Morgano Mines: Production at this time is progressively increasing. Work, however, is getting only in this way day since the balance of production is required by the military.

B. Ribolla Mines: 450 tons per day are going in Rome; 60 tons per day to Civitavecchia. All goes by rail.

C. Pietrafitta Mines: Authority has been given for the reconstruction of the mine. The mine is being reconstructed; the project is to be for the reconstruction is the end of April. When this time is complete the mine should be assured of a plentiful supply of output which will be worked up from Polignano, which is the function with the main Rome-Abruzzo-Rimini line (see). In the meantime, the products of the mine are being taken to railroad at Panticelli and Rome is receiving about 400 tons per day by this means.

D. Chiusi-Sinalunga Line: It is not considered that the expenditure of 25 million lire is justified for this line in view of the small output likely to be obtained from the Tivoli fac-tory or it. It is possible, however, that the question of opening the line may be considered as part of the bigger scheme for operating a line from Chiusi to Florence via Sinalunga, Siena and Empoli. This, however, is a very much bigger project.

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27 January, 1945

e. Foggia-Lucera Line: At the present time there is only a workmen's service on this line in order to bring workers in from Lucera to Foggia and to take them out again at night. We are hoping, however, to develop this into a public service of two trains per day each way. Shortage of coaching stock is the difficulty and box wagons will probably have to be used.

f. Naples-Foggia-Bari Line: Hitherto we have had two coaches per day in each direction on the military train on this line. It has, however, been decided that the military requires the whole of the space on these trains and we are now hoping to develop an independent public train between Naples, Benevento, Foggia and Bari consisting of six coaches three times a week.

g. Ortona-Foggia-Bari:
Foggia-Benevento:
Foggia-Rochette:

It is not possible at the present time to open passenger services on these lines owing entirely to the shortage of suitable rolling stock.

h. It is pointed out that the Allied Railway Board, consisting of representatives of the Italian State Railways, the Director of the Military Railways and AG under Army chairmanship has now been constituted. The Board has set up a number of sub-committees to deal in particular with traffic, construction, equipment, stores, and finance. It would appear that the money channel for submitting all the questions referred to it - the money would be through the Allied Railway Board and its sub-committees. It is discussed by us at our meeting of 26 January. It is undoubtedly advisable to make use of this Board in order to secure the most prompt decision upon problems that arise in the future.

L.P.D.

L. J. P. D. G. R. P.,
Colonel, T. A.,
Acting Deputy Chief of Staff
Roads to Section.

3596

291/4

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/eh

204/4/Tn 1

24 January 1945

SUBJECT: Meeting on Transportation with the Ministers

TO : Economic Section

1. With reference to your letter 23 January 1945, 15.12/TS, below are given brief notes on the present position of the questions which were raised at the Ministers' meeting.

a. Morgnano Mines: Production at this mine is progressively increasing. Rome, however, is getting only 125 tons per day since the balance of production is required by the military.

b. Ribolla Mines: 453 tons per day are going to Rome; 60 tons per day to Civitavecchia. All goes by rail.

c. Pietrafitta Mines: Authority has been given for the reconstruction of the line Bastia-Ellera-Pietrafitta; the approximate date for the completion is the end of April. When this line is complete the mine should be assured of a plentiful supply of empties which will be worked up from Foligno, which is the junction with the main Rome-Ancona-Rimini line (87). In the meantime, the products of the mine are being taken to railhead at Panicci and Rome is receiving about 200 tons per day by this means.

d. Chiusi-Sinalunga Line: It is not considered that the expenditure of 32 million lire is justified for this line in view of the small output likely to be obtained from the Toritto factory or it. It is possible, however, that the question of opening the line may be considered as part of the bigger scheme for opening a line from Chiusi to Florence via Sinalunga, Siena and Rapoli. This, however, is a very much bigger project.

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two trains per day each way. Shortage of coaching stock is the difficulty and box wagons will probably have to be used.

f. Naples-Foggia-Bari Line: Hitherto we have had two coaches per day in each direction on the military train on this line. It has, however, been decided that the military require the whole of the space on their trains and we are now hoping to develop an independent public train between Naples, Benevento, Foggia and Bari consisting of six coaches three times a week.

g. Ortona-Foggia-Bari:
Foggia-Manfredonia:
Foggia-Rochetta : It is not possible at the present time to open passenger services on these lines owing mainly to the shortage of suitable rolling stock.

2. It is pointed out that the Allied Railway Board, consisting of representatives of the Italian State Railways, the Director of the Military Railways and AC under AFMC chairmanship has now been constituted. The Board has set up a number of sub-committees to deal in particular with traffic, construction, equipment, stores, and finance. It would appear that the proper channel for submitting all the questions referred to in the above memorandum would be through the Allied Railway Board and its sub-committees. Would it be possible tactfully to announce to the Ministers that this Board is functioning for the purposes mentioned.

M.H.
A. B. THOMAS, Colonel
Deputy Director

cc: Rail Div., Tn S/C
Movements Div., Tn S/C

- 1-Ltr 17 Jan. w. incs. & Translation
- 2-Ltr 13 Jan. w. Translation
- 3-Ltr 15 Jan. w. Translation
- 4-Ltr 13 Jan. w. Translation

291/6

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

291/Tn 4

16 January 1945

My dear Mr. Minister:

In connection with the meeting of Ministers of the Italian Government with members of the Allied Commission on 4 January 1945, the following replies are given in respect of the various transport items raised.

