

ACC 10000/148/248 432/A

ALLIED RAILWAY BOARD - TRAFFIC SUB-COMMITTEE

Jan. 1945 - Aug 1946

Ministry of Transports
I.S.R. Direction General

10 AGO 1946

Ref: Icca/10002 /56
August 1946

Subject:
Statistic data

Allied Commission HQ. **1106**
Transportation and Shipping Branch
R o m e

1. Your letter AC/170/TnT dated 24 April 1946 refers.
2. You will find herewith a return covering statistic data, for June 1946, referring to ISR Administration.

The Director General
Sgd. Di Raimondo

Cu.10/8/cb.

MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALERoma 1^a 8.1946 194

N° ICCA/10002 /56

Al N° del

OGGETTO

COMANDO DELLA COMMISSIONE ALLEATA

Sezione Trasporti e Navigazione

Dati statistici

ALLEGATI N. 1

R O M A
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- 1) - Riferimento alla AC/170/TNT del 24.4.1946
- 2) - Allegata alla presente si trasmette una relazione sui dati statistici del mese di giugno c.a. interessanti questa Amministrazione.=

IL DIRETTORE GENERALE



MESE DI GIUGNO 1946

Sviluppo degli impianti e dei mezzi di esercizio
(dati provvisori)

Situazione impianti:

1102

Il totale delle linee aperte all'esercizio alla data del 30
Giugno 1946 ammontava a Km. 15.127,1 dei quali 2.505,1 a doppio bina-
rio e 12.622,- a semplice binario.

Le linee a trazione elettrica hanno raggiunto i 3.992,1 Km. dei
quali 2.759,2 a semplice binario e 1.232,9 a doppio.

Rispetto alla data del 31 Maggio c.a. si sono avute le seguenti
variazioni per quanto attiene allo sviluppo chilometrico:

Km. 29,1 in più di semplice binario

" 34,8 " " " doppio binario

In complesso alla fine del 2° trimestre le variazioni che
si sono verificate - rispetto alla fine del 1° trimestre - sono
state:

Km. 138,6 in più di semplice binario

" 154,7 " " " doppio binario

" 299,1 " " " semplice binario esercitato a trazione elet-
trica

122,1 " " " doppio

Situazione dei mezzi di trazione

a) - Locomotive a vapore -

Le locomotive disponibili per i servizi ordinari e straordinari
e per le manovre, alla fine di ogni mese del trimestre Aprile - Giugno
1946, hanno segnato le seguenti cifre:

30 - Aprile - locom. P.S. 1.878 + estere 229 = 2.107

Giugno 1946 ammontava a Km. 15.127,1 del quale 2.505,1 a doppio binario e 12.622,- a semplice binario.

Le linee a trazione elettrica hanno raggiunto i 3.992,1 Km. dei quali 2.759,2 a semplice binario e 1.232,9 a doppio.

Rispetto alla data del 31 Maggio c.a. si sono avute le seguenti variazioni per quanto attiene allo sviluppo chilometrico:

Km. 29,1 in più di semplice binario
" 34,8 " " " doppio binario

In complesso alla fine del 2° trimestre le variazioni che si sono verificate - rispetto alla fine del 1° trimestre - sono state:

Km. 138,6 in più di semplice binario
" 154,7 " " " doppio binario
" 299,1 " " " semplice binario esercitato a trazione elettrica
" 122,1 " " " doppio " " "

Situazione dei mezzi di trazione

a) - Locomotive a vapore -

Le locomotive disponibili per i servizi ordinari e straordinari e per le manovre, alla fine di ogni mese del trimestre Aprile - Giugno 1946, hanno segnato le seguenti cifre:

30 - Aprile - locom. T.S. 1.878 + estere 229 = 2.107
31 - Maggio - " " 1.845 + " 219 = 2.064
30 - Giugno - " " 1.764 + " 209 = 1.973

mentre quella accantonate per emergenze eccezionali alle stesse date sono state:

30 - Aprile - locom. T.S. 78 + estere 3 = 81
31 - Maggio - " " 133 + " 7 = 140
30 - Giugno - " " 132 + " 13 = 205

Alla fine del 2° trimestre 1946, si è avuto, rispetto alla fine del 1° trimestre una diminuzione di 108 unità.

locomotive a vapore per i servizi dei treni e un aumento di 122 unità in quelle accantonate. Nel complesso il parco è rimasto stazionario.

b) - Locomotive elettriche

Le locomotive disponibili per servizi ordinari e straordinari e per le manovre, alla fine di ogni mese del trimestre aprile - giugno sono state:

30 - Aprile - locom. P.S.	700	+ estere	34	=	734
31 - Maggio - "	"	"	32	=	768
30 - Giugno - "	"	"	33	=	800

Nessuna locomotiva è stata accantonata per emergenza eccezionale.

In complesso, alla fine del 2° trimestre 1946 si è avuto, rispetto al 1° trimestre un aumento di 105 unità nelle locomotive elettriche per il servizio dei treni.

c) - Automotrici

Le automotrici disponibili sono state alla fine di ogni mese del 2° trimestre 1946:

30 - Aprile - Aut. P.S.	132	+ estere	1	=	133
31 - Maggio - "	"	"	1	=	143
30 - Giugno - "	"	"	2	=	156

Alla fine del trimestre si è avuto, rispetto al 31.3.46, un aumento di 24 unità.

d) - Elettromotrici

Le elettromotrici disponibili sono state alla fine di ogni mese del 2° trimestre 1946:

30 - Aprile - "	86
31 - Maggio - "	85
30 - Giugno - "	83

con un aumento di 10 unità rispetto alla fine del 1° trimestre.

31 - Maggio - " " 735 + " 32 = 768
 30 - Giugno - " " 767 + " 33 = 800

Nessuna locomotiva è stata accantonata per emergenze eccezionali.
 In complesso, alla fine del 2° trimestre 1946 si è avuto, rispetto al 1° trimestre un aumento di 105 unità nelle locomotive elettriche per il servizio dei treni.

c) - Automotrici

Le automotrici disponibili sono state alla fine di ogni mese del 2° trimestre 1946:

30 - Aprile - Aut. F.S. 132 + estere 1 = 133
 31 - Maggio - " " 149 + " 1 = 149
 30 - Giugno - " " 154 + " 2 = 156

Alla fine del trimestre si è avuto, rispetto al 31.3.45, un aumento di 21 unità.

d) - Elettromotrici

Le elettromotrici disponibili sono state alla fine di ogni mese del 2° trimestre 1946:

30 - Aprile - " 86
 31 - Maggio - " 85
 30 - Giugno - " 88

con un aumento di 10 unità rispetto alla fine del 1° trimestre.

Situazione del materiale da rimorchio per viaggiatori e merci
 a) - Carrozze disponibili alla fine di ogni mese del 2° trimestre 1946:

30 - Aprile - carrozze F.S. 1.318 + estere 123 = 1.441
 31 - Maggio - " " 1.374 + " 99 = 1.473
 30 - Giugno - " " 1.307 + " 88 = 1.395

Al 30 Giugno si è avuta una diminuzione di 535 unità rispetto al 31.3.45.

La differenza che si rileva - come già si è detto nella relazione di Aprile u.s. - è conseguenza dell'esatto accertamento della consistenza del parco rotabili eseguito con il censimento di Aprile o.s. In ogni modo è da rilevare che circa 700 vetture di classe che hanno perdute tutto l'arredamento integrale e come tale considerate fra quelle in attesa di riparazioni, vengono utilizzate per servizi di III classe in più di quelle che si sono dichiarate disponibili.

b) - Postali disponibili alla fine di ogni mese del 2° trimestre 1946:

30 - Aprile - bagagli F.S.	1.153 + esteri	169 = 1.322
31 - Maggio - "	" 1.121 + "	181 = 1.302
30 - Giugno - "	" 1.075 + "	161 = 1.236

