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OPERATION

AUG-OCT. 1945

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OPERATION AND CONTROL OF
AUG-OCT. 1945 ITALIAN STATE D.A.

RPM/lml

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (BR) MAIN, C. M. F.

Tel. 843209
Ref. AO/361/Tn4

31 October 1945

SUBJECT : Materials for the Reconstruction and
Rehabilitation of the Italian State Railways.

TO : Director, Transportation Sub-Commission.

1. In mid-August a requisition was submitted for materials for the Italian State Railways covering the last half of 1945 and the year 1946.

2. The reconstruction of the Italian State Railways is and has been seriously delayed for the need of certain vital materials, including rail and copper. In certain sections of Italy labor is not being fully utilized in the reconstruction work because of the lack of these two items and immediate action should be taken for their importation from the outside. The reconstruction of the electrical railway system between Rome and Naples via Formia is practically at a standstill for need of copper. The same applies to other sections where the reconstruction of the electrified system is being undertaken.

3. The rail rolling mills at Bagnoli and Piombino should be ready for the production of rail in early December. The rolling mills of the Falck and Bredda plants in Milan are now in production but on a limited scale, due to inadequate allocations of coal. It is of vital importance that the rail producing mills be operated and that a high priority be given to them when allocation of coal is made each month. The procurement of materials and supplies necessary for the reconstruction and rehabilitation of the railways should be given immediate attention, and direct and concise action taken for the importation of at least sufficient supplies to keep the repair program going.

4. This matter should be handled immediately with the Vice-President of the Economic Section and his personal aid is solicited.

Sd. *R. P. Moss*
R. P. MOSS
Chief, Rail Division

Rail Division (3)

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

361/4

26 October 1945

AC TN MEMORANDUM)
NUMBER 5)

OPERATION AND CONTROL OF THE ITALIAN STATE RAILWAYS

1. The operation and control of the Italian State Railways will be handed back to that Organization on 1 November 1945.
2. Forwarded herewith, is a copy of AFHQ directive (AG 531 TPN-O of 17 October 1945) giving particulars of how this will be arranged.
3. Further details will be forwarded as they become available.

P. D. G. Buchanan
P.D.G. BUCHANAN, Colonel
Acting Director

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6272

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ALLIED FORCE HEADQUARTERS

APO 512

17 October 1945

AC 531 TPN-C

SUBJECT: Operation and Control of the Italian Railways.

TO: All concerned.

1. Transfer of Control - The traffic control and traffic operation of the Italian railway system including the maintenance of railway stock and the maintenance of permanent way will be handed over to the Italian State Railways effective 1 November 1945.
2. From that date the Italian State Railways will be fully responsible for the efficient working of the railways and the movement of all traffic.
3. Area of responsibility - The Italian railway system, for the purpose of this instruction, is defined as all railways in ITALY and SICILY except those in the present TRISTE Compartmento and the line TRIESTE-UDINE-TARVISIO (the main-British L of C into Austria). The latter will continue under the control of the Director, Military Railway Service, ITALY.

4. This headquarter retains the right to resume control or operation of any section of the Italian railways, if it considers it necessary for military reasons.

5. Military traffic - The Italian State Railways will at all times give first priority to the movement of Allied-military traffic, unless authority has been given in a specific case by this headquarters to alter the priority.

6. Movements and Transportation Section, AFHQ (or subordinate Movements/Transportation (US), headquarters as appropriate) will place demands for military movement on the Italian State Railways. The method of placing demands will be detailed in a separate instruction.

7. The Italian State Railways will nominate a senior official in each compartmento to be the link between the local Movements or Transportation (US) Headquarters and the railways.

8. The Director, Military Railway Service will remain responsible for insuring that Allied military traffic is being handled efficiently by the Italian State Railways. To this end he will retain the necessary supervisory staff at Headquarters of Italian State Railways and representatives in those compartmenti,

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7. The Italian State Railways will nominate a senior official in each compartmento to be the link between the local Movements or Transportation (US) Headquarters and the Italian State Railways.

8. The Director, Military Railway Service will remain responsible for insuring that Allied military traffic is being handled efficiently by the Italian State Railways. To this end he will retain the necessary supervisory staff at Headquarters of Italian State Railways and representatives in those compartmenti, in which there is major military traffic moving.

9. As the Director, Military Railway Service is satisfied that control by the Italian State Railways is working smoothly, he may withdraw these representatives progressively from compartmenti. Prior notice of withdrawal will be given to this headquarters.

Ltr, AFHQ, AG 54 TPN-O
dated 17 October 1945

10. The Director, Military Railway Service will also be responsible for carrying out, or supervising, as he considers necessary such railway reconstruction and maintenance of permanent way as are required for the movement of Allied military traffic.

