

2218

Declassified E.O. 12356 Section 3.3/NND No. 785021

ACC

AC 319/TN.4

10000/148/2419

20005

MAR.-DE

10000/148/2419

LOCOS AND ROLLING STOCK
MAR. - DEC. 1945

Copy
319 45
319
2302

Subject : Utilisation of Engine Power on the Italian State Railways.

Th.A.3(0)19/18.

To : Director General,
ISR (Bdg)

21 Dec. 1945.

copy
AC (in Rio) ✓

1. During the last month the Chief of your Movements Section and his officers have repeatedly represented to my officers that a shortage of locomotive power has been responsible for the bad operation and congestion of the railways.

2. It has always been held by us that there were more than enough engines available to move all the authorised traffic and, at a meeting today between MRS Officers and Ing. Corbellini and Ing. Tonni, Ing. Corbellini confirmed my view that the present bad operation of the railway and apparent shortages of power were due entirely to bad working by the Movements Section of the railway, the following being primarily responsible :-

- (a) Wagons were being loaded indiscriminately, far more being loaded than the railway could possibly handle, causing congestion in Yards, trains being stabled at stations all along the line and trains being held for many hours outside terminal points waiting acceptance, resulting in engines being on the road three and four times longer than necessary.
- (b) Bad marshalling at originating points causing re-marshalling at points further north.
- (c) Underloading of trains and in some cases trains set off from already congested yards with only 20% of the load the engine could carry.

4993

(1) Complete lack of liaison between Movements

1. During the last month the Chief of your Movements Section and his officers have repeatedly represented to my officers that a shortage of locomotive power has been responsible for the bad operation and congestion of the railways.

2. It has always been held by us that there were more than enough engines available to move all the authorised traffic and, at a meeting today between HMS Officers and Ing. Corbellini and Ing. Tondi, Ing. Corbellini confirmed my view that the present bad operation of the railway and apparent shortages of power were due entirely to bad working by the Movements Section of the railway, the following being primarily responsible :-

- (a) Wagons were being loaded indiscriminately, far more being loaded than the railway could possibly handle, causing congestion in Yards, trains being stalled at stations all along the line and trains being held for many hours outside terminal points waiting acceptance, resulting in engines being on the road three and four times longer than necessary.
- (b) Bad marshalling at originating points causing re-marshalling at points further north.
- (c) Underloading of trains and in some cases trains set off from already congested yards with only 20% of the load the engine could carry.
- (d) Complete lack of liaison between Compartimenti regarding engine working, resulting in engines standing idle in some Compartimenti with traffic piling up and no power available in adjacent Compartimenti.
- (e) Excessive number of shunting engines in use which increases coal consumption.

4993

- 2 -

It has been noted by my officers when discussing railway operating matters with the Capo Servizio Movimento, Ing. Biondi, and his assistants Ing. Celli and Ing. Sottile, that they are completely out of touch with what is at present happening on the railways and they are unable to quote the simplest statistics regarding the present day to day operation of the railway. It is apparent that very little is done at HQ ISR to control and co-ordinate the daily railway operation of the various Compartimenti which accounts very largely for the congested state of the railway today.

4. The railway system has now reached a state where, if some immediate improvement is not effected, it will come to a complete standstill.

5. I would request, therefore, that you call together your Chiefs of Sections and decide what steps are to be taken to improve the operation of the railway and utilisation of engine power, which should effect a large saving in the consumption of coal, and send me a copy of the decisions reached and the steps that will be taken to effect such improvement.

jd

W. S. Long

Brigadier,
Director Military Railway Service.

2 2 2 3

319/14
SLB/af

TRANSPORTATION SUB-COMMISSION A.C.,
(RAIL DIVISION)
c/o Transportation (Br) Main,
S.M.P.

Tel.: 843403

4 August 45.

Ref.: AC/319/In.4

SUBJECT: Locomotives and Rolling Stock - Italy requirements.

TO : Director, S.M.P.

1. With reference to your letter in A 2/38 dated 25 July 45.
2. In answer to para 2 and 3 of your letter I confirm that, assuming the locomotive power now available in Italy remains in the country, it will be sufficient to cover requirements including prevention of disease and unrest. The retention of the oil fired steam locomotives is important in view of possible difficulties in regard to coal supply.
3. Even if the 116-650 HP Whitecomb Diesel Electric Locomotives are re-deployed, the power remaining will be sufficient for all requirements, but, again, these locomotives can be utilized to save coal and also on difficult sections of line having long tunnels where coal burners are undesirable.
4. Referring to para 5 (a) of your letter the programme for re-habilitation of electrically operated lines has been taken into consideration. In regard to 5(b), the re-habilitation programme aims at restoring freight and passenger traffic to a level equivalent to 40-45% of the 1939 figure by the end of 1946.

