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AC298/TN.4

10000/148/2395

GENERAL

JAN. - MAR

10000/140/2395

GENERAL DI RAIMONDO'S ARTICLE
JAN. - MAR. 1945 IN PRESS

298/4

TRANSLATION

Ministry of Transports
 ISR General Direction
 Secretary's Office to the General Direction.

13 March 1945
 N.836/1/3/1.1.5

To: Lieut.Col. O.H.LINDBERG
 Tn Sub-Comm. AC
 Bldg.

SUBJECT : Visit to ISR plants in Reggio Div.

I beg to send, herewith enclosed, for your information, some copies of the newspaper "IL TEMPO" of Reggio Calabria, issue of 7 March 1945, containing an article on the visit recently effected by H.E. Rizzo, Undersecretary of State for Transports, and by myself, to ISR plants in Reggio Div. and to the rehabilitation works of Petrace bridge.

signed : Gen. Di Raimondo
 Director General.

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Copy given to Col. Thomas;
 who has informed Gen. di Raimondo
 that he should not give information
 of this sort to the Press.

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Major hole to see

Major Street

FROM "IL TEMPO" of Reggio Calabria, 7 March 1945
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"BETTERMENT OF TRANSPORTS" is the problem which most interests
Their Excellencies RIZZO and DI RAIMONDO.

The works at Petrace Bridge are inspected. Meetings with the
Prefect and with other Authorities.

Reggio Calabria has been recently visited by H.E. Rizzo, State's
Undersecretary for Transports, and H.E. Di Raimondo, Director General
I.S.R.

They were met at Gioia Tauro Station by ISR Compartmental Chief,
by the Chief of Works Section, by the Chief of Transports Office,
by the Compartmental Police Chief and by other ISR Officials.

This visit's aims were the inspection of the works on hand for
the rehabilitation of Petrace Bridge, the investigation of the
actual working of Compartmental Services in connection with the
expected increase of the transports to and from Sicily when the
second Ferry-boat will be available for service, and the investigation
of the Staff's conditions.

Immediately after their arrival, Mr Rizzo and General di Raimondo
together with the Compartmental Chief, with the Chief of Works
Section and with Eng. Belvedere, an expert on railway bridges,
inspected the works on hand at Petrace bridge where they were showed
in the work-yards by the technicians of the Works Section.

A great activity was displayed in the work-yards. The visitors
descended into the river bed where they were made a detailed report
of the works on hand together with the suggestions for speeding up
the completion of the bridge.

A meeting was held at the end of the visit, where the situation
of the works was carefully investigated and instructions were issued
for giving more impulse to the works, within the limits of the
available means.

According to our information, the rehabilitation of the bridge
will be carried out by re-utilizing the outer box-girders, both
toward Battipaglia (still on site) and toward Reggio (lying in the
river bed and partially destroyed). The utilizable portion of
latter girder will be cut in four sections which will be
successively lifted and re-connected together, while those parts
which are either destroyed or cannot be repaired, will be reconstruct-
ed with new material.

For the central section of the bridge a new box-girder,
available at Arezzo, will be used. But, should the transportation
difficulties of the materials, delay the reconstruction of the
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For the central section of the bridge a new box-girder, available at Arezzo, will be used. But, should the transportation difficulties of the materials, delay the reconstruction of the bridge (a rather improbable eventuality), present central girder, also lying in the river bed and partially demolished, would be used in the same way as planned for the Reggio girder.

The works will be carried out in such a way as to make it possible to adopt either one solution or the other, according to the actual proceeding of the transports of the bridging material in respect to the schedule.

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It is anticipated that the works will be completed in about four months' time; a further delay of some weeks would be required if the utilization of present central girder should become necessary.

Particularly favourable weather conditions especially during next spring, would however make it possible to rehabilitate the bridge at an earlier date than scheduled.

From the technicians' reports and from the instructions issued by the visitors, we have got the impression that the rehabilitation works of the Petrace Bridge are being carried out now, according to a definite plan and with the firm decision not to leave anything unattempted in order to secure the completion within the shortest delay.

The Government and I.S.R. HQ, are perfectly aware of the political and economical importance of the rehabilitation of the bridge and of its effects on the traffic to and from Calabria and Sicily.

From the clear words spoken by Mr Rizzo and by Gen. Di Raimondo we have understood, very much at our satisfaction, that they both closely follow the rehabilitation works.

At Villa S. Giovanni the visitors attended the testing of the ferry-slip, recently rehabilitated. The presence of the ferry-boat has been for everybody the sign that a fresh gust of life is passing over our region.