1. Running of a passenger train and a goods train three times a week on the following lines:

- (a) Rome-Naples
- (b) Rome-Loghorn
- (c) Rome-Arezzo
- (d) Rome-Ancona
- (e) Bari-Foggia
- (f) Benevento-Naples

(a) A passenger service will be introduced on a tri-weekly basis between Rome and Naples from 22 January 1945. The over-all time of 12 hours is necessary at the moment owing to track conditions and occupation.

(b) (c) (d) It is not at present possible to operate passenger services in these areas, which are under military control. The matter has been discussed in the past at meetings of the Transportation Committee, and full explanations given to IAC delegates by the military authorities.

(e) (f) A path exists for a passenger train between Bari and Naples via Foggia, and this is held up entirely through lack of rolling stock. Precedence was given to the Rome-Naples service as soon as stock became available.

The question of civil goods trains on these military lines is one which cannot be conceded at the moment. The line capacity restricts movement to such an extent that the existing system of application through AIC must be continued. Considerable quantities of purely civilian commodities pass by this means week

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by week, but priority of essential goods must be maintained. It is hoped in the near future to introduce a greater measure of local freedom south of Naples.

2. Running of a mixed passenger and goods train twice a week on the following lines:

- (a) Rome-Mandola
- (b) Foggia-Rocchetta
- (c) Foggia-Lucera
- (d) Foggia-Manfredonia
- (e) Metaponto-Potenza

The question of the service between Foggia and Lucera is receiving special attention, in view of the importance of the towns concerned. Services on the other lines will form the subject of discussion between MOP/AC/ISB when the new Allied Military Board is in operation.

3. Coupling passenger carriages to goods trains and to workmen's trains.

It is undesirable to couple passenger coaches to goods trains when the latter are conveying military commodities, for several reasons. Passenger coaches are being attached to workers' trains in various places - Rome-Civitavecchia, Caserta-Naples, and, it is hoped in the near future, Ancona district.

4. Increase in the allocation of coal to Sicily.

The desirability of this increase is being stressed, and it is hoped that at least the restoration of the old figure of 9,000 tons per month will be conceded.

5. Reconstruction of Lines Avellino-Benevento and Avellino-Rocchetta.

Authority has already been given for the reconstruction of the line Avellino-Benevento, and special attention is being given to the desirability of opening the Avellino-Rocchetta line.

6. De-requisitioning of the works of the Societa Metallurgica Meridionale di Castellammare (Naples).

ISB has already been informed that information from military sources indicates this firm is engaged on priority military bridge building work, and it is doubtful if release of the premises can be conceded in such circumstances.

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- 3 -

7. De-requisitioning of the Accumulatori Partenopea Factory in Naples.

Every effort is being made to obtain the release of this factory.

8. To the general questions raised in discussions, the following replies are given:

(a) Repair of the Chiupi-Sinalunga line.

This line is being carefully considered in the light of facilities for ensuring movement of traffic, and in relation to any through connections it may afford via Napoli with Florence.

It is noted the contractor at Sinalunga offers to repair the track for 15,000,000 lire. Is this an amended figure on the 32,000,000 lire previously quoted?

(b) Coupling of wagons to military trains for transport of lignite from mines to Vietri sul Mare.

Freight cars are shunted into the Ribolla Mine and Morgnano mine to the limit of possibility at the present time, commensurate with the military demands for freight cars. It is difficult to ensure sufficient lignite reaches Rome for fuel and power at the moment. The question of the Peltrofitta Mines is receiving special attention, and cost of reconstruction of the track is estimated as 15,000,000 lire.

(c) Diesel Cars on the Rome-Naples line.

The question of the operation of Diesel cars on the Line 89 between Rome and Naples has already been before the Transportation Committee, when it was explained that the track occupation, and difficulty of maintenance could not permit Diesel traction at the moment. The matter will be scheduled for further discussion.

In conclusion, it should be pointed out that there is a very great shortage of passenger coaches, and until more can be repaired, there will be difficulty in the introduction of additional passenger services. Every effort is being made to do this, and freight cars are also being repaired through firms contracted to ICR.

APPROVED: *M. B. Thomas*

M. B. THOMAS
Colonel,
Deputy Dir., Tn S/C

Yours very truly,

3591

L. D. Densmore
L. D. DENSMORE
Colonel, F.A.,
Acting Deputy Chief of Staff
Economic Section

H. E. Aub.
Minister of Public Works
Rome
cc: Minister of Transport

291/5
M I N U T E

Our Reference: AC/291/Tn

TO : Deputy Director,
In Sub-Commission

SUBJECT : Meeting with Italian Ministers.

1. Attached hereto is a suggested draft reply to the rail points raised by the Ministers, but it does seem that some observations are necessary. In the first place, no project is turned down without the Director, ISR, being informed of the reasons, and most of the matters mentioned herein are well in hand. The question of the sanction of repair to the Avellino-Rocchetta line, on which Colonel Densmore made some criticism, is before the Director for his agreement, and the support of Rail Section is given to the application.
2. It is felt that in the reply, some attempt should be made to put quite clearly before the Ministers the Military "bidding" system. It may be possible in some isolated parts of the country to run a local goods train - such is done between Rieti and Antròdico, but serious control of traffic can only be maintained by the existing system set up by movements, which system must continue until such a time as the supply of transport exceeds the demands for its services. To ask for goods services between Naples and Rome, and between Rome and Leghorn, clearly indicates that the Ministers have not had put before them the fact that considerable quantities of civilian goods pass on military trains, including the food for Rome.
3. Rail Section feels that the proposed new system in Southern Italy will go a long way to giving local power to the Italians, and will make the subsequent hand-over much easier. But isolated Italian goods trains, working over military controlled lines is impossible from every possible angle. If the bidding system is explained, possibly the Ministers will realise how freight does move.
4. The reply also calls for detailed explanations in respect of Road matters, and doubtless consultation with that Department will be had.

without the Director, I am, being informed of the reasons, and most of the matters mentioned herein are well in hand. The question of the sanction of repair to the Avellino-Rocchetta line, on which Colonel Densmore made some criticism, is before the Director for his agreement, and the support of Rail Section is given to the application.

