

ACC

AC/373/TN.4

10000/142/2472

ROLLING

SEPT. - NOV.

10000/142/2472 ROLLING STOCK CONSTRUCTION
SEPT. - NOV. 1945

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

A. P. O. 512
5 November 1945

SUBJECT: Rolling Stock Reconstructed and Placed New in Service

TO: Ing. Biondi, Italian State Railways, Rome
Ing. Bertoli, Italian State Railways, Rome

1. In order to perpetuate an accurate inventory record of freight and passenger stock, it is imperative that an exact account be kept of types of cars which are reconstructed in shops and placed new in service.

2. Effective with the month of November, please have each Compartimento, Sicily included, submit to your headquarters by the 8th day of December a report of freight and passenger cars reconstructed and returned new to service during the calendar month of November. Your office will then please prepare a consolidated report and forward to the undersigned by the 10th day of December. The same reporting arrangement must be continued each month thereafter.

3. Cars placed new in service in any given Compartimento should be added to the inventory of cars in that Compartimento, and current records adjusted accordingly.

4. It is important that cars released from private car shops under contract to ISR be included in this report.

FOR THE DIRECTOR:

Copies furnished:

ADD-Equipment
AD Tn (Ops)
DAD Tn 3 (O)
Supt Car Service
AC Tn Sub-Comm., Rail Divn.

S. E. London
S. E. LONDON
Major, TC
Supt. Transportation

6424

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 843191
Ref: AC/373/2a 4

SUBJECT: Repair of Rail Cars.

Dottor Ugo La Malfa,
Minister of Transports,
Rome

Dear Dr La Malfa:

After a careful examination of the report of cars repaired in Italy it is believed that all facilities are not being utilized and that coordination is not being had in the car repair program. You are aware that the availability of cars is a deciding factor in the rehabilitation of Italy and will no doubt be a major consideration when the question of International Traffic is considered.

The majority of the repairs to cars in Italy is carried out by privately owned shops under contract with the Italian State Railways. A regular and constant flow of materials are required to be moved into each shop. I believe you will agree that the procurement of these materials could be handled by the Italian State Railways but the attitude of the IIR is that it is not their responsibility to provide the privately owned shops with materials or to assist them with their repair program.

I am convinced that with the present availability of industry and materials in Italy the number of cars repaired could be greatly increased provided:-

- (a) Materials are made available.
- (b) Every shop is worked to its maximum capacity by enlarging the forces and under capable supervision.
- (c) Each shop be inspected to determine its capacity, also to determine which class of cars it is best equipped to repair.
- (d) Each shop be given a weekly or monthly allocation of cars to repair and when this quota is not met investigate and report upon the cause.

In order to achieve the maximum results, I would suggest that a committee be nominated by the Minister of Transports to examine thoroughly the car repair program and that this committee submit to the Minister its recommendations, especially dealing with the procurement of materials and other items above mentioned.

6423

P. J. Anderson
C. Anderson

29 October 45

REM/10

0303

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6424

P. T. Buchanan
C. M. C.
Acting Director

Copy to: Chief Mech Eng Branch

COPY

FROM : 192 RLY OP COY OPS OFFICE ANCONA
TO : TN MAIN ROME

.....
UNCLASSIFIED (.) CAPO COMPARTIMENTO HAS VISITED CECCHETTI
WAGON WORKS CIVITANOVA MARCHE AND REPORTS THAT OUTPUT IS
RESTRICTED FOR WANT OF MATERIALS (.) HAVE CONTACTED CAPT
BENT OF AC WHO SAYS HE HAS SENT SEVERAL WIRES TO AC ROME
(.) PRINCIPAL LACK IS STEEL PLATE AND SITUATION FURTHER
COMPLICATED AS PRICE EX MILL SUDDENLY RISEN 70 PER CENT
(.) NO COKE HAS BEEN RECEIVED FOR ABOUT THREE MONTHS (.)
ONE WAGON THAT WAS DESPATCHED APPARENTLY DISAPPEARED (.)
THIRD LACK IS TIMBER (.) CECCHETTI IS GETTING HIS RATION
BUT REQUIRES ABOUT FOUR TIMES THAT AMOUNT (.) CAPT BENT LEAVING
ON RELEASE AND AMERICAN REPLACEMENT NOT YET ARRIVED.
.....