R.P. Moss,
Chief,
Rail Division.

Copy to: Planning Div., To Sub-Comm.

4993

Military Railway Service,
C.M.P.
Tel: Wirebox 9389.

Tn.A. 2/33.

25 July 45.

Subject: Locomotives and Rolling Stock -
Italy Requirements.

To: Tn. Sub Commission A.C. Italy.

Copy to: File Tn.A. 2/38/46.
" Tn.A. 2/127.

1. With further reference to the recent visit of Maj. Richardson and Mr. Charles Ryan to this H.Q. to discuss A.C. Tn. Sub Commission locomotive and rolling stock requirements.
2. In considering the recommendations to be made to War Office regarding disposal of the British owned locomotives and rolling stock we should like to have your confirmation that, assuming the locomotive power now available in Italy remains in the country, it will be sufficient to cover your requirements for Italy including those necessary to prevent disease and unrest.
3. There is a possibility that the 146 - 650 H.P. Baldwin Whitcomb Diesel Electric Locomotives, now all of American ownership, may be redeployed for military use elsewhere, and your reply should therefore cover the following alternative situations:-
 - (a) Retention of all Allied locomotive power including the 146 - 650 H.P. diesel electric locomotives.
 - (b) Retention of all Allied locomotive power less the American diesel electric locomotives.
4. It was understood that as a result of our recent conversations you were preparing data to enable you to effect a reduction of the A.C. requisition already placed, in view of the unexpectedly favourable position existing in Northern Italy.
5. In your reply please confirm that consideration has been given to the following factors:-
 - (a) The effect that repair of electrified railway systems may have upon potential steam locomotive requirements for Italy.
 - (b) That a pre-war period has been used as the basis for assessing requirements for essential civil purposes. It is considered that traffic during years 1938 and after would include a considerable element for warlike purposes, both national and international, which may now be discounted.

Copy to:- File Tn.A.2/58/16.
" " Tn.A.2/27.

1. With further reference to the recent visit of Maj. Richardson and Mr. Charles Ryan to this H.Q. to discuss A.C. Tn. Sub Commission locomotive and rolling stock requirements.

2. In considering the recommendations to be made to War Office regarding disposal of the British owned locomotives and rolling stock we should like to have your confirmation that, assuming the locomotive power now available in Italy remains in the country, it will be sufficient to cover your requirements for Italy including those necessary to prevent disease and unrest.

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(b) Retention of all Allied locomotive power less the American diesel electric locomotives.

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(a) The effect that repair of electrified railway systems may have upon potential steam locomotive requirements for Italy.

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499

B. H. Chaplin

D.R.R. CHAPLIN, Lt. Col.,
for Brigadier,
Director, Military Railway Service.

2226

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
ANCONA

To : Transportation S/C A.C. (Rail Division)
From : Transportation Sub-Commission Representative Ancona
Subject: Switching Engine - Cesena.
Re: : A.C/Tn 12/130 Anc.

June 4th 1945

Rererring to your A.C/319/Tn 4 of May 15th and confirming conversation with Major Ping, I visited Cesena on May 22nd, and from enquiries made it appears that for sometime a W.D. engine was stationed at Cesena for the purpose of performing the local shunting.

When this engine was taken away, difficulties arose, as the only power for shunting was provided by the engines of the two trains calling at Cesena, one in the morning and one in the evening.

The small shunting engine belonging to the beet factory was brought into use and although it can only move 5 or 6 wagons at a time, it is performing a very useful and essential service.

The O i/c of the A.C. Depot has a small supply of suitable fuel, and I left it with him to inform me when his stock needed replenishing.

The shunting within the Depot is done by a tractor. The tractor once had solid rubber tyres, but these are practically worn away, in places right down to the plates. Some of the plates forming the face of the wheel also have become loose, the rivet heads having worn away so that a wheel might possible collapse sooner or later.

This tractor is doing valuable work within the Depot and I feel that before it is allowed to become derelict and its services entirely lost either new wheels should be provided or the present ones competently repaired.

Via Calatafimi 1
II Floor

W. Stanley Smith
Capt. R.E.
W. Stanley Smith

299

WSS/EP

319/11

ACP/10

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

15 May 1945

Tel. 843238
Ref. AC/319/Tn 4

SUBJECT : Switching Engine - Cesena.