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3. Rail Section feels that the proposed new system in Southern Italy will go a long way to giving local power to the Italians, and will make the subsequent hand-over much easier. But isolated Italian goods trains, working over military controlled lines is impossible from every possible angle. If the bidding system is explained, possibly the Ministers will realise how freight does move.

4. The reply also calls for detailed explanations in respect of Road matters, and doubtless consultation with that Department will be had.

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

Transportation Sub-Commission (Rails)
13 January 1945.
tel: 843238

291/4

HEADQUARTERS ALLIED COMMISSION
AFC 394
ECONOMIC SECTION

Ext. 271

BDN/mem

ES/7.16

10 January, 1945

SUBJECT: Meeting with the Ministers - 4 January, 1945

TO: Transportation Sub-Commission
Attention: Colonel Thomas, Deputy Director

1. Your memorandum AC TW/25A/17/RM dated 6 January, is most helpful as a record of action taken on points raised ~~on~~ the meeting with the Ministers on 4 January. However, in order to regularize procedure, it is intended hereafter to write a communication to the interested Italian Ministry after each meeting, responding to each point raised by them; (1) in their agenda, (2) outside the agenda.
2. Therefore there is attached, copy of the agenda for the last meeting and it is requested that a reply be prepared for my signature to each of the paragraphs, *plus any "extra" agenda points that may have been raised.*
3. For your information there is also attached a copy of a "Summary of Requests made by the Italian Government", prepared by Sig. Emilio Garavaglia of the Economic Section.

L.D. Densmore
L.D. DENSMORE,
Colonel, *MA*
ADCCS/ECONOMIC SECTION

Enc. 1 copy Memorandum dated Jan. 6, 1945
1 copy Memorandum dated Jan. 3, 1945

3533

MINISTRY OF TRANSPORT.

Rome 3rd January, 1945

MEMORANDUM

Arguments to be discussed at the conference to be held on Thursday, 4th January.

The following are the most important measures to be carried out urgently so as to improve civilian transportation.

- (1) Running of a passenger train and of a goods train three times a week on the following lines:
 Rome - Naples
 Rome - Leghorn
 Rome - Ancona
 Bari - Foggia
 Benevento - Naples
- (2) Running of a mixed passenger and goods train twice a week on the following lines:
 Rome - Avezzano (on the Rome - Avezzano line)
 Foggia - Rocchetta S.A. (with connection with the Rocchetta S.A. - Potenza trains)
 Foggia - Lucera (to the Prefect's palace)
 Foggia - Manfredonia
 Metaponto - Potenza
- (3) Granting of permission to couple passenger carriages to goods trains used as military transports and to workmen's trains in the limits consented by the locomotive and the line.
- (4) Increasing the allocation of coal to the Sicilian and Sardinian railways bearing in mind that in Sicily the amount of coal has been reduced from 9000 to 7000 met. tons a month, and in Sardinia it has been halved.
 In Sicily this problem must be solved urgently in time for the citrus fruit season, for the exportation of carobbeans (used as food for men and beasts) and for the asphalt needed to mend the roads.
- (5) Granting the authorization to begin work of re-building Avellino - Rocchetta S.A. line (a sum of 16 million lire will be needed for 200 days' work) and of Avellino - Benevento line, which would connect the provinces of Benevento, Avellino and Salerno.

3588

- (6) Derequisitioning of the works of the Societa Metallurgica Meridionale di Castellamare (Naples) so that work of repairing railway trucks can be carried out; as in the past this factory used to make and repair the Italian State Railways rolling stock.
- (7) Derequisitioning of the Accumulatori Partenopea factory in Naples so as to ensure the supply and upkeep of batteries and accumulators needed for the railway and motor vehicles, (this factory is the only one of its kind in all liberated Italy).

The other similar factory is in occupied territory and it is to be insured that it will be destroyed or badly damaged.

Memorandum

8-1-945

SUMMARY OF REQUESTS MADE BY THE ITALIAN GOVERNMENT AT THE
MEETING HELD ON THURSDAY 4th JANUARY 1945

Opening a railway for a three times a week,
passenger train, and an other one for goods
and wares

Granted on the
Roma - Napoli line

At the moment the request is not possible
to be satisfied for the lines:

Roma - Arezzo
Roma - Livorno
Roma - Ancona

Repair of the Chiusi-Sinalunga railway
branch for the transportation of tiles

the matter has been
taken in hand.
(a request has been al-
ready made since three
weeks)

Coupling of wagons to military trains for
the transportation of solid fuel from the
Pietrafitta, Mugugno, and Ribolla mines to
Viatri sul Mare, for production of glasses

the matter has been
taken in hand

Two motor-cars on the Roma-Formia - Napoli
line, to hasten the service of connection
between the two towns.

this request has been
judged not possible to
be satisfied because of
the military exigences
and the existence of
only one rail-track

Abbreviation of the orary on the Roma - Cas-
sino - Napoli line

Not possible at the
moment for the afore-
said reasons

Increase of 100/100 of the railway tariffs
for passengers, so that the tariffs of the
1939 may be tripled

the matter has been
taken in hand.