11. Civilian Traffic - It will be the responsibility of the Italian Government to coordinate bids for the movement by rail of essential civil traffic (in territory returned to its jurisdiction) and place demands for the movements of this traffic on the Italian State Railways.

12. Allied Commission will continue to give technical advice to the Italian State Railways on the reconstruction and operation for civil purposes of the railways so long as its technical staff remains.

13. Maintenance of Railway Equipment - The Italian State Railways will be responsible for the maintenance of all railway equipment.

14. The Director, Military Railway Service, will be responsible for supervising the upkeep of US and British equipment being used by the Italian State Railways until disposal instructions for this equipment are issued.

15. Railway Stores - Separate instructions will be issued on the hand-over of control and future supply of railway stores.

16. Details of Transfer - The Director, Military Railway Service will be responsible for the detailed hand over of control to the Italian State Railways.

BY COMMAND OF THE ACTING SUPREME ALLIED COMMANDER :

GCW. CHRISTENBERRY
Colonel, AGD
Adjutant General

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BY COMMAND OF THE ACTING SUPREME ALLIED COMMANDER :

CW. CHRISTENBERRY
Colonel, AGD
Adjutant General

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TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (HR) MAIN, C. M. F.

Tel: 843209
Ref: AC/361/Tn4

30 August 1945

SUBJECT : Operation and Control of Italian
State Railways - Future Policy.

TO : Director, Transportation Sub-Commission

1. With reference to the attached letter from the Director, Military Railway Service, I cannot agree with the Director on several points and submit the following for consideration:

- a. Paragraph 1 - agree.
- b. Paragraph 2 - the distribution of equipment should be turned over to the ISR immediately and it should be their responsibility to see that (1) first priority be given to Military movements, both freight and passenger and that sufficient equipment will be available to protect such movements; (2) that high priority is given movement of essential civil traffic. That is, perishable would be moved ahead of wood, etc. The Italian Government to establish priority for movement of civil tonnages.

Movements should prepare in advance their requirements for both passenger and freight movement. Program to be co-ordinated with ISR and AC. ISR to insure that program is fully carried out.

All other available equipment after military needs are met to be at the disposal of the ISR for service as they desire to operate within coal allotment. The Allied Commission to be the approving authority for the latter.

Should explore the possibility of reducing the number of military passenger trains now being operated, especially between Naples and the East Coast. In view of reduction of military needs, military personnel would in many cases have coaches reserved for them as required on civilian passenger trains, instead of special trains being operated. Thus, Movements would ask for 8 compartments in Naples-Bari train, etc. This would insure maximum use of all equipment.

- 2 -

- c. Paragraph 3 - disagree with that part of the sentence "only sufficient supervision being maintained to see that military and essential civil (A.C.) traffic is moved and given necessary priority". The entire responsibility for all movements should be placed squarely up to ISR. They are capable of carrying them out.

I would suggest that a small Movements organization be left to indicate to the ISR what the military requirements for movement would be. The ISR to be responsible for accepting for movement and for the movement of all civil tonnages. Under this plan the ISR would have the control of all equipment as well as all movements. Certainly, both MRS and AC should not be left for operational matters only.

- d. Paragraph 4 - Agreed, except suggest the date 1st October instead of 1st November.
- e. Paragraph 5 - do not agree that it is necessary that MRS retain supervisory staffs. The policy as laid down by the Joint Chiefs of Staff, is that the Italian Government be given all the responsibility with which they are capable of dealing. Certainly, if Movements indicate to the ISR what the military requirements are they will be met. A more efficient operation will be had by the ISR when military supervision is removed, and once the responsibility is placed squarely upon the ISR they will meet it. I fail to see where both AC and MRS would require staffs. Paragraph 2 deals partly with the subject of Paragraph 5.
- f. Paragraph 6 - agreed that exception be made in the case of the Trieste Compartimento, only until such time as the political situation is clarified.
- g. Paragraph 7 - in Paragraph 2, the Director states the entire operation is being carried out by the ISR, yet the Military Railway Service has not provided the ISR with adequate telephone facilities for carrying out such operations. For instance, the Director of the ISR can talk with Bari, Naples, Reggio, etc., only on MRS lines and with their consent. I handled this matter with the D-MRS, several times but nothing was gained. It is urgent and essential that certain lines now in use by the Military be released for use by the ISR, and at once.

- 3 -

2. Suggest conference be held prior to meeting of the Allied Railway Board, to discuss Policy to be put forth by the Allied Commission at the Allied Railway Board meeting.

R. P. MOSS
Chief, Rail Division

Attachment:

As stated in
Paragraph 1.

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