TO : Capt. W.E. SMITH,
c/o D.D.Tn (Railways), USAF

1. There has been some difficulty in clearance of freight cars at Cesena, due in some part to lack of locomotive power.
2. It is understood there is available a switching engine, property of the Sugar Beet plant, which could be used for assisting the clearance of cars to warehouses until such a time as the Beet factory again comes into seasonal operation - about next September.
3. Please arrange therefore with ICR Ancona to provide one truck of coal for the use of this switch engine and report on the assistance it is able to render in clearance of cars.

By Command of Rear Admiral STONE:

Robert May
Director

4990

Copy to: Tn S/C Nov (Rail)
" " MRS (Lt Col MOSS).

2228

Declassified E.O. 12356 Section 3.3/NND No. 785021TRANSPORTATION SUB-COMMISSION, A.C., (RAIL DIVISION) 14 MAY 1945SITUATION OF ROLLING STOCK IN SERVICE AT 18.00HRS., 13 MAY 1945

AREA.	PASS.	BOX.	H.G.	L.G.	PLAT.	WAGS.	TANK.	OTRS.	TOTAL.	T.P.D.
ROME	334	2955	606	337	27	64	2	7	3998	4052
NAPLS	220	3260	3477	821	705	273	578	66	9282	9246
E. ITALY	324	2825	3059	991	94	301	601	40	7919	7850
CALABRIA	97	449	620	56	161	2	65	18	1371	1303
C. ITALY	104	1795	3320	537	235	71	341	98	5396	5606
FLORANCE	98	243	207	119	14	16	36	4	639	550
SICILY	359	1299	1801	811	97	122	418	16	4564	4564
TOTAL	1536	12826	12090	3772	1334	849	2041	259	33171	33171

SARDINIA	209	433	537	184	10	9	30	2	1414	
G. TOTAL	1745	13259	12627	3956	1344	853	2071	261	34585	
SUB TOT.	815 SERVICEABLE CARS. 13 MAY 1945								835	

35420

Total on 15 May 1945

33844

INCREASE

1576.

6867

2229

Declassified E.O. 12356 Section 3.3/NND No. 785021

INFORMATION SUB-COMMISSION, A.C., (RAIL DIVISION) 14 MAY 1945

LOCATION OF ROLLING STOCK IN SERVICE AT 18.00HRS., 13 MAY 1945

	BOX.	H.O.	L.O.	PLAT.	REF.	TANK.	OTHER.	TOTAL.	T.P.D.
	2255	606	337	27	64	2	7	3998	4052
	3260	3477	521	705	273	578	68	9282	9246
	2825	3059	991	94	301	601	48	7919	7850
	449	620	56	161	2	65	18	1371	1303
	1795	2320	537	235	71	341	90	5398	5606
	243	297	119	14	16	36	4	639	550
	1299	1801	811	97	122	418	16	4564	4564
	12826	12090	3772	1334	849	2041	259	33171	33171

	433	537	184	10	9	30	2	1414	
	13259	12627	3996	1344	853	2071	261	34585	
835 SERVICEABLE CARS. 13 MAY 1945								835	

35420

Total on 15 Mar 1945

33844

INCREASE

1576.

01/b/c 0
519/10

6867

2 2 3 0

Declassified E.O. 12356 Section 3.3/NND No. 785021

WIRE

7 May 1945

FROM: DMRI

TO : CO, 701 RGD, FLORENCE
CO, 719 ROE, LEGHORN

CONFIDENTIAL. Reference is made this headquarter's files CS 27 and CS 37. Locomotive 740219 instead of locomotive 740184 departed San Lorenzo roundhouse Rome 1600 hours 5 May enroute Rosignano for service and maintenance. Signed London

cc - Equip. Sec., 774 RGD
DAD Tn 3 (O) Bldg.
AD Tn 3 (M) Bldg.
Maj. Matson, AC, Bldg.
Sgt. Temple
Ing. Corbellini

M. H. Headlee
M. H. HEADLEE
Captain, TC
774 RGD
0935

4988

2231

Declassified E.O. 12356 Section 3.3/NND No. 785021

WIRE

FROM: DMRI

4 May 1945

TO : CO, 701 RGD, FLORENCE
CO, 719 RGD, LIECHORN
Joint Railway Control, Rome

CONFIDENTIAL. ISR locomotive 740-184 call to leave San Lorenzo roundhouse Rome 1500 hours Friday 4 May destined Rosignano for service and maintenance. GS 37 Signed London

cc - Equip. Sec., 774 RGD
DAD Tn 3 (O) Bldg.
AD Tn 3 (W) Bldg.
Maj. Watson, AC, Bldg.
Sgt. Temple
Ing. Corbellini

H. H. READLEE
Captain, TC
774 RGD
1400

4987

2232

Declassified E.O. 12356 Section 3.3/NND No. 785021

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: RTC 304
Date/Time of Origin: MAY 021600B

Message Centre No: D/9570
Date Time Rec'd: MAY 040900B
Precedence: PRIORITY

FROM: ALCOM SICILIA SIGNED LYNCH
TO: HQ, ALCOM TN INCREMENT HOME REPEAT FOR COMMISSIONE ALLEATA REGGIO FOR BOODY

RESTRICTED

RESTRICTED.