3588

Opening a railway of a two times a week train
on the Foggia - Rocchetta S. Antonio line,
and authorization to the beginning of the
rebuilding works of the Avellino - Rocchetta
S. Antonio and Avellino - Benevento lines.

the matter has been taken
in hand.
(since while the request
has been presented to
the Transportation Sub-

the matter has been taken in hand. (a request has been already made since three weeks)

the matter has been taken in hand

this request has been judged not possible to be satisfied because of the military exigencies and the existence of only one rail-track

Not possible at the
moment for the afore-
said reasons

the matter has been taken in hand.

the matter has been taken in hand. (since while the request has been presented to the Transportation Sub-Commission which till now has given no answer For the Avellino-Rocchetate S.A. line the material is ready at the place. Only the authorization for the beginning of the works is needed.

Opening a railway on the Metafonto-
potenza line

(already prospected to the
Transportation Sub-Com
mission, but not accept-
ed because of not use-
ful to military exigencies

De-requisition of the Stabilimenti della
Societa Metallurgica Meridionale di Ca-
stellamare (Napoli) for construction and
repairs of railway trucks.

Only the Hq of the Allied
Forces can take a decisio
upon this matter. The A.C
will act as an inter-
mediary.

De-requisition of F.A.P.
(Fabbrica Accumulatori Partenopea)

As above
S.E. Gronchi will prepare
two convincing memoren-
dums, and let the A.C. will
have them. The A.C. will
send them to the Hq.

De-requisition of Tobacco Manufacturies
in Benevento and Scafati

S.E. Presenti will
write a memorandum
which he will send to
the A.C.

Petrol assignment to the E.N.A.C.

At the moment cannot
be granted in the
requested quantity. The
Allied Hq will decide
upon the quantity. It is
proposed to let the ENAC
working beginn only in
one or two provinces, as
an experiment.

The A.C. expects by:

S.E. Ruini a) an index of all the Communes where now works of
rebuilding and repairs of houses are made

b) a precise index of the quantity of solid fuel,
already extracted and ready in the Mines of Retra-
fitta, Mognano and Ribolla.

S.E. Presenti (Minister of Finance) a report abt the de-requisition
of the Tobacco Manufacturies in Benevento and Scafati

S.E. Gronchi: a convincing memorandum, demonstrating the necessity
of the de-requisition:
of the "Stabilimento de la Societa Metallurgica Me-

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S.E. Presenti (Minister of Finance) a report about the de-requisition of the Tobacco Manufacturies in Benevento and Scafati

S.E. Gronchi: a convincing memorandum, demonstrating the necessity of the de-requisition of the Stationamento de la Societa Metallurgica Meridionale di Castellammare of the F.A.P. (Fabbrica Accumulatori Partenopea.)

Argument to be urgently discussed at the meeting to be held on Thursday 11.

Industry and Fertilizers

291/3

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

Ext. 271

10 January, 1945

ES/7.16

BDN/mem

SUBJECT: Meeting with the Ministers - 4 January, 1945

TO: Transportation Sub-Commission
Attention: Colonel Thomas, Deputy Director

1. With further reference to the subject meeting, there is now attached a copy of the minutes of this meeting.
2. Please note particularly, marked portion of Page 3.

L.D. Densmore
L.D. DENSMORE,
Colonel, F.A.
ADCOS/ECONOMIC SECTION

Enc. 1 copy of Minutes of Meeting 4 Jan. 1945.

3584

MINUTES OF MEETING WITH THE MINISTERS OF
THE ITALIAN GOVERNMENT AND MEMBERS OF
HQ. ALLIED COMMISSION, 4 JAN 1945

PRESENT:

Col. Denamore, Acting Vice-President, Economic Section, AC
Mr. Cleveland, Executive Director, Economic Section, AC
Mr. Garavaglia, Economic Section Staff, AC
Lt. Col. M. B. Thomas, Deputy Director, Transportation S/C, AS, AC
H. E. Ruini, Minister of Public Works
H. E. Cerabona, Minister of Transportation
H. E. Pesenti, Minister of Finance
Gen. Di Raimondo, General Director of Railways
Eng. Melloni, Ministry of Transportation
Prof. Saraceno, Ministry of Industry, Commerce & Labor
Dr. Bozzi, General Secretary of the Inter-Ministerial
Reconstruction Committee

SUBJECT UNDER DISCUSSION:

TRANSPORT

Colonel Denamore opened the meeting at 1620 hours.

RUINI: Declared that he had taken notice of the granting of a thrice weekly train from Rome to Naples for the use of civilian passengers for which he expressed appreciation because he is fully aware of how important it is for the Allies to first attend to transportation requirements for the war effort. However, since military transport is carried out on such a large and because Italy has no motor vehicles he asked that, insofar as possible, civilian needs be recognized. Minister Cerabona will put forward the wishes of the Italian Government on this point.

THOMAS: Pointed out that at present the line between Rome and Naples is needed, but hoped that train service for civilians would be effected between the 15th and 20th of January. As for the running of a thrice-weekly train (passenger and goods) requested by the Italian Government, on the Rome-Leghorn, Rome-Arezzo and Rome-Ancona he said that it was out of the question for the present due to military requirements.