In the afternoon of the same day a meeting was held at ISR Compartmental HQ, the visitors addressed a speech to the Chiefs of concerned ISR Sections, laying out what has been done by the Government to improve the railway communications and to meet the economical needs of the railmen who are so clearly showing their abnegation and their comprehension for their Country. Representatives of Railmen's Union were successively received by the visitors who promised to do their best to meet their requirements.

On the following day, Mr Rizzo and Gen. Di Raimondo proceeded to Messina to inspect the repair works of the second ferry-boat which is expected to be ready for service very soon, as well as the lifting arrangements of the third ferry-boat which had been sunk in the harbour.

Instructions were issued also here in order to speed up works.

In the afternoon general di Raimondo went back to Reggio where he met the Prefect, Mr Priolo, with whom he discussed the many transportation problems which must be dealt with in our province.

The settlement of the port, the allocation of rail-cars, the repair of railway stock, etc. were particularly discussed.

Gen. Di Raimondo promised to do his best in order that all problems may soon reach a satisfactory solution.

Gen. Di Raimondo had successively a meeting with Mr Cappelleri, Mayor of Reggio, Mr Priolo, Mr Rizzo from the Chamber of Commerce,

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We want to publicly express from this column our thankfulness to H.E. Mr Rizzo and to H.E. Gen. di Raimondo for their activity at the favour of our region. Their Italian and Sicilian hearts are close to our hearts. We are sure that we shall soon see the effects of their affectionate interventions.

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File 298/1

SECRET.

HEADQUARTERS ALLIED COMMISSION
APO 394.
TRANSPORTATION SUB-COMMISSION.

Tel: 843238.

Our reference: AC/298/Tn.4.

24 January, 1945.

TO : Brigadier R.D. Waghorn,
Director,
Military Railway Service.

SUBJECT: Article by General Di Raimondo for the Italian Press.

1. Reference is to your letter TN.A.1/191, dated 13 January, 1945, and attached script of a speech by General di Raimondo.

2. I think it undesirable to include any reference to coal allocations and reductions, and that such phrases as "subject to Allied approval" and "waiting on A.C." ought to be omitted.

3. The following points are made in respect of indicated paragraphs:

(i) Para 3. Passenger trains run regularly in accordance with existing printed time-tables, which are the result of agreements reached between MRS, AC, and ISR.

Freight traffic is controlled to ensure that an order of priority is established.

(ii) Para 4. Traffic on these lines is not exclusively military. The new passenger train Rome - Naples, the workers' coach on Rome - Civitavecchia service, cater in some measure, for passenger needs. Freight traffic is conveyed by military trains, but subject to acceptance according to capacity available. Civilian freight traffic passes by military train. Lignite from Ribolla mine, and wheat from Grosseto, both on line 50, is carried in considerable quantities.

(iii) Para 5. Agreement was reached for repair of line 88 from Avezzano to Rome to relieve heavy road needs in transporting potatoes and other produce. There has never been any mention of repair of line 88 through to Pescara.

(iv) Para 7. Work is in hand on the Avellino - Benevento line, and the question of Rocchetta should be dealt with until AC finds it possible to agree on the merits of repair of the line.

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(iv) Para 7. Work is in hand on the Avellino - Benevento line, and the question of Rocchetta should be deleted until AC finds it possible to agree on the merits of repair of the line.

(v) Para 8. No request has been received for repair of the line Campobasso - Benevento, which would cost about 370,000,000 lire. The remark can stand as a statement of fact, provided "subject to authority by the Allies" is deleted.

4. It is thought it would be well to ensure that General di Raimondo does not allow Press interviews of this character without previous submission of his script for checking.

APPROVED:
O.E. LINDBERG,
Lt. Colonel,
Chief, Rail Section

MERRITT H. TAYLOR,
Director.

NEWS UNITED NATIONS ROME 2ND JANUARY 1945.N.N.U. LIBERATED ITALY.

Situation of railway transport in a statement by the Director General of the Italian State Railways, Rome, 2nd January, 1945 (N.N.U.).

An existing picture of the situation in railway transport, of vital importance for the reconstruction of the country, and of the reconstruction works in hand, has been illustrated by the Director General of the Italian State Railways, Giovanni Di Raimondo, in an interview granted to N.N.U. in which he points out the rhythm with which railway traffic is being intensified, and the rapidity with which the reconstruction and activation of the lines follows the liberation of National territory.