Loco 625078 moved MESSINA to REGGIO 29 April 745003 now in shop will probably be despatched end of week.

ACTION



DIST

ACTION: Tn S/C 2
INFO: A/President
Chief Commissioner
Econ Sec
File

4986

RESTRICTED

BEST COPY POSSIBLE

WING

3 May 1948

FROM: BUREAU

TO : CC, 701 BSB, FLORENCE
 CC, 718 BSB, FLORENCE
 CC, 719 BSB, LEONARD
 Joint Railway Control, Rome

CONFIDENTIAL. Locomotive 740860 working at Leonard is
 out of order and 719 arrange dispatch locomotive to Florence for
 repairs. 122 Rome arrange dispatch one (1) 726 or 740 class loco-
 motive from San Lorenzo roundhouse Rome to Leonard Friday 4 May
 for service and maintenance. 122 signal departure Rome. CC SF
 signed London

CC - PAS TO 3 (C) Bldg.
 AD TO 3 (M) Bldg.
 Ing. Corbellini
 Sgt. Temple

Maj. Mattson, AC, Bldg.

R. H. HEADLEY
 Capt. TO
 774 BSB
 1250

4985

TRANSPORTATION SUB-COMMISSION A.C.
ALLIED CONTROL COMMISSION
PROVINCE OF REGGIO IN CALABRIA

SUBJECT: Locomotives

REF: R 43
9 APR 47

TO: TPTN. S.C.
C/O TN. INC. C.M.F.

1. Thanks for your AG/319/Tn 4 of 2 April.
2. ref. para 3 I note and appreciate position but
retrace looks like being ready July 1 (90 days
hence not so)

B. W. Boddy

B. W. BODDY
CAPTAIN
DIVN. SOFT. TPTN. S.C. A.C.
REGGIO CAL.

To be read only 72

319/4

PGM/lc

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation Increment

2 April 1945

Tel. 843191-11

Ref. AC/319/Tn 4

TO : Transportation Officer AC, Reggio.

SUBJECT : Locomotives.

1. Reference yours 22 March regarding above subject.
2. There is no possibility of furnishing additional locomotives for the Calabria division at this time.
3. The position will be considerably eased when the Petrace bridge is ready for service some time within sixty days but in the meantime the freight traffic will have to move with the available locos and passenger traffic should be reduced to produce locos if necessary.
4. The loco situation is going to become more acute due to the Military moving their Diesel power north.

P.G. MATSON
P.G. MATSON, Major T.C.

4980

TRANSPORTATION SUB-COMMISSION A.C.
ALLIED ~~CONTROL~~ COMMISSION
PROVINCE OF REGGIO IN CALABRIA

SUBJECT: LOCOMOTIVES

REF: REG. III/26/6
22 MAR 42

TO: TPTN. S.C. A.C. (RAIL DIVN)
C/O TN. INC. C.M.F.

1. Considerable congestion of loaded cars exists again at S. Eufemia for conveyance "over the hill" to Catanzaro. Something like 130 cars are there today. It has been well over 100 for many days.
2. Can you get the temporary loan of two good 625 class locos to assist in clearance? *if* we could have them for at least 2 weeks they would help considerably.

BW Boddy

B/ W. BODDY
CAPTAIN
DIV. SUPT. TN SUB-COMM. A.C.

1982

2 2 3 8

Declassified E.O. 12356 Section 3.3/NND No. 785021

IN INC (Ta Sub-Comm.)

141000



NOT RECHIO FOR BODY

061 (.)

ARRANGE WORK FORWARD FROM P.OLA TO HATTIPAGLIA

THREE ELECTRIC LINES FOR NEW IR POLICED (.) 526 CLASS NUMBERS

438 (.) 431 (.) 235 (.)

S.L. / Airline Maps

IMPORTANT

4981

2239

S.S.C.R.E.T.