CERABONA: Has gathered from the press that the train time from Rome to Naples is 12 hours and is a 12-hour trip on the return run. (The train leaves Rome at 0700 and arrives in Naples at 2000 on Monday; leaves Naples at 0700 and returns to Rome at 2000 on Tuesday) 12 hours is a very long time for a journey of only 250 kilometers -- Minister Cerabona would like to know if it would not be possible to shorten the time.

THOMAS: This information is correct. The reason for the length of time required for the trip is due to the fact that there is, at

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THOMAS: This information is correct. The reason for the length of time required for the trip is due to the fact that there is, at present, only a single line available and priority must be given, of course, to military transport. For the moment nothing ~~can~~ be done about it.

DENEMORE: The essential thing is to get this service started; we can then hope for gradual improvement in the service.

RUINI: Interrupted by asking that as soon as possible, permission be granted to run trains on the other lines as requested, particularly on the Rome-Avezzo line where there are 300,000 tons of lignite ready to be transported to Rome.

THOMAS: The problems concerning the working of railways and of mines

- 2 -

can be discussed at the same time.

RUINI: Declared that he must still insist on the question of tiles which have been ready for some time at Sinalunga, and which are quite indispensable for roofing of houses. This problem is of the greatest importance and he requested that the Allied authorities do their best to solve it.

DENEMORE: To put into effect the transportation of the tiles, is it a question of mending the railway line or only a question of running a train?

RUINI: In some places short sections of railway line must be repaired

DIRAIMONDO: Interrupted to state that the company which owns the brickworks of Sinalunga would undertake the contract of repairing the Chuisi-Sinalunga section of the Chuisi-Siena line themselves at a cost of about 15 million lire.

RUINI: Returned to the problem of the transportation of lignite, repeating that it would only be necessary to add two trucks a day to a military train to transport to the glass factory at Vietil sul Mare all the lignite necessary to make windows for all the houses to be repaired. This, also, is a very urgent problem.

DENEMORE: Reminded Mr. Cleveland that Minister Ruini made this request three weeks ago and asked if we had sent any reply.

CLEVELAND: Not yet.

RUINI: All the rebuilding and mending of houses, discussed in last week's meeting, cannot be carried out without glass or tiles, for without these accessories, houses are not inhabitable. Also, without windows, hospitals cannot admit the sick and wounded, schools cannot admit children, or asylums, the old and infirm.

CLEVELAND: Can these requested railway trucks reach the places where the material to be transported is stocked, or would it be necessary to build railway junctions for this purpose?

DIRAIMONDO: In some cases it would be sufficient to use existent junctions.

THOMAS: According to our information, a road and a railway junction is now being built to reach the Pietrafitta mines.

DIRAIMONDO: There are other important lignite mines at Morgnano, near Spoleto in the Province of Perugia, and at Ribelle in the Province of Grosseto.

RUINI: Will send a detailed list to the AC of the amount of material already excavated and ready for transport at the mineheads (totalling about 80,000 tons for all mines.).

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DENSMORE: Pointed out that the fighting forces have ²⁵⁰⁰ ~~1500~~ on all material for the needs of war and that it is possible, therefore, that there will be a much smaller quantity available for civilian use than that indicated by Minister Ruini. For this reason it would be necessary that only the quantity really indispensable for civilian use be indicated in this list.

CERABONA: It would be easier for the AC rather than for the Italian Government to know how much material the fighting forces intend to claim. However, a list of the entire amounts of material available will be sent to AC who will subtract the amount which it thinks fit.

DENSMORE: Declared that he knows that all coal (local, Sardinian and

- 3 -

imported) passes through the allocation offices of the Allied Forces. Will try to learn the amounts to be reserved for civilian use.

DIRAMONDO: There is a quantity of solid fuel, allotted by the Allied authorities for orphanages, hospitals and other beneficent institutions, which it has not been possible to send to its destination for lack of means of transport. (For instance, 780 tons of lignite from the Morgnano mines near Spoleto.) If it were possible to have a fixed allocation of a certain number of railway trucks a day to be coupled to military transport trains which come back empty, the Italian Government could count on a certain amount of daily transport.

DENSMORE: Expressed the desire that no time be wasted in rebuilding houses while these problems are being studied.

RUINI: Work is going on in more than 300 communes. He will send AC a list of all these communes but, he added, it is necessary to think of the future and to obtain at least a minimum of the help requested, without which he would not feel able to continue in the work of reconstruction which he had begun.

DENSMORE: Assured Minister Ruini that AC will do all that is possible to assist him.

CERABONA: Asked if it would not be possible to obtain two rail motor cars to speed up the service on the Rome-Naples via Formia line, since it is impossible to do so on the Cassino line.

THOMAS: This would not be possible for military traffic is very intense and there is but a single track line between Rome and Formia.

RUINI: Asked if he could raise the fares on the railway, tripling the rates in force in 1939.

DENSMORE: Was any increase in the rates made after July 1944?

DIRAMONDO: No.

CERABONA: Expressed the desire that permission be granted to start mending the Avellino-Rocchetta S. Antonio line and the Avellino-Benevento line which would connect the three Provinces of Benevento, Avellino and Salerno. With such work the Tyrrhenian and the Adriatic basins would again be united.

THOMAS: What particular industries are there in that zone?

CERABONA: The zone is important from an agricultural point of view as these three provinces are very fertile.

DENSMORE: What reply to this request was given by the concerned Sub-Commission?

DIRAMONDO: No reply has been forthcoming as yet.