Al 30 Giugno si è avuta una diminuzione di 9 unità rispetto al 31.3.1946.

c) - Postali disponibili alla fine di ogni mese del 2° trimestre 1946:

30 - Aprile - postali F.S.	N° 133
31 - Maggio - "	" " 138
30 - Giugno - "	" " 205

al 30 Giugno si è avuto un aumento di 47 unità rispetto al 31.3.1946.

d) - Carri per merci disponibili alla fine di ogni mese del 2° trimestre 1946:

30 - Aprile - carri F.S.	53.294 + esteri	28.930 = 82.184
31 - Maggio - "	" 53.829 + "	29.080 = 82.909
30 - Giugno - "	" 55.324 + "	29.217 = 84.541

Alla fine del 2° trimestre 1946 si è avuto un aumento di 4.691 unità rispetto alla fine del 1° trimestre 1946.

Nel secondo trimestre sono stati costruiti ed immessi nel par-

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disponibili.

b) - Pagamenti disponibili alla fine di ogni mese del 2° tri-

mestre 1946:

30 - Aprile - bagagli F.S. 1.153 + esteri 169 = 1.322

31 - Maggio - " " 1.121 + " 181 = 1.302

30 - Giugno - " " 1.075 + " 161 = 1.236

Al 30 giugno si è avuta una diminuzione di 3 unità rispetto al

31/3.1946.

c) - Postali disponibili alla fine di ogni mese del 3° trimestre

1946:

30 - Aprile - postali F.S. N° 153

31 - Maggio - " " " 198

30 - Giugno - " " " 205

Al 30 giugno si è avuto un aumento di 47 unità rispetto al

31 - 3 - 1946.

d) - Carri per merci disponibili alla fine di ogni mese del

2° trimestre 1946:

30 - Aprile - carri F.S. 53.254 + esteri 28.930 = 82.184

31 - Maggio - " " 53.829 + " 29.080 = 82.909

30 - Giugno - " " 55.324 + " 29.217 = 84.541

Alla fine del 2° trimestre 1946 si è avuto un aumento di 4.694

unità rispetto alla fine del 1° trimestre 1946.

Nel secondo trimestre sono stati costruiti ed immessi nel par-

co 1065 carri contro 714 costruiti nel 1° trimestre.

Quantità treni in esercizio

In ogni mese del 2° trimestre 1946 si sono avuti:

Treni viaggiatori

Aprile - civili	N° 47.282 + militari	N° 3.365 =	N° 50.647
Maggio - "	" 49.123 + "	" 3.145 =	" 52.269
Giugno - "	" 51.179 + "	" 3.084 =	" 54.263

Nel complesso dei servizi viaggiatori civili si è avuto nel 2° trimestre 1946 un aumento medio di 67 treni al giorno rispetto alla media giornaliera avuta nel primo trimestre del 1946, mentre i servizi viaggiatori per militari hanno segnato una diminuzione media di 26 treni al giorno.

Treni merci

Aprile - civili	N° 26.710 + militari	N° 10.309 =	N° 37.019
Maggio - "	" 27.750 + "	" 9.005 =	" 36.755
Giugno - "	" 27.000 + "	" 10.150 =	" 37.150

Nel complesso dei servizi per merci in conto civili, si è avuto nel 2° trimestre 1946 un aumento medio di 93 treni al giorno rispetto alla media giornaliera avuta nel primo trimestre del 1946, mentre i servizi merci in conto militari hanno segnato una diminuzione media di 61 treni al giorno.