Military Railway Service,
Italy.
Tel: Firebox - 49
Outside line 843332.
ME.1/30.
4 March 1945.

Subject: Future Requirements
Locomotives and Rolling
Stock.

To: C.A.O.,
A.F.H.E. - through G-4(Mov & Tn), A.F.H.E.

Copy to: Director of Transportation Sub Commission,
Allied Commission.

D.D.Tn., A.F.H.E.
Asst. D.D.M.E.S., A.F.H.E.

1. I have come to the conclusion, after careful consideration, that the quantity of locomotives and rolling stock likely to be available in Italy when Northern Italy comes into our hands will fall considerably short of our estimated minimum requirements necessary to meet military operational and essential civil needs.

2. I consider that some 100 main line locomotives and some 5000 cars will be required to be imported into Italy during the period July - December 1945.

3. The present volume of traffic being loaded daily on rail in Italy averages 30,000 tons. The present availability of approx 1000 locomotives and 30,000 cars is adequate to handle this tonnage but does not fully cover even essential civil requirements.

4. When Northern Italy is occupied it is estimated that at least 10,000 to 15,000 tons per day will have to be handled additional, and this will require an additional 300 locomotives and a minimum of 10,000 cars.

5. Recent CX intelligence reports indicate that the enemy has already moved from N. Italy 1000 locomotives and some thousands of cars and I consider it would be unwise to assume that more than 100 locomotives and 5000 cars will be recovered from N. Italy or from present occupied Italy. Work of recovery in present occupied Italy is being pressed to the limit of available resources.

6. There remains therefore a deficit of some 230 locomotives and 5000 cars on minimum estimated requirements. 4980
Of these, 130 locomotives are coming forward from U.S. on

Asst. D.D.M.S., A.F.H.A.

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3. The present volume of traffic being loaded daily on rail in Italy averages 30,000 tons. The present availability of approx 1000 locomotives and 30,000 cars is adequate to handle this tonnage but does not fully cover even essential civil requirements.

4. When Northern Italy is occupied it is estimated that at least 10,000 to 15,000 tons per day will have to be handled additional, and this will require an additional 330 locomotives and a minimum of 10,000 cars.

5. Recent CX intelligence reports indicate that the enemy has already moved from N. Italy 1000 locomotives and some thousands of cars and I consider it would be unwise to assume that more than 100 locomotives and 5000 cars will be recovered from N. Italy or from present occupied Italy. Work of recovery in present occupied Italy is being pressed to the limit of available resources.

6. There remains therefore a deficit of some 330 locomotives and 5000 cars on minimum estimated requirements. 238

Of these, 130 locomotives are coming forward from U.S. on a previous requisition and delivery should be completed by about the end of June.

7. In the above I have not taken into consideration requirements for Greece and Yugoslavia necessary to meet essential civil needs. These requirements are not yet firm, though a preliminary estimate has already been received from Greece amounting to some 60 locomotives and 500 cars.

/to sheet 2.

Sheet 2.

It is anticipated that these can be partially met from locomotives and cars now coming available for transfer from Mideast.

8. It is recommended therefore that a requisition should be placed forthwith on United States and a suggested draft signal for dispatch to AGWAR is attached.

R. D. Waghorn

(R. D. WAGHORN).
Brigadier.

Director of Transportation.

4978

DRAFT.

From : Freedom.

To : AGRAR.

Reptd : DAS Washington.

THROOPERS London.

The Inc

Subject is Locomotives and railroad Cars required this theatre for period July - December 1945.

Estimate require following

100 locomotives 2-8-0
2500 Box Cars - 20 ton
1850 Gondolas High Sided 20 ton
150 Flat Cars - 50 ton
350 Gondolas Low Side 20 ton
150 Rail Tank Cars 10,000 gallon

Justification for above requirements is based on following

- (1) Estimate that will require to move in Northern Italy 10,000 - 15,000 tons of freight per day in addition present commitments of which 80% estimated military operational and 20% essential civil.
- (2) Based on present turnround of cars of 10 days and average tons of freight per car of 12 tons this requires minimum of 10,000 cars and 330 locomotives over present total holdings.
- (3) In view indication from recent CX reports that Germans have evacuated 1000 of best steam locos and thousands of wagons from N. Italy do not anticipate recovering more than 100 locos and 5000 wagons in running condition including results of work on recovery still in hand in occupied Italy.
- (4) Of balance of 230 locos 130 already covered by dues coming in on previous requisition
- (5) Above excludes requirements for Greece and Yugoslavia which not yet firm and will be partially met from expected transfers from Mideast theatre

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7928

2 2 4 4