1240A

6422

ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (DMRSO)

Subject : Construction of Rolling Stock.

Tn.A.3(M)/123.

To : Tn. Sub Commission, AC. 20 Sept. 1945.

1. Reference your AC/373/Tn4 of 18 Sept. 45, I am in entire agreement with para. 3 of your letter and this is a state of affairs which I have been continually combating and drumming into the ISR authorities. The NAPLES, CALABRIA, and to some extent the BARI Compartimenti are particularly bad in this respect although the latter has improved somewhat of late.

2. As regards para. 4 we have no longer the personnel available to check what wagons are sent by the ISR to the various contract shops doing work for them in Sicily and Southern Italy, and if you can effect an improvement, this branch, whilst it exists, will continue to do everything in its power to support the matter.

3. As regards para. 2 insofar as it refers to freight cars I also agree with you. Such firms as Ansaldo & Breda should have as many car skeletons with good underframes as possible drafted to them for plating-up on an all-steel basis as is being done at TERNI and COLLEFERRO, rather than embark on new freight car construction. You will, however, find very considerable opposition to this point of view from these large and powerful financial corporations.

4. Regarding passenger stock, electric train sets, etc. much of the original equipment has been so badly damaged that in my opinion a limited new construction programme should be permitted in addition to repairing such stock which is repairable

6421

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4. Regarding passenger stock, electric train sets, etc. much of the original equipment has been so badly damaged that in my opinion a limited new construction programme should be permitted in addition to repairing such stock which is repairable and has not already been dealt with.

jd

[Signature]
Colonel,
D.D.Tn. (Mech),
for Brigadier,
Director Military Railway Service.

ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (DNRSI)

Subject : Various Private Contract Firms.

Tn.A.3(M)/51.

To : Tn. Sub Commission, AC. 21 Sept. 45.

Copy to : Tn.2.

1. Reference your letter AC/373/Tn4 of 18 Sept. 1945. When the repair and production of wagon stock was an urgent operational necessity, although such firms as Wagon Lits, Colleferro and Civitanova Marche were under the auspices of AC, the paucity of supervisory staff of AC coupled with the difficulty in obtaining materials, compelled MRS to intervene and assist in these matters in a considerable degree.

2. This operational urgency has now passed and MRS are unable to provide further stores for these firms and the control, supply, and protection of them should undoubtedly pass entirely into your hands.

3. In the case of Wagon Lits it is our habit to draft surplus coaching stock to them for repairs which cannot quickly be dealt with at PORTA MAGGIORE, including ex ambulance train coaches for reconversion. It is in the interests of all concerned that this system continue provided that suitable liaison is maintained between your office and mine.

4. The greatest difficulty with these firms is keeping them supplied with certain basic materials such as steel sheeting, timber, coke etc. and the attached signal just received from ANCONA (conversation Major Ping refers) illustrates vividly why MRS intervention was originally so necessary. These firms appear to make little effort to obtain materials

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4. The greatest difficulty with these firms is keeping them supplied with certain basic materials such as steel sheeting, timber, coke etc. and the attached signal just received from ANCONA (conversation Major Ping refers) illustrates vividly why MRS intervention was originally so necessary. These firms appear to make little effort to obtain materials themselves and although they are working for the ISR, the ISR show no desire whatever to assist them in such matters although quite obviously it would be to the ISR's own good. You will perhaps think it worthwhile to re-impress this point of view on all concerned.

jd

[Signature]
Colonel,
D.D.Tn. (Mech),
for Brigadier,
Director Military Railway Service.

03091

373/2
ACP/lml

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

Tel. 843838
Ref. AC/373/Tn4

18 September 1945

SUBJECT : Construction of Rolling Stock.

TO : Director, Military Railway Service
Attention: ~~Es~~. Col. Topham.

1. Attached hereto is a list setting out the plans for the construction of new rolling stock by the Italian State Railways.