THOMAS: There is a typical case in which it is correct to complain

7531

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DENSMORE: What reply to this request was given by the concerned Sub-Commission?

DIRAIMONDO: No reply has been forthcoming as yet.

DENSMORE: Here is a typical case in which it is correct to complain to the AC. Will inquire why the Sub-Commission in question did not reply to this matter.

CERABONA: Observed that the material for mending the Avellino-Rocchetta S. Antonio line is near at hand. For instance, the girders of a bridge lie in the river bed. Therefore, all that is needed is permission to start work, for which 16 million lire and 200 days' work would be needed.

THOMAS: Will study this project and give a reply in due course.

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CLEVELAND: There are two points which have never been cleared up that should be clarified: The requested derequisition of two factories;

a - The buildings of the Società Metallurgica Meridionale of Castellammare (Naples)

b - The Accumulatori Partenopea Factory (F.A.P.) (Naples)

DENSMORE: AC agrees to the derequisitioning of these two factories but the final decision rests with the General Headquarters of the Allied Forces; the AC can act only as intermediary.

CLEVELAND: It is up to Minister Gronchi to prepare a memorandum containing convincing reasons for the necessity of derequisitioning these firms and the AC will transmit the memorandum to Allied Force Headquarters.

PRESENTI: Interrupted to ask that tobacco factories of Scafati and Benevento be derequisitioned also. He will write a report on this matter which he will send to the AC.

CERABONA: Would like to have an explanation of the allocation of gasoline to the E.N.A.C. (Ente Nazionale Autotrasporti Cose).

DENSMORE: Declared at once that it would not be possible to allocate gasoline to the E.N.A.C. in the desired quantities. Therefore, another solution must be found. General Headquarters have allocated a certain amount of gasoline for civilian uses and the AC has asked General Headquarters for further instructions. If the allocation of gasoline should prove insufficient, then a request for increased allocation could be made, but not now. In the meantime, Col. Denamore, asked how does the E.N.A.C. intend to carry out control of the gasoline allocated to it for civilian uses.

CERABONA: Control will be carried out by means of fuel coupons (carte carburante). All the gasoline goes to the C.I.P. (Consorzio Italiano Petrolio). Everybody must request a circulation permit from the Office of the Inspector for Civilian Motorization. This office, when issuing a permit, will also issue the fuel coupon for a certain amount of gasoline for each journey, or a monthly supply, dependent upon whether or not it is required for continuous service.

The amount of fuel will be allocated according to the type of motor vehicle and to relative gasoline consumption.

RUINI: The fuel requested corresponds to the need of E.N.A.C. If this fuel is not granted the lorries will continue to run on gasoline bought on the Black Market and, consequently, will not be able to transport goods at the prices fixed by E.N.A.C.

DENSMORE: At present the General Headquarters are not able to increase the amount of gasoline for civilian use. How is it that, with the present allowance of gasoline, about 8000 motor lorries besides other motor vehicles are able to circulate?

2501

CLEVELAND: It is up to Minister Gronchi to prepare a memorandum containing convincing reasons for the necessity of derequisitioning these firms and the AC will transmit the memorandum to Allied Force Headquarters.

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CERABONA: Of the 8000 motor lorries in circulation, only 3000 run on gasoline allocated to them; the other buy gasoline on the Black Market which they can easily afford as they make so much money.

DENSMORE: Why is the number of private motor cars in circulation not reduced? The gasoline not used by them would then be available for a greater number of motor lorries.

CERABONA: The number of private motor cars could be reduced to a limited extent for the reason that the needs of doctors, engineers, firemen, authorities and hospitals must be considered.

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RUINI: There are about 25,000 motor vehicles registered of which about 50% have circulation permits. This makes an average of from 500 to 600 motor vehicles per Province, so that there is little to be hoped for in a further reduction in the number of private cars in favor of an increased number of motor lorries.

DENSMORE: There are 8000 motor lorries registered, but are all of them running?

CERABONA: Nearly all of these vehicles are in circulation. The registered vehicles need a certain amount of gasoline; if this is not granted, only a half or possibly only a third will be able to circulate. It would be necessary, if the E.N.A.C. is to function properly, and to put an end to the Black Market, that all the vehicles be in operation. If the E.N.A.C. does not operate, the Black Market will continue to exist, and E.N.A.C. cannot operate without the necessary fuel.

CLEVELAND: Two points must be made clear:

1. The General Allied Command cannot increase, as yet, the amount of gasoline for civilian use.
2. It must be shown that E.N.A.C. is already working and really does control the consumption of gasoline.

Only then can it be said that the allocation of gasoline is insufficient, and only then can a further allocation be requested from General Headquarters.

RUINI: Expressed a fear that the day when E.N.A.C. begins to function, without having first obtained the necessary fuel, the drivers will no longer be able to buy gasoline on the Black Market because of the reduced rates and transport would cease altogether with disastrous results. He considers that it is impossible for E.N.A.C. to start working without previously having the necessary supply of gasoline guaranteed. This would mean that the E.N.A.C. would start working later and the Black Market would continue to flourish.

CLEVELAND: Would it not be possible for E.N.A.C. to start working in certain provinces only to show the advantages which would result from this organization (goods at lower prices, diminishing of the Black Market, etc.) and to show, at the same time, that the E.N.A.C. is ready to function in all the other provinces with equally good results.

RUINI: Minister Cerabona will study a plan for the operation of E.N.A.C. in one or two provinces just to show how it works, although on such a reduced scale the same results cannot be arrived at.

DENSMORE: Requested an explanation as to the organization of E.N.A.C.