Treni - chilometro

Per il servizio viaggiatori civili e militari in ciascuno dei mesi del 2° trimestre 1946 si sono registrate i seguenti dati:

	<u>Tras. vapore</u>	<u>Tras. elettr.</u>	<u>Tras. rotaia</u>	<u>Totale</u>
Aprile - Tr. Km.	894.003 +	1.219.835 +	525.697 =	2.739.535
Maggio - "	" 956.343 +	1.285.983 +	638.106 =	2.880.432
Giugno - "	" 961.061 +	1.426.536 +	645.435 =	3.033.032
				<u>8.713.019</u>

Nel complesso dei servizi viaggiatori civili si è avuto nel 2° trimestre 1946 un aumento medio di 67 treni al giorno rispetto alla media giornaliera avuta nel primo trimestre del 1946, mentre i servizi viaggiatori per militari hanno segnato una diminuzione media di 26 treni al giorno.

Treni merci

Aprile - civili № 28.710 + militari № 10.309 = № 37.019
Maggio - " " 27.750 + " " 9.005 = " 36.755
Giugno - " " 27.000 + " " 10.150 = " 37.150

Nel complesso dei servizi per merci in conto civili, si è avuto nel 2° trimestre 1946 un aumento medio di 33 treni al giorno rispetto alla media giornaliera avuta nel primo trimestre del 1946, mentre i servizi merci in conto militari hanno segnato una diminuzione media di 61 treni al giorno.

Treni - chilometro

Per il servizio viaggiatori civili e militari in ciascuno dei mesi del 2° trimestre 1946 si sono registrati i seguenti dati:

	<u>Tras.vapore</u>	<u>Tras.elettr.</u>	<u>Totale</u>
Aprile - tr. Km. 994.003 + 1.219.835 + 585.697 =			2.799.535
Maggio - " " 956.343 + 1.285.983 + 638.406 =			2.880.432
Giugno - " " 961.081 + 1.426.536 + 645.435 =			3.033.052
			<u>8.713.019</u>

Nel primo trimestre del 1946 il totale dei treni-chilometri percorsi fu di

Nel 2° trimestre 1946 in conto civili sono stati effettuati tr.-Km. 7.864.764 contro 7.332.774 effettuati nel primo trimestre 1946 (aumento del 7,21%); quelli in conto militare sono stati rispettivamente di 351.255 e 384.268 (diminuzione del 13,54%).

Per il servizio merci civili e militari in ciascuno dei mesi
del 2° trimestre 1946 si sono registrati i seguenti dati:

	<u>Tras.vapore</u>	<u>Tras.eleotr.</u>	<u>Tras.a Rotta</u>	<u>Totale</u>
Aprile - tr.-Km. 1.061.020 +	999.783	+ 559.473	=	2.530.256
Maggio - " " 987.483 +	1.125.046	+ 550.932	=	2.663.461
Giugno - " " 993.396 +	1.214.660	+ 510.506	=	2.720.562
				<u>8.014.309</u>

Nel primo trimestre del 1946 il

totale dei treni-Km. percorsi fu di 7.389.784

Nel 2° trimestre 1946 in conto civili sono stati effettuati
tr.-Km. 6.759.759 contro 5.922.685 effettuati nel primo trimestre
1946 (aumento circa 14,3%); i quelli in conto militare sono stati
rispettivamente di 1.254.550 contro 1.467.099 (diminuzione circa
14,43%).

Carri caricati

Nel 2° trimestre 1946 sono stati caricati in ogni mese, i se-
guenti carri:

	<u>Trasporti militari</u>	<u>Trasporti civili</u>	<u>Trasporti di servizio</u>	<u>Totale carri</u>
Aprile - carri N° 25.264 +	149.895	+ 26.760	=	201.719
Maggio - " " 21.304 +	141.637	+ 20.141	=	183.252
Giugno - " " 18.064 +	113.390	+ 18.273	=	174.727
				<u>559.698</u>

Nel primo trimestre del 1946 il

totale dei carri caricati fu di 566.596

Nel 2° trimestre 1946 sono stati caricati rispetto al 1° tri-
mestre 1946:

carri in meno caricati 6.898

Nel primo trimestre del 1946 il totale dei treni-km. percorsi fu di 7.389.784

Nel 2° trimestre 1946 in conto civili sono stati effettuati tm.-km. 6.759.755 contro 5.922.535 effettuati nel primo trimestre