2. It will be noted that there is in hand a large program of construction of freight cars of various types and it is felt that before the raw materials are used for the throughout construction of entirely new rolling stock, the Italian State Railways should divert special attention to the reconstruction of the many existing crippled vehicles, which in many cases require light repairs.

3. In the South there are a number of firms engaged on light and heavy repairs to rolling stock, but in spite of the constant attention we give to them, there are many long wrecks of freight cars standing in station sidings which could be speedily put into service if an overall program of repair was decided upon.

4. Please say if you agree to this point of view and if you will take suitable action with the Italian State Railways, or leave it in the hands of this Sub-Commission.

Aubrey May
for Director

Copy to: Mechanical Engineering Branch, Bldg.

Attachment:

As stated above.

6419

PRIVATE & GROUPS

SITUATION OF WORKS ON CONSTRUCTION OF THE ROLLING STOCK TO THE 31 JULY 1945

Group Series	Firm of construction	Ord. Date	Ordered	Delivered	To be delivered
E 424 D.C. Electric	Sevigliano - Torino	24/2/43	5	-	5
	Breda - Milano	"	20	-	20
	C.G.S. - Milano	"	10	-	10
	Marrelli - Milano	"	18	-	18
	Brown Boveri - Milano	"	12	-	12
Treni Bloc. cl. Elect. Motors car trains slide doors ele 75 Elect. Loc.	Ansaldo - Genova	"	10	-	10
	Breda - Milano	30/6/39	75	-	75
	C.G.S. - Milano	18/4/39	15	10	5
	Ansaldo - Genova	"	16	13	3
	Breda - Milano	10/4/43	21	23	8
ABE Ce 1st 2nd cl. coach. 3rd Cl. Coach NEC Long Box-coach 40 Ton	Breda - Milano	"	10	-	10
	Breda - Milano	18/12/42	12	-	12
	Breda - Milano	"	550	457	93
	Meridionali - Napoli	"	250	-	250
	Totals		800	457	343
To Box-Cars 20 Ton	Sevigliano-Torino	25/3/42	140	129	11
	"	18/12/42	410	-	410
	Montemasio - "	"	130	-	130
	Magliola-Sant'A	"	325	180	145
	Breda - Milano	"	575	-	575
	O.M. - MILANO	27/2/42	175	170	5
	Vallero - Milano	15/12/42	500	150	350
	Piaggio - Genova	27/2/42	225	75	150
	"	10/42/42	215	-	215
	San. Giorgio	"	380	33	347
	Bagnara - Genova	"	300	185	115
	Reggiane-Reggio E.	"	650	100	550
	Gasparalta-Bologna	"	60	-	60
	Sacconi-Arezzo	"	350	-	350
	Cecchetti-24v.M.	27/2/42	275	32	243
20 Ton	Meridionali-Napoli	25/3/42	300	14	206
	"	18/2/42	275	-	275
	"	"	500	-	500
	Canferri-Gast.Stad.	"	60	-	60
	Totals	18/12/42	5915	1148	4767
			300	-	300

100

AC/PLM

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (DE) MAIN, C. E. F.

18 September 1945

Tel. 843258
Ref. AC/373/Tn4

SUBJECT : Wagons - LITS - Rome
BONERINI DELFINO - Colleferro.

TO : Director, Military Railway Service
Attention: ~~Mr.~~ Col. Topham.

1. In order to clarify the position in regard to MRS and AC, it is desired to know the actual responsibility in regard to these two firms.

2. In the past, both AC and MRS have been actively interested in insuring the speedy repair of passenger rolling stock and freight cars, and there has been an amicable working arrangement whereby, AC has assisted MRS and in some respects accepted responsibility such as securing timber and other urgent requirements.

3. The continuation of a form of dual control at this later stage, however, would appear to be causing a little confusion in respect of directions as to repair work, and perhaps you will define what you consider to be the responsibility of AC in regard to the two firms mentioned.

A.C. KING, Major

for Director

Copy to: Chief, Mechanical Engineering Branch, Bldg.

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