Eng. Di Raimondo first of all mentioned that in Sicily, railway lines have been totally reconstructed in a permanent condition and trains are running regularly subject to the allocation of coal, which owing to the necessities of the war have been reduced from 9,000 tons to 7,000 tons. Traffic could be further increased if the allocation of coal could be restored to 9,000 tons. A ferry is working in the Strait of Messina. A second ferry will be working in the month of February. The latter is an old ferry which was sunk at Messina and subsequently salvaged and now being repaired.

As regards the activation of railway lines in the South of Italy, Eng. di Raimondo stated that it was now 85% complete. Traffic runs regularly, subject as usual, to allocation of coal by the Allied authorities, and to the authorization by the above Authorities of different types of goods and passenger traffic.

In the Rome Compartment, traffic has been restored on the Naples - Rome - Civitavecchia - Pisa line. In particular, communications between Rome and Naples has been restored both via Cassino and via Formia. Traffic on these lines is exclusively military.

On the Rome - Pescara line, traffic has been opened up to Mendola. We are awaiting authority from the Allies for the repairs to the demolitions between Mandala and Pescara to be carried out. On the Rome - Florence line, traffic has been restored up to Arezzo. Projects for the section Arezzo - Florence have been submitted to competent Allied officers from whom we are awaiting authority to commence work.

On the Rome - Ancona - Rimini line, traffic runs as far as the Station of Cesena, whilst the line Foggia - Ancona has been opened up to Ortona a Mare. Repair work between Ortona and Ancona is in hand and the work is anticipated to take 200 working days. With reference to this work, the Director General of the Italian State Railways pointed out that in the Ancona Compartment, there are about 400 breaks in the line varying from demolitions, damaged bridges and demolished tunnels.

"The population" stated Eng. di Raimondo, "insists that the line Avellino - Benevento - Ancona, and the line Avellino - Benevento (which connected

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"The population" stated Eng. di Raimondo, "insists that the line Avellino - Rocchetta - Sant. Antonio, and the line Avellino - Benevento (which connected the provinces of Salerno, Avellino, Foggia, Benevento and Bari, be restored. Plans for the rehabilitation of the above lines have been submitted to the Allied Commission and we hope to obtain authority to commence work."

In the near future, the line Teramo - Campobasso will be opened up to traffic. This line, if connected to Benevento, subject to authority by the Allies, would create a new link between the Adriatic and the Tirrene with great advantages for the provinces crossed by the line.

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As regards electric traction, Eng. di Raimondo pointed out that it has already been restored between Reggio Calabria and Villa Ilierno. On the main line to the Tirreno and on the Foggia - Benevento - Caserta - Naples also electric operating will be in the near future also restored on the Orte - Roccenara line, whilst work for the repair of the main power lines along the Rome - Firenze - Bologna line is in the course of execution. Work for the repair of the railway bridge of Pisa over the Arno river, and work for the repair of the Lucca - Pistoia - Firenze line are in near completion, while work on the Pisa - Livorno - Empoli - Florence line has already commenced. Tuscany will therefore in the near future, be linked up with Central Italy and the whole network of railways.

The permanent repair of bridges and railway plants damaged by the war, is carried out entirely under projects of the railway administration, and the works are let to private firms of Contractors. Whilst all these works for the restoration of lines are being carried out, works for the repair of railway workshops are also being put in hand. In these workshops, labour is already at work on repairs to rolling stock, which also proceeds with the help of private firms gradually becoming specialised and equipped for this work.

Eng. Di Raimondo pointed out that the above mentioned works could be carried out more efficiently, if raw materials, which can only be supplied by foreign markets, and especially from America, were not lacking.

As a matter of fact, he added, arrangements are being made with the United Nations through the Allied Commission, and we hope that these materials will arrive in the near future, so that the railway administration will be in a position to co-operate in a greater measure to the war effort, and at the same time meet with the first necessities of the population. It would be desirable for this purpose, that the request for a large supply of fuel, specially for the transport of foodstuffs and construction materials, be approved. This is essential to support the efforts made by the various administrations to meet the needs of the population, and assist in the national reconstruction.

In conclusion, Eng. di Raimondo stated, the intensity of traffic reached today is considerable, especially if the extent of the damage done by bombing, shelling and demolitions was considered.

This must be for the Italian people, a guarantee, that when the war is over, the state of traffic in the country will bring substantial benefits to the life and economical rebirth of the country, to the development of reconstruction work, to which the State and private concerns aim with all their energy. These optimistic views are encouraged by the will to work which animates every man, and by the help, which undoubtedly the Allied authorities will give to a country which has been ravaged by war in all its vital organisations and in all its economic resources.

S I N - 2.1.1945 HOURS 1340 Ceretto lb.

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