

ACC

AC/363/TN.4

10000/145/2.461

12VA
AUG.-S

10000/148/2461

12VA STEEL WORKS AT
AUG.-SEPT. 1945

INDUSTRY SUB-COMMISSION

Tel. 328

SL/tks

Ref. AC/5649/IND

4 September 1945

SUBJECT: Rails for Transportation.

TO: Transportation Sub-Commission
Attn: Mr. R. P. Moss
Chief, Rail Division.

1. Reference conversation with Mr. Moss regarding the necessity for producing rails for the Italian State Railways, and your letter of 1 September 1945, AC/363/Tn4.

2. I have been advised by Mr. Sacerdoti, head of the Technical Mission, who has just returned from the States that a quantity of rails have been purchased in the States and should be delivered in the very near future. I thought you should know about this as the rail production in Italy will not be available for a short time.

SIDNEY LAND

for: A. H. GLENDINNING
Colonel
Acting Director
Industry Sub-Commission

*20 000 fast
Tons plus
3 400 tons
Starts moving to*

6295

363/2

RPM/lal

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

Tel. 843209
Ref. AC/363/Tm

1 September 1945

SUBJECT : Ilva Steel Mills at Piombino.

TO : Director, Industry Sub-Commission
Attention: Mr. Land
Director, Transportation Sub-Commission

1. Reference conversation with Mr. Land, 25 August concerning the prospects of the Ilva Plant at Piombino producing rail for the Italian State Railways.

2. Major Barnes, Chief Mechanical Officer of the Rail Division, in company with Ing. Mazza, made an inspection of the Ilva Plant at Piombino on 28 August and the following information is submitted.

Condition of the Ilva Plant at Piombino:-

This plant was severely damaged by bombardment over a period of 6 months. However, much reconstruction work has been completed and a daily train service has been established into Piombino to handle workers and material for the reconstruction of this plant. Approximately 1500 workers are now employed.

Steel Production:-

Three open-hearth furnaces are in course of reconstruction for the production of steel. The first will be completed about 15 September and it is estimated that 3,000 tons of steel in ingots could be produced in September, provided fuel is made available. The second furnace will be ready in October which will permit a total estimated output of 6,000 tons of steel in ingots for that month. The third furnace should be completed by the end of November.

Steel Rail Production:-

The Rolling Mill for steel rail was sabotaged by the Germans and new gear wheels are necessary. These wheels are now being fabricated in Milan and it is estimated that they will be finished by 15 October. These wheels will then have to be fitted to the rollers, which means that steel rail cannot be produced before early November.

Fuel, Pig iron, from Bagnoli or Trieste and Dolomites from Carrara are necessary before production can begin.

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Trieste: Pig iron is at Trieste, but it is understood that special permission is necessary to obtain it. Perhaps, Brig. Anderson could get permission for this pig iron to be brought down.

Dolomites: Can be brought in either by rail or sea from Carrara. A truck is necessary to transport this a distance of 7 kilometers either to the Port for sea transport or to Lucca for rail transport. First month (September) 500 tons raw Dolomites are needed and 180 tons per month thereafter.

3. The conclusion is reached that no steel rail can be produced by the Ilva Plant at Piombino until November. As an alternative, investigation should be made as to the possibilities of the Ilva Plant at Bagnoli to produce rails.

4. Rail transportation is the key for the future rehabilitation of Industry and Agriculture in Italy. At the present moment the work of reconstruction is being held up and is practically at a standstill in several sections for the want of track and bridge steel. A total of 130,000 tons of track material is required for the remainder of 1945 and the year 1946. Labor is not being employed to advantage due to the shortage of materials for reconstruction work, which will no doubt, have an unfavorable reaction within a short time.

5. In this connection an inspection will be made within a few days of the ~~Ilva~~ and Falck Plants in Milan, to ascertain their condition and when they can start the production of rail, and a further report will be submitted.

6. The assistance of the Industry Sub-Commission is solicited in getting into production as quickly as possible the Rolling Mills, and also for the provision of raw materials in order that track material may be produced for the rehabilitation of rails.

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

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TRANSPORTATION SUB-COMMISSION, AG
(RAIL DIVISION)
c/o Transportation (Br.) Main
C.I.T.

Ref. 643403
Ref. 10/108/26/TU 4

25 August 45

TO : Chief,
Rail Division.

SUBJECT : ILM Steel Mills at Pionbino.

Report of visit to ILM Steel Mills at Pionbino on 28th August 45 by
Maj. G.S. Barnes RE, Mechanical Branch, Rail Division.

Object: to investigate the ability of this plant to produce Steel Rails
in the immediate future.

Conclusion: no steel rails can be produced by this firm at Pionbino
until November.

Alternative: Ing. Larson who accompanied Major Barnes is investigating the
possibility of the ILM plant at Naples producing rails.

Condition of Pionbino Plant:

This was broken several times over a period of 6 months over a year ago
and much rebuilding work has been completed.

Steel Production:

Three Open Hearth Furnaces are in course of construction for the production
of steel. The first will be completed by 15th September and it is estimated by
Ing. Salvi, in charge of the Mill, that 5,000 tons of steel in ingots will be
produced in September.

A second Furnace will be ready in October which will allow a total estimated
output of 6,000 tons of steel in ingots for that month. The third furnace should be
completed by end of November.

Steel Rail Production:

The Rolling Mill for steel rail was sabotaged by the Germans and new Gear
wheels are necessary. These are being fabricated at Milan and estimated date of
completion is 15th Oct. 1945. These wheels will then have to be fitted to the
Rollers which means that steel rail cannot be produced until early November.

Coal, Pig Iron from Bagnoli or Trieste and Delivered from Germany are
necessary before production can begin.

Pig Iron, Bagnoli will not be ready to produce until Christmas

Trieste - Pig iron is at Trieste but special permission is necessary to
obtain this. Brig. Anderson is able to give permission for this to be brought
down.

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Report of visit to INA Steel Mills at Pionino on 20th August 45 by
 Maj. G.S. Barnes R.E., Mechanical Branch, Rail Division.

Object, to investigate the ability of this plant to produce Steel Rails
 in the immediate future.

Conclusion: no steel rails can be produced by this firm at Pionino
 until November.

Alternative: Ing. Karna who accompanied Major Barnes is investigating the
 possibility of the INA plant at Naples producing rails.

Condition of Pionino plant:

This was bombed several times over a period of 6 months over a year ago
 and much rebuilding work has been completed.

Steel Production:

Three Open Hearth Furnaces are in course of construction for the production
 of steel. The first will be completed by 15th September and it is estimated by
 Ing. Salvi, in charge of the Mill, that 3,000 tons of steel in ingots will be
 produced in September.

A second Furnace will be ready in October which will allow a total estimated
 output of 6,000 tons of steel in ingots for that month. The third furnace should be
 completed by end of November.

Steel Rail Production:

The Rolling Mill for steel rail was sabotaged by the Germans and new Gear
 Wheels are necessary. These are being fabricated at Milan and estimated date of
 completion is 15th Oct. 1945. These wheels will then have to be fitted to the
 Rollers which means that steel rail cannot be produced until early November.

Coal, Pig Iron from Bagnoli or Trieste and Dolomite from Carrara are
 necessary before production can begin.

Pig Iron, Bagnoli will not be ready to produce until October. **6292**

Trieste - Pig Iron is at Trieste but special permission is necessary to
 obtain this. Eng. Anderson is able to give permission for this to be brought
 down.

Dolomites can be brought either by rail or sea from Carrara. A lorry is
 needed to carry this a distance of 7 kilometres either to the port for sea transport
 or to Incca for rail transport. 1st month (Sept.) 500 tons Raw Dolomite are needed
 and 100 tons per month thereafter.

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ILVA are able to haul wagons from Campiglia Junction to works by their own locomotive power.
They have their own cars for haulage from the Port to the Works.

ILVA at Piombino will be able to produce all rail track materials (including steel sleepers) with the exception of turn-outs which are fabricated at SAVENA.


R. DAVIS, Major RE.

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