CERABONA: There are various compartmental and provincial officers besides the general office; all sub-divided into sections, departments, stations of the provincial commissions and by fixed and mobile perishes (posti di blocco). In cases of emergency of 81 perishes

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DENSMORE: Requested an explanation as to the organization of E.N.A.C.

CERABONA: There are various compartmental and provincial officers besides the general office; all sub-divided into sections, departments, stations of the provincial commissions and by fixed and mobile controlling places (posti di blocco). In cases of emergency of perishable goods, the local Mayor can issue a travelling permit, giving registration numbers and reasons for journey.

DENSMORE: As regards the controlling places (posti di blocco), since these are also held by the Allied police, it is indispensable that precise instructions and regulations be issued so that everyone will know exactly what to do; also, so that General Headquarters can give similar instructions and regulations to their police.

RUINI: Requested of Colonel Densmore that the subject of next Thursday's meeting be the urgent problem of fertilizers. If no fertilizers are distributed in 1945 very little will be produced in 1946 and in 1947 it will be necessary to request still greater assistance.

DENSMORE: Agreed. Meeting adjourned by Col. Densmore at 1915 hours.

1

Rail Div 794/3

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/eh

AC TN/25A/17/RM

6 January 1945

SUBJECT: Meeting with the Ministers - 4 January 45

TO : Economic Section,
Attention: Colonel Denmore

1. Reference the meeting with the Ministers on 4 January, the following notes are given on the outstanding points raised:

a. Ribolla Lignite Mine - This mine has been experiencing trouble over electric power. The movement of lignite from it presents no transportation problem since adequate empty wagons are available from the return flow on line 50. The period 1 to 7 January, a program providing for a total of 550 tons per day was scheduled.

b. Morgnano Lignite Mine - This mine has been supplying military and AC needs. There has been some confusion over the priority of the needs, but a system has now been started whereby all concerned obtain a proportion of the accepted bids for each day.

c. Production and Transport of Tiles - This question was raised in connection with the Chiusi-Sinalunga line. Briefly, the present proposals are that the output from Sinalunga and Territa kilns will be sent by road to Cortona railroad and thence by rail to the Rome area. Monterotondo and Castel Giubileo kilns will also supply the Rome area by road. Benevento kilns will supply the Naples-Avellino area by road-rail.

With regard to the reconstruction of the Avellino-Rocchetta line, no reply had been given since we were waiting for a detailed estimate of the cost of the work. This reply has just been received, and as the line can be repaired with material locally available and without drain upon the essential stores from military sources, authority is being given for the work to proceed. When this line and the Avellino-Benevento

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line have been repaired we shall of course give proper consideration to the services to be run over them.

With regard to the Metaponto-Potenza service, there is already a service with limited stops between Bari and Naples via these two points. In order to fit in with the freight train working, it is not practicable to stop the trains on this service at all stations. The Foggia-Lucera mixed service is also being considered, but there is difficulty about providing the necessary locomotive power and rolling stock.

There are one or two other proposals under consideration for the Southern Region which need hardly be detailed here.

2. It is suggested that no action need be taken on the above points since those concerned will be informed of the decisions through ordinary channels. You may, however, like to have this memorandum handy at the next meeting with the Ministers.

3. It is hoped that AFHQ will shortly issue instructions regarding the proposed Allied Railway Board on which the Italian State Railways will be represented. It is probable that this board will have operating and construction committees and questions such as those referred to above will naturally fall to be dealt with by the committees. The board will, in fact, form a useful channel for discussing these and other similar problems.

For the Director:

M. B. THOMAS, Colonel,
Deputy Director
Transportation Sub-Commission

cc: Rail Div., En S/C
Lt. Col. Lindberg

Movements Div., Tn S/C
Lt. Col. Baker

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HEADQUARTERS ALLIED COMMISSION
APO 394
Economic Section.

Tel: 843408
Our Reference:

13 January 1945

TO : H.E. Cerabona,
Min. of Transports.

SUBJECT : Meeting of Ministers and AC.

In connection with the Meeting of Ministers of the Italian Government with Members of the Allied Commission on 4 January last, the following replies are given in respect of the various transport items raised.

(1) Running of a passenger train and a goods train three times a week on the following lines: -

- (a) Rome-Naples
- (b) Rome-Leghorn
- (c) Rome-Arezzo
- (d) Rome-Ancona
- (e) Bari-Poggia
- (f) Benevento-Naples.

(a) A passenger service will be introduced on a tri-weekly basis between Rome and Naples from 22 January next. The overall time of 12 hours is necessary at the moment owing to track conditions and occupation.

(b)(c)(d) It is not at present possible to operate passenger services in these areas, which are under military control. The matter has been discussed in the past at Meetings of the Transportation Committee, and full explanation given to ISR delegates by the Military authorities. 3316

(e)(f) A path exists for a passenger train between Bari and Naples via Foggia, and this is held up entirely through lack of rolling stock. Precedence was given to the Rome-Naples service as soon as stock became available.

The question of civil goods trains on these military lines is one which cannot be conceded at the moment. The line capacity restricts movement to such an extent that the existing system of application through AC. must be continued. Considerable quantities of purely civilian

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The question of civil goods trains on these military lines is one which cannot be conceded at the moment. The line capacity restricts movement to such an extent that the existing system of application through AC. must be continued. Considerable quantities of purely civilian commodities pass by this means week by week, but priority of essential goods must be maintained. It is hoped in the near future to introduce a greater measure of local freedom south of Naples.

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- (2) Running of a mixed passenger and goods train twice a week on the following lines:

Rome-Mandela
Foggia-Rocchetta
Foggia-Lucera
Foggia-Manfredonia
Metaponto-Potenza.

The question of the service between Foggia and Lucera is receiving special attention, in view of the importance of the towns concerned. Services on the other lines will form the subject of discussion between MRS/AC/ISR when the new Allied Military Board is in operation.

- (3) Coupling passenger carriages to goods trains and to workmen's trains.

It is undesirable to couple passenger coaches to goods trains when the latter are conveying military commodities, for several reasons. Passenger coaches are being attached to workers' trains in various places - Rome-Civitavecchia, Caserta-Naples, and, it is hoped in the near future, Ancona district.

- (4) Increase in the allocation of coal to Sicily.

The desirability of this increase is being stressed, and it is hoped that at least the restoration of the old figure of 9,000 tons per month will be conceded.

- (5) Reconstruction of Lines Avellino-Benevento and Avellino-Rocchetta.

Authority has already been given for the reconstruction of the line Avellino-Benevento, and special attention is being given to the desirability of opening the Avellino-Rocchetta line.

- (6) De-requisitioning of the works of the Società Metallurgica Meridionale di Castellammare (Naples).

ISR has already been informed that information from Military sources indicates this firm is engaged on priority military bridge building work, and it is doubtful if release of the premises can be conceded in such circumstances.

- (7) De-requisitioning of the Accumulatori Partenopea Factory in Naples.

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- (7) De-requisitioning of the Accumulatori Partenopea Factory in Naples.

Every effort is being made to obtain the release of this factory.

- (8) To the general questions raised in discussions, the following replies are given:

- (1) Repair of the Chiusi-Sinalunga line.

This line is being carefully considered in the light of facilities for ensuring movement of traffic, and in relation to any through connections it may afford via ./.

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Empoli with Florence.

It is noted the contractor at Sinalunga offers to repair the track for 15,000,000 lire. Is this an amended figure on the 32,000,000 lire previously quoted?

(ii) Coupling of wagons to military trains for transport of lignite from mines to Vietri sul Mare.

Freight cars are shunted into the Ribolla Mine and Morgnano mine to the limit of possibility at the present time, commensurate with the military demands for freight cars. It is difficult to ensure sufficient lignite reaches Rome for fuel and power at the moment. The question of the Petrolfitta Mines is receiving special attention, and cost of reconstruction of the track is estimated as 15,000,000 lire.

(iii) Diesel Cars on the Rome-Maples line.

The question of the operation of Diesel cars on the Line 89 between Rome and Naples has already been before the Transportation Committee, when it was explained that the track occupation, and difficulty of maintenance could not permit Diesel traction at the moment. The matter will be scheduled for further discussion.

In conclusion, it should be pointed out that there is a very great shortage of passengers coaches, and until more can be repaired, there will be difficulty in the introduction of additional passenger services. Every effort is being made to do this, and freight cars are also being repaired through firms contracted to ISR.

L.D. DENSMORE
Colonel, F.A.,
Acting Deputy Chief of Staff
Economic Section.

APPROVED

G.H. LINDBERG
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Chief, Rail Section.

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Acting Deputy Chief of Staff
Economic Section.

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

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M I E U T E

Our Reference: AG/291/Tn

TO : Deputy Director,
Tn Sub-Commission

SUBJECT : Meeting with Italian Ministers.

1. Attached hereto is a suggested draft reply to the rail points raised by the Ministers, but it does seem that some observations are necessary. In the first place, no project is turned down without the Director, ISR, being informed of the reasons, and most of the matters mentioned herein are well in hand. The question of the sanction of repair to the Avellino-Rocchetta line, on which Colonel Densmore made some criticism, is before the Director for his agreement, and the support of Rail Section is given to the application.

2. It is felt that in the reply, some attempt should be made to put quite clearly before the Ministers the Military "bidding" system. It may be possible in some isolated parts of the country to run a local good train - such is done between Rieti and Antrudoco, but serious control of traffic can only be maintained by in the existing system set up by movements, which system must continue until such a time as the supply of transport exceeds the demands for its services. To ask for goods services between Naples and Rome, and between Rome and Leghorn, clearly indicates that the Ministers have not had put before them the fact that considerable quantities of civilian goods pass on military trains, including the food for Rome.

3. Rail Section feels that the proposed new system in Southern Italy will go a long way to giving local power to the Italians, and will make the subsequent hand-over much easier. But isolated Italian goods trains, working over military controlled lines is impossible from every possible angle. If the bidding system is explained, possibly the Ministers will realize how freight does move.

4. The reply also calls for detailed explanations in respect of Road matters, and doubtless consultation with that Department will be had.

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

Transportation Sub-Commission (Rails)
13 January 1945.
Tel: 843238

HEADQUARTERS ALLIED COMMISSION

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Economic Section.

13 January 1945

Tel/ 843406

Our Reference:

TO : H.E. Cerabona,
Min. of Transports.

SUBJECT: Meeting of Ministers and A.C.

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- (d) Rome-Ancona
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(a) A passenger service will be introduced on a tri-weekly basis between Rome and Naples from 22 January next. The overall time of 12 hours is necessary at the moment owing to track conditions and occupation.

(b)(c)(d) It is not at present possible to operate passenger services in these areas, which are under military control. The matter has been discussed in the past at Meetings of the Transportation Committee, and full explanation given to ISR delegates by the Military authorities.

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