

ACC

AC487/TN4

18000/148/2526

CONFIDENTIAL

NO DIS-SEMINATION

008/148/2506

CONFERENCE ON

NOV.-DEC. 1945

ITALIAN
RAILWAYS

BEST COPY POSSIBLE

10/17

2000

• **Neurotransmitter release** depends on **Ca²⁺ concentration**

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- www.internationaljournalof

1. The Joint Army-Navy Military-Officer Personnel Training School shall examine applicants for admission to the school and from time to time, determine their qualifications and interests, take an inventory and maintain.
2. These persons will be assigned to the military on such basis and the balance for civilians receiving an appropriate for (Allied) Commission members.

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4. To meet the objectives that only authorized personnel are to be admitted and to be the responsibility of the school to see that the school beyond the capacity of the civilian members.

5. The school serves for the necessary purpose to accompany the school.

6. It is definitely desired that the school serve every effort to see that the school is properly organized and that the school is controlled by the school, which may be delayed or interrupted by civilian members.

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Subject: International Passenger Trains

Q(Movements)
GHQ CMB
Tel: Freedom 320

Mov 3/312/9

To : Transportation and Shipping
Sub Commission,
Hq Allied Commission.

6 Dec 45

Copy to: DMRS
ORMDA, ECITO, c/o Hq Allied Commission

1. Reference your letter AC/379/Tn 4 of 29 Nov 45 there is no objection to the International wagon-lits Company acting as the booking agency for sleepers on International Passenger Trains provided you are satisfied that they are fully qualified to act on your behalf in the matter of documentation and priorities.
2. Your proposal that there should be a fixed allotment^{/as} between Military and Civilian passengers is agreed in principle; no allotment is required for the time^{being} for military passengers on the existing MILAN - PARIS service.


A.M. WILLIS, Lt. Col.
for Brigadier,
DQME (Mov & Th).

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

Tel: 843209
Ref: AC/407

30 November 46

SUBJECT : Conference on Italian Railways.

TO : Acting Vice President
Economic Section,
through Director Th Sub-Comm. &
Chief Supply Group (Col. Walton).

1. Referring to conference in the office of the Acting Vice-President, Economic Section, concerning matters pertaining to the Railways of Italy. The Acting Vice-President of the Economic Section requested that an agenda be submitted setting forth the problems which confronted the railways, and especially those practices or policies which were prejudicial to the operation. It is expedient that measures be taken, and taken immediately, if there is not to be a break down in late December, of the rail transportation in Italy. Enumerated below are the major problems and recommended action to be taken.

(a) SUPPLY OF TIMBER

Work shops of the Italian State Railways and private contract shops working for the Italian State Railways are working on a limited scale for the need of timber. The car repair program could be greatly increased with an adequate timber supply. The Italian State Railways alone face a deficit of 13,000 cu. meters of timber for the period Dec 1945 to May 46. Several million ties are required for reconstruction work; also the change out program, new ties for old, is several years behind schedule. In Italy the timber resources are very limited and before the war importation of timber was necessary to implement the supply.
Action : This Division brought up the matter at the Allied Railway Board in September. The U.S. Military decontrolled timber cutting zones under their control in the Sila (Calabria) area, also the Alto Adige (Bolzano) area. The British military still control the cutting in certain zones in Calabria and North

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Furthermore, arrangements should be made for the movement of timber from the Styria and from the Carinthia zones (South Central and South Eastern Austria). It is believed Italy has already established a credit in Austria by the shipment of materials, supplies, fruits to Austria for the use of occupational troops. Also, the matter of credit for rail transportation for the movement of all MILITARY and Civil supplies to Austria as well as all troops to and from Austria should be verified and credit established. Letter submitted to the Director In Sub-Commission dealing with this subject this date.

(b) SUPPLY OF GLASS

There is a complete lack of this material. Every effort has been made by the ISR to procure glass and without success. The reconstruction of station buildings, roundhouses, workshops etc. as well as the repair to passenger coaches cannot be carried out until glass is made available. Many living quarters, without heat, are still without glass in the windows.

Action : The whole production of the glass factory in Vietri sul Mare (near Salerno) is controlled by the British military. It has been definitely established that the majority of this glass has been shipped out of Italy over a period of many months. The matter has been handled with AFHQ and it is hoped the factory at Vietri will be derequisitioned by the military authorities shortly. ALL of the production of this plant should be made available to the Italian Government. The Industry and Utilities Sub-Commission should undertake a survey to see what can be done to increase glass production. There are many small plants whose production could perhaps be increased. Also any other plants under control of military authorities should be derequisitioned.

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(c) COAL

This situation stinks. From the time the foreign allocations are made in Washington until the coal is actually used in Italy we hear a lot about coal, coal and more coal. Presumably the country whose representatives attending the foreign negotiations conference shouts the loudest gets the most coal. France for instance with the production from the Ruhr and its IMPORTS now enjoys an 80 percent of its pre-war amount of coal. Italy has had available in the past few months approximately 40 percent of the pre-war amount of coal.

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On the railway side of the question. It is established that Austria would be supplied with coal from the West. Yet during September, October and November some 10 or 12,000 tons have been shipped from Italy to Austria through the Tarvisio gateway. It has been stated that this coal was from military supply. This is true but it was from supply intended for Italy or it would not have been here. Given below are the December Railway Coal allocations:

Civil (Inc. Venezia Giulia) Y.B.	66,000 tons
Br Military	32,000 tons
US Military	20,000 tons
	<u>118,000 tons.</u>

Attached hereto is letter from the Director Military Service to the Italian State Railways regarding coal allocation. This total allocation to the ISR by MRS for the month is only 79,200 yet 118,000 tons is programmed to go to the Railways. The Railways have been given the job of operating the railways but we are being foolish when we think they can do the job successfully with this kind of business. Also, it is known to you that 2,500 tons of coal per month is allocated to the Swiss Railways for the operation of the Medlock service through that country. There is only a 26 days supply of coal for the Railways in Italy at the present.

Action: It is recommended that a lump allotment of coal be made to the Railways and that the railways have the disposal of this coal as they see best for the service. Take the control away from any military authority so long as the Italians are charged with the operation of the Railways. To accomplish this will need be handled on a high level.

(d) CONTROL OF OPERATION

With effect from 1st November 1945 the responsibility of operation of the ISR excluding the Compartimento of Trieste and the Line Trieste-Udine-Tarvisio was handed over to the ISR. The ISR act as agents for

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This Sub-Committee is chaired by the Director of Operations MRS. This division has a member on the Sub-Committee; It is felt when the allocation of coal is made to the ISR to be used as they see fit, then the introduction of change of civil passenger trains should be left to their judgement. Also, the ISR should be free to introduce any civil freight schedules they deem necessary so long as they can do so and come within their coal allotment.

Action : If and when lump allotment of coal is made to the railways and they have the freedom without military authority for its use, that the ISR be given freedom for the movement of civil passenger and freight traffic as they see fit. First, protecting military priority traffic.

(e) CONTROL OF EQUIPMENT (PASSENGER).

Fifty passenger coaches of the ISR have been transferred to France for service between Toulon and the channel coast. This has been dealt with through the Chief Commissioner and the S.A.C. At this moment France is enjoying the excess of 75 percent of its pre-war traffic. Italy approximately 23 percent. There are three reasons for the low percentage in Italy :

- (1) Shortage of coal (reason set out in par. (c).
- (2) Shortage of passenger stock
- (3) Line capacity.

The daily average kilometres run by civilian trains in Italy at this time is 73,000. The daily average for military passenger trains is 12,000. The percentage of military to civil is considered out of proportion in that the war in Italy has now been over almost 7 months. A break down on the military passenger km run is British 80 percent and American 20. Troops from other theatres are being landed at the heel ports and transported all the way across Italy and through Switzerland to the channel coast. This sort of operation eats up a coal supply and quickly.

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FREIGHT, EQUIPMENT

Box cars are in extreme short supply. In excess of six hundred box cars belonging in Italy are now in service in Austria. While at the same time we have in Italy about the same number of open top cars belonging to Austria. Box cars are always at a premium in the winter months, yet the Director of MRS agreed for Austria to maintain a balance of 200 box cars in Austria belonging to Italy.

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There is a movement of Polish troops from near Cancellio to Poland now under way which will require some 800 box cars. This equipment belonging in Italy will be used all the way to Poland. Thus we will lose about 24,000 car days.

I would like to point out that only 25 percent of the total number box cars ordered by the A.C. and UNRRA Warehouses 676 and 696 in Naples, have been furnished the past 14 days account shortage of box cars in the Naples Area. This affects the food supply of Italy.

Action: Recommend that action be taken to have returned to Italy the fifty coaches sent to France. Also that the military authorities review the requirements for military passenger service. It is an established fact that many of these trains are handling a very few troops compared to the capacity of the train.

Letter has been dispatched to the Director, M.R.S. pointing out the necessity of balancing the car exchange with Austria. The MRS should cancel instructions that Austria hold 200 box cars belonging to Italy and maintain an equal balance of the interchange, type for type, and not trade box cars for open tops etc.

(f) CONTROL OF MATERIALS (STORES AND SUPPLY).

The ISR have been given the responsibility of operation and reconstruction of the railways. To successfully carry out this work and to do it in their own way, it is essential that they also have the control of the materials and supplies and to have the disposal of them in relation to the demands of operation and construction. The question of the MRS retaining control of the Stores Branch of the ISR was raised at the Allied Railway Board in October. A strong protest was made to the Chairman of the Board by the Chief, Rail Division. This protest of MRS holding control of the ISR Stores had the support of the D.G. ISK. The Chairman of the Allied Railway Board over ruled the demand that MRS relax control, and a request was made that the matter be referred to S.A.C. for a decision. No results obtained. At the

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92 The Director General of the Italian State Railways has stated his position as being opposed to MRS control. It is felt that the ISR representative was coerced into such agreement. The Director General of the ISR has since stated his representative did not present the views of the Director General of the ISR. At this moment there are some ~~two to three hundred~~ MILES of complete track with ties in TN Stores depots under the control of MRS in Italy. This Division tried without success to procure 20 miles of track for priority work in the Genoa port area and 20 miles of track for reconstruction work for the ISR. If MRS is so helpful why not release some of this track material? Some of it was brought in on lend-lease and rail and track material has been ordered to be shipped to Italy. Also, under the present arrangement the MRS would have the control of all supplies received in the future from America or England which are for the ISR account.

Action : It is recommended that a meeting be held between G-4 British G-4, American, Chairman Allied Railway Board Director MRS (British) Deputy Director MRS (American) Minister of Transport, Director General ISR and representatives of the TN Sub-Commission to examine this problem and determine if MRS control over the stores and supplies of the ISR is beneficial to the operation of the Railways.

(g) COMMUNICATIONS

Adequate telephone and telegraph communications are not available to the ISR for successfully carrying out the operation of the railways. Many such lines are in control of the military. While this Division does not have any responsibility in this matter a survey will be made when Captain Conway returns from LIAP and further report submitted as to action taken and recommendations.

(h) DEREGISTRATION OF ISR PROPERTY.

There are still some plants and buildings occupied by the Allied Military Units. A list is being

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(h) DEREQUISITION OF ISR PROPERTY.

There are still some plants and buildings occupied by the Allied Military Units. A list is being compiled and when completed action will be taken for the derequisitioning of the plants and buildings.

Through action taken by this Division four parts of the Rome Terminal Station have been released by the military authorities.

The main waiting rooms and ticket offices are still used by the military for mess halls to feed troops in transit. This matter has been handled with G-4 (Nov) and in also the RAAC but the release of these rooms to the ISR has been denied. Only about 3000 troops per week are being fed at these mess halls.

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There are approximately 350,000 civilians per week denied the use of this part of the station on this account. Conditions at this station are not good and are unsanitary. The baggage room is also held by the military.

Action: This division handled with those within its scope to procure the release of the waiting and baggage rooms of the Rome Terminal Station without success. It is considered necessary that Rome be used as a meal stop for troops in transit, alternate accommodations should be found. There is no doubt but the considerable pressure will be brought upon the release of these rooms especially when the weather is colder.

(i) DEREQUISITIONING ON INDUSTRIES ESSENTIAL TO THE RECONSTRUCTION OF RAILWAYS -

Listed below is a list of firms who partially or totally cannot accept orders from the ISR as they are still under requisition by the Allied Military Authorities. These firms supplied the ISR with materials essential to the operation of the railways and are equipped for that purpose. As there is a shortage of materials for reconstruction work it is essential that these firms be made available to accept contracts from the ISR.

"RUEPING"	Naples	Impregnated sleepers (cross ties)
"CLMDCA"	Venezia-Mestre	Impregnated sleepers (cross ties)
"SOFONE"	Petilia Policastro (Catanzaro)	Timber production
"PARTENORE"	Naples	Accumulator
"SICE"	Leghorn	Electric conductors
"Soc. IND. CARBURO DI ROMA"	Ascoli Piceno	Lime carbide
"LOCATELLI UGO- MILAN"	Rome	Oxygen
"CANTIERI METALLUR- GICI ITALIANI"	Castellammare di Stab.	Iron Work products

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"LOCATELLI UGO- MILAN"	Rome	Oxygen
"CANTIERI METALLUR- GICI ITALIANI"	Castellammare di Stab.	Iron Work products 634
"ACCIAIERIE E FERRIERE PUGLIE- SI DI BARI"	Giovinazzo(Bari)	Metallic pipes
"CANTIERI RIUNITI NAVALI"	Palermo	Repairs to Locomotives and boilers
"INDUSTRIE MECCANI- CHE MERIDIONALI"	Naples (Vasto)	Construction and repairs of coaches and cars.

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(j) CONCLUSION :

The physical condition of the railways in Italy is worse than any country in Europe : there are three reasons for this condition.

- (1) Deliberate demolition on the part of the enemy. (plus Allied bombing).
- (2) The taking out of Italy by the Germans materials and supplies essential to railway operation, maintenance and construction. Also the removal by the Germans of cars and locomotives.
- (3) Account hasty construction by the MRS due to military necessity, the lines now rest to service are considered to be in fair condition, or we will say operatable condition, and many portions now in service will need be given permanent reconstruction.

Account shortage of materials the reconstruction of the railways is being carried out very slowly and in many cases is practically stopped. Track material is vitally needed.

I would point out that the reconstruction of the railway is the key to the rehabilitation of all industries in Italy. This country depended upon tourist trade, international traffic and the production of its manufacturing industries for its revenue. Raw materials were received by import and finished products exported. This situation was the reason for Italys' having one of the best rail transportation system in the world before the war. Therefore all industries in Italy, and their ability to produce will be gauged by the capacity of the railways to handle raw materials to the mills and finished products for export and disposal in Italy. With the large import program coming up in December and following months, the railways are going to be on trial to handle the amount of material and supplies programmed for import, and I fear there is going to be a break down in rail transportation late in December.

It is criminal that now, seven months after the finish of the war in Europe that Italy is isolated so far as international traffic is concerned. This nation cannot survive without international trade. Only on November 20 was the first

There is a large balance due Italy after sending foreign cars and locomotives to the home country.

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It is criminal that now, seven months after the finish of the war in Europe that Italy is isolated so far as international traffic is concerned. This nation cannot survive without international trade. Only on November 20 was the first international passenger service established. This amounts to ONE sleeper operating between MILAN and Paris twice per week, and the only reason it was established was because the military needed some accommodation. The extension of this sleeper to Rome, the capital, has been denied up to the moment but it is hoped to extend the service some time in December. As a comparison, France has international passenger service to most of the continent of Europe including Vienna with connections to the Balkans. Also France is enjoying 30 percent of its pre-war passenger traffic

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- 9 -

Italy has no international passenger traffic and its internal passenger traffic is 23 percent of its pre-war traffic. Civil freight traffic between the North and South of Italy cannot be increased until the Pisa-Genoa line is opened to traffic early in the next year, or there is a decrease in military passenger traffic. The lines North to South are now operating to capacity, there being a daily average of 101 trains through the bottle-neck Bologna. It must be taken into consideration that all of the North-South lines were previously double track and with automatic or semi-automatic block operation. All of these lines are now single track and not in good condition, with many slow orders, and with no automatic or semi-automatic block signals. Also, these lines were electrified. The operation is now carried out with steam power.

There should be a definite policy laid down so far as the railways are concerned. The military should not be concerned with the operation of the railways so long as military traffic is moved. I fear there is a lack of understanding between the American and British governments in this matter. This reasoning is based upon the following:

- (1) The first plan (nothing written, but a lot of talk) was for the MRS to withdraw from the operation of the railways. The Allied Commission would assist and advise the railways on technical matters.
- (2) The Allied Commission, Rail Division, now has NO responsibility so far as the railways are concerned. The directive issued by AFHQ states the Allied Commission will continue to give technical advice so long as its staff remains.
- (3) There is a different policy being pursued by the United States and by the British. The Americans are leaving the country as fast as shipping is available. The British have made arrangements to bring in families of military personnel. The Americans are derequitting industries and billets. The British are hanging on. For example timber and glass, the Rueping plant at Naples, Cledca at Venezia, Sofone in Catanzaro. Cantieri Metallurgici Italiani at Castellammare, Acciaierie e Ferrerie at Bari, Ansaldo at Bagnoli, etc.etc.etc. This also applies to the personnel of the MRS there being very few Americans left in the MRS and at the moment there is 10 times as much American Railway equipment in the theatre than British. The Tn Stores Depots, controlled by the British,

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- (4) The British occupied Zone of Austria in under the command of AFHQ Caserta, and of course both Italy and British occupied Austria is considered one command function. As two nations are involved the procurement in Italy of supplies and sent into Austria should be credited to Italy and charged to the occupation of Austria.

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Action : Nothing the Rail Division can do. It is hemmed
in by the military.

Regret the length of this report.

R.P. MOSS,
Chief, Rail Division.

C O P Y

C O P Y

ALLIED FORCE

MILITARY RAILWAY SERVICE ITALY
Office of the Director (DARS)

Subject : Coal Consumption - I.S.R.

File: Tn.A.2/15/S.
21 November 1945

TO : Hq. I.S.R. (for Inv. Bracci)

copy to : D.M.R.S.
D.L.M.R.S.
Tn. Trieste
Tn.3 (M)

Tn. Sub-Commission, A.C.,
Coal Division, Commerce Sub-Division, A.C., Rome

1. It is noticed that despite the fact of increased use of oil burning locomotive and electric locomotive power being put into operation, the consumption of High Volatile Coal has risen over the past two months from 17,000 tons to 20,000 tons per week, i.e. approximately 3,000 tons per week, extra is being used.

2. In view of the global short supply of solid fuel and the great necessity to economise in its use a limit on the permitted consumption is to be imposed effective 1st December 1945.

3. The maximum permissible consumption of coal by Areas is set out below, and should the I.S.R. consumption exceed the quantities shown a detailed explanation is to be provided to this Hq giving the reasons for the increased use.

4. Further to this you will be required to accept the full responsibility for excessive consumption against the availability of supply.

5. The figures below do not take into account the coal saving due to the increased use of fuel oil and electric traction, but the position will be reviewed at a later date when the effective economy in the use of coal is better established.

6. It is again stressed that the limitation of consumption is necessitated by the world wide shortage and must become effective from 1st December 1945.

copy to : D.M.R.S.

D.D.M.R.S.

Tn. Trieste

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620

to sheet 2

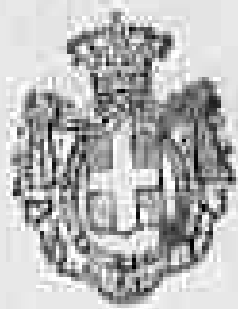
- 2 -

Maximum Weekly Consumption by Areas

S.E. Italy		
Rome	-	4,700 tons per week.
Ancona	-	2,000 tons per week.
N.E. Italy.		
Venice, Verona	}	3,100 tons per week
Trieste excluding		
Venezia Giulia		
W. Italy		
Salerno and	}	2,500 tons per week.
Naples Divs.		
Rome Div.	-	1,000 tons per week.
Leghorn Div.	-	200 tons per week
N.W. Italy		
Genoa, Milan, Turin	-	5,300 tons per week
Total ITALY <u>excluding</u>		
Venezia Giulia)		18,800 tons per week.

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE

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



*Il Direttore Generale
delle Ferrovie dello Stato*

RISERVATA PERSONALE

Roma, 11 23 Nov. 1945

n. 3001/4.0/S

OGGETTO: Autonomia F.S. - Ricostruzione.

Caro Sig. Moss,

in relazione alle intese verbali vi comunico, in via confidenziale, i provvedimenti che riterrei opportuno adottare per conferire una maggiore autonomia all'Amministrazione delle F.S. e per agevolare la ricostruzione. Mi permetto pregarvi di voler considerare a Voi riservate queste mie considerazioni per quell'interessamento che riterrete di svolgere, in sede opportuna, allo scopo di facilitare il non lieve compito che grava sul Governo e sulla Direzione Generale delle F.S. nei momenti difficili che attraversiamo.

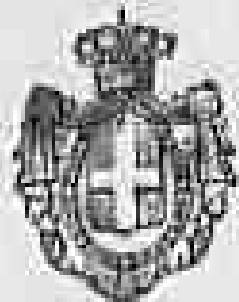
1° - Approvvigionamento del legname

Sarebbe desiderabile potere estendere sulla intera zona boscosa della Sila la fornitura di legname per traverse e per la riparazione dei carri ferroviari. Nel nostro Paese le risorse di tale importantissimo materiale da costruzione sono molto limitate se si tiene conto delle richieste in ogni settore della ricostruzione. Si dovrebbe ottenere anche il permesso di ricevere legname dall'Alto Adige, dalla Stiria e dalla Carinzia come da contratti precedentemente stipulati da nostri fornitori, ma che non è possibile ora mantenere per il divieto posto dalle Autorità Militari di occupazione.

Ho la convinzione che se non ci sarà consentito di sfruttare queste risorse, il ripristino delle linee non potrà procedere

628 ./.

ta/DR



*Al Direttore Generale
delle Ferrovie dello Stato*

pag. 2

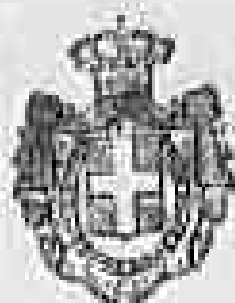
con il ritmo desiderato ed il traffico non potrà avere la ripresa necessaria e richiesta dalla economia nazionale.

2° - Fornitura vetri

Questo materiale difetta assolutamente ed ogni sforzo da noi tentato per approvvigionarlo rimane quasi senza successo. Le officine del materiale rotabile, i magazzini, gli uffici e le abitazioni degli agenti e degli operai non possono essere rimesse in condizioni di abitabilità perchè esposti alla inclemenza della stagione invernale. Siamo informati che quasi tutta la produzione di vetri dello stabilimento di Vietri sul Mare (Salerno) è bloccata dalle Autorità Militari Alleate e ci si dice che essa viene esportata in altri Paesi, mentre l'Italia ha assolutamente necessità di questi materiali. Come possiamo mettere i nostri operai in condizioni di lavorare con continuità e rendimento nelle officine quando si trovano sotto la pioggia ed esposti al freddo? Ora che le esigenze della guerra, conclusasi con la vittoria degli Alleati, sono pressochè cessate è da sperare che le necessità della popolazione civile italiana siano tenute in giusta considerazione.

3° - Carbone

E' inutile spiegare a Voi come l'Italia non può riprendersi senza avere un'adeguata disponibilità di carbone. L'inverno è ormai alle porte e nelle case dei ferrovieri e negli uffici si battono i denti per il freddo, cui pochi possono resistere anche per difetto di calorie in conseguenza di una deficiente alimentazione



*Il Direttore Generale
delle Ferrovie dello Stato*

- pag. 3 -

e di vestiario ormai ridotto ai limiti minimi di sopportabilità.

Io Vi prego di considerare la possibilità di realizzare un minimo di riscaldamento, specie nei compartimenti del Nord dove più rigida è la temperatura, almeno limitatamente ai mesi di dicembre, gennaio e febbraio. Non Vi nascondo che un certo quantitativo di carbone potrà essere sottratto perchè le sofferenze spingano al furto e noi non abbiamo la possibilità di estendere, per mancanza di uomini armati, la sorveglianza a tutta la Rete.

Se Vi fosse possibile assicurare il rifornimento di un minimo di 60.000 tonnellate di carbone per riscaldamento per tutta la Ferrovia, io credo si potrebbe ridurre a proporzioni sopportabili l'inverno e mettere i ferrovieri in condizioni di un più proficuo lavoro.

4° - Controllo nell'esercizio delle F.S.

Dal 1° Novembre 1945 la responsabilità dell'esercizio su tutta la Rete, escluso il Compartimento di Trieste e la linea Trieste-Udine-Tarvisio, è passata interamente alle F.S.

Noi abbiamo preso impegno di garantire con precedenza assoluta il traffico militare Alleato e lo manterremo.

Tuttavia non abbiamo la libertà di istituire nuovi treni per civili o per merci, di adeguare il traffico alle necessità regionali e stagionali, di ripartire equamente fra i diversi Compartimenti il volume del traffico perchè non possiamo disporre la ripartizione di carbone da un Compartimento all'altro.



*Al Direttore Generale
delle Ferrovie dello Stato*

- pag. 4 -

5° - Controllo sui materiali (Servizio Approvvigionamenti)

Vi ho comunicato il mio parere al riguardo. Se ci viene attribuita la responsabilità dell'esercizio e della ricostruzione, considero sia opportuno che ci venga anche data la facoltà di potere disporre dei materiali ed impiegarli in relazione alle esigenze dell'esercizio stesso, così come ci viene data la facoltà di approvvigionarli in Paese ed all'estero. E' da mettere in rilievo che bene accettiamo tutti i suggerimenti e le direttive che le Autorità Alleate ritenessero di darci per regolare i consumi; tuttavia il controllo sulle nostre scorte potrebbe essere lasciato a chi deve assicurare la continuità del traffico e la sicurezza della circolazione dei treni.

6° - Derequisizione di industrie essenziali per la ricostruzione delle Ferrovie

Vi comunico nel foglio allegato l'elenco delle ditte che, parzialmente o totalitariamente, non possono accettare nostre ordinazioni perchè tuttora requisite dalle Autorità Militari Alleate. Queste ditte hanno sempre lavorato in passato per le F.S. con nostra piena soddisfazione: talune di esse ci fornivano materiali essenziali per l'esercizio ferroviario e sono bene attrezzate allo scopo. Soggiungo che i lavori di ricostruzione procedono lentamente per la impossibilità di utilizzare questi stabilimenti.

7° - Derequisizione di locali delle F.S.

Esistono tuttora impianti delle F.S. occupati da enti militari alleati. Mi riservo di farVi avere un elenco di essi appena avrò potuto averne la conferma dai Capi Compartimenti.



*Il Direttore Generale
delle Ferrovie dello Stato*

- pag. 5 -

Non ho bisogno di spiegare a Voi l'importanza che riveste la libera disponibilità di questi locali per l'esercizio ferroviario, specie durante l'inverno.

8° - Materiale rotabile italiano asportato all'estero dai tedeschi

Voi conoscete la esistenza di rotabili in Italia e soprattutto quanto limitato sia il numero delle carrozze per viaggiatori. Alla data di oggi circa 1300 carri merci sono usati nei treni viaggiatori con conseguenze deleterie per la salute della popolazione e per il traffico merci. Ci risulta che non poco di detto materiale si trova in Francia, in Germania, in Austria, in Ungheria ed in altri Paesi europei.

Sarebbe desiderabile che esso ci venisse restituito, dato che, come Vi è noto, la costruzione di nuove carrozze richiede tempo e materie prime, delle quali difettiamo.

Il rientro del materiale dalla Francia del Sud potrà essere agevolato con la riapertura della linea di Ventimiglia, che è prevista entro il corrente anno.

Vi ringrazio anticipatamente, Caro Signor Moss, per l'azione che vorrete svolgere in favore del mio Paese e delle F.S. e con la più viva simpatia, vi prego accogliere i saluti più cordiali

aff.mo Ind. Rimondo

Sig. MOSS

Capo della Divisione Ferroviaria

Sotto Commissione Trasporti - SEDE

624



Allegato al foglio n. 3001/4.0/S
del 23 Nov. 1945

*Al Direttore Generale
delle Ferrovie dello Stato*

ELENCO DEGLI STABILIMENTI LA CUI PRODUZIONE INTERESSA PARTICOLARMENTE
L'AMMINISTRAZIONE FERROVIARIA, REQUISITI DALLE AUTORITA' ALLEATE

" RUEPING "	Napoli	- Iniezione traverse
" CLEDCA "	Venezia Mestre	- Iniezione traverse
SOFONE	Petilia Policastro(Catanzaro)	- Produzione legname
PARTENOPE	Napoli	- Accumulatori
SICE	Livorno	- Conduttori elettrici
SOC. IND.CARBURIO DI ROMA =	Ascoli P.	- Carburio di calcio
LOCATELLI UGO-MILANO	Roma	- Ossigeno
CANTIERE METALLURGICI ITALIANI	Castellammare di St.	- Prodotti siderurgici
ACCIAIERIE E FERRIERE PUGLIESI DI BARI	Giovinezza(Bari)	- Tubi metallici
CANTIERI NAVALI RIUNITI-	Palermo	- Riparazione locomotive e caldaie
INDUSTRIE MECCANICHE MERI= DIONALI	Napoli Vasto	- Costruzione e riparazione carrozze e carri

407/3
Roma, li 2 Dicembre 1943

n°

File
MILITARY RAILWAY SERVICE
SOTTOCOMMISSIONE TRASPORTI A.C.

SECRET

1. Allega copia delle disposizioni impartite per il treno straordinario del Generale Clark in partenza da Firenze il giorno 2 dicembre alle ore 21 in arrivo a Roma Termini alle ore 8,00 del 3 dicembre.

2. Detto treno sarà scortato, per la tratta Firenze-Grosseto dall'ispettore Ing. GULLO della Sezione Movimento di Firenze; per la tratta Grosseto-Roma dall'ispettore Cav. Off. MARINI Capo Riparto Movimento.

IL DIRETTORE GENERALE

oi/bu

622

TELEGRAMMA

SZIO C.C. DA ROMA D.C. N° IL 1/12 ore

SEZIONI MOVIMENTO per norma CAPI COMPARTIMENTO ROMA = FIRENZE = FERRO-
TABILE FIRENZE = FERLAVORI ET NUCLEO DI COLLEGAMENTO SERVIZIO TRAZIONE
SEDE.=

N. 233/412/26/31.= Per viaggio Alto Personaggio in sei carrozze ton-
nellate duecentottanta Firenze Roma Termini dovrà provvedersi effettuan-
do seguente treno straordinario punto Firenze parte ventuno et zero zero
del due dicembre via Empoli; Pisa arriva ventitrè et venti parte ventitrè
et trenta; via Bivio Vicarallo; Grosseto arriva quattro et zero zero del
tre Dicembre parte quattro ed dieci; Roma Termini arriva otto et zero
zero punto Raccomandasi marcia treno che dovrà avere precedenza assolu-
ta su tutti gli altri treni punto. Treno stesso dovrà essere trainato da
locomotiva a vapore con faro in testa da Firenze a Roma Termini et dovrà
essere scortato intera tratta Firenze Grosseto da unico funzionario Sezio-
ne Movimento Firenze et Grosseto Roma da altro funzionario a cura Sezio-
ne Movimento Roma punto

Il Capitano Jhonson scorterà il treno intera tratta punto

Pregasi disporre et confermare punto

file

PERSONAL AND CONFIDENTIAL *407/1*

DIRECTOR GENERAL OF I.S.R.

SUBJECT : Autonomy -ISR
Reconstructions.

Rome, 23rd November 1945

Ref : 3001/4/O/S

Dear Mr. Moss,

Further to our verbal agreement I inform you confidentially that the measures which I consider expedient to adopt in order to contribute a major autonomy to the I.S.R. Administration as well as to facilitate the reconstruction. I beg you to consider these as confidential communications, so that any action you deem necessary may be taken by the proper Office in order to ease the far from light task which now burdens the Government and the I.S.R. Direction General.

1. Supply of timber :

It would be desirable to extend to the whole forest area of Sila the supply of timber for sleepers (cross ties) and for repairing the railway cars. In our Country the resources of that important reconstruction material are very limited, if you take into consideration the requests of reconstructions in each sector. We should also have a permit to move timber from Alto Adige, from the Styria and from the Carinthia, like the contracts made previously by our Contractors, but at present this is impossible as the Military Occupation Authority will not allow it.

I am convinced that if it is not permitted to take advantage of this resource, the rehabilitation of lines cannot proceed as desired and the movement of traffic cannot have the necessary resumption required for the National Economy.

2. Supply of glass :

There is a complete lack of this material and every effort made by us in order to be able to have this, has been practically without success. The workshops of rolling stock; the stores, the offices and the dwellings of our employees and workers cannot be put in condition

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to live in it due to the severity of the winter season. We have been informed that nearly the whole production of glass of the factory in Vietri sul Mare (Salerno) has been frozen by the Allied Military Authority and it is said that it is exported in other Countries, whilst Italy absolutely requires these materials. How can we put our workers in condition to work continually and with efficiency in the workshops when there is rain or cold weather? Now that the demands of war, due to the victory of the Allies, are nearly stopped, it is hoped that the necessity of the Italian civil people should be taken into consideration.

3. Coal :

Not necessary to point out to you that Italy cannot recover without having an adequate supply of coal. Now the winter is near and in the houses of the railway personnel and offices teeth are chattering which only a few can resist due to the deficiency of food and clothing which are now reduced to the minimum for endurance.

I beg you to consider the possibility of the realization of a minimum of heating, especially in the Northern Compartimentos where it is colder, at least limited to the months of December, January and February. I do not hide the fact, that a certain quantity of coal could be stolen as the sufferings lead to theft and we have not the possibility to place guards over the whole network due to lack of armed men.

If it is possible to assure the supply of a minimum of 60.000 Tons of coal for heating the railway, I believe the winter could be reduced to bearable proportions and the railway personnel would be in a position to do more profitable work.

4. Control in the operation of the I.S.R.

With effect from 1st November 1945 the responsibility of operation of the whole railway net, excluding the Compartimento of Trieste and the line Trieste-Udine-Tarvisio, was handed over to the I.S.R.

We took an engagement and will keep it as promised giving absolute priority to the Allied Military traffic.

However, we have not the freedom to establish new

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- 3 -

trains for civilians or goods, to fulfill the traffic requirements to meet the necessity of seasons or regions, to divide equitably between the various Compartimentos the volume of traffic as we cannot dispose of the distribution of coal from one Compartimento to another.

5. Control of materials (Supply Service) :

I gave you my opinion in this respect. As the responsibility of operation and reconstruction has been assigned to us, I think it opportune that also the authority should be given to us to dispose of materials and use them in relation to the demands of operation, as well as the authority is given to us to obtain supplies both in the Country and abroad. I beg to point out that we will accept all suggestions and directives which the Allied Authority considers necessary to give us in order to regulate the consumption: however, the control of our supplies should be to those who have to assure the continuity of traffic and the safety of running of trains.

6. De-requisition of Industries essential to the reconstruction of Railways;

In the enclosed sheet is a list of firms who partially or totally cannot accept our orders as they still are requisitioned by the Allied Military Authority. These firms always worked in the past for the I.S.R. to our complete satisfaction. Some of them supplied us with materials essential to the operation of railways and are well equipped for that purpose. I add that the reconstruction works proceed slowly due to the impossibility of using these factories.

7. De-requisition of I.S.R. rooms :

There are still some plants of the I.S.R. occupied by the Allied Military Units. I will let you have a list of these as soon as the Capi Compartimentos confirm them/

I do not need to tell you the importance of having the availability of these rooms for the operation of the railway, especially during the winter.

8. Rolling Stock removed abroad by the Germans : 618

You know the amount of rolling stock in Italy and particularly how limited the number of passenger coaches is.

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- 4 -

Up to date about 1300 freight cars used on the passenger trains with deleterious consequences for the health of the population and for freight traffic. We know a good part of the rolling stock are in France, Germany, Austria, Hungary and in other European Countries.

It would be desirable to have it back, as you know the reconstruction of new coaches needs time and raw material which we lack.

The return of rolling stock from Southern France could be made easier with the reopening of the Ventimiglia line, which is expected before the end of this year.

I thank you beforehand dear Mr. Moss for any action you may take for the benefit for my Country and the I.S.R. and with the best sympathy I beg to accept the heartiest greetings.

Yours sincerely

/s/ DI RAIMONDO

Mr. Moss
Chief of Railway Division
Tn Sub-Commission
Bldg

af/af

617

- 5 -

LIST OF FACTORIES WHOSE PRODUCTIONS PARTICULARLY INTEREST
THE I.S.R., REQUISITIONED BY THE ALLIED AUTHORITY

"RUEPING"	Naples	- Impregnated sleepers (cross ties)
"CLEDCA "	Venezia Mestre	- Impregnated sleepers (cross ties)
SOFONE	Petilia Policastro(Catanzaro)	Timber production
PARTENOPE	Naples	- Accumulator
SICE	Leghorn	- Electric conductors
SOC. IND.CARBURO DI ROMA	=Ascoli P.	- Lime carbide
Locatelli UGO-MILAN	Rome	- Oxygen
CANTIERE METALLURGICI ITALIANI	Castellammare di ST.	- iron work products
ACCIAIERIE E FERRIERE PUGLIESI DI BARI	Giovinazzo (Bari)	- metallic pipes
CANTIERI NAVALI RIUNITI	- Palermo	- Repairs to Locomotives and boilers
INDUSTRIE MECCANICHE MERI- DIONALI	Naples Vasto	- Construction and repairs of coaches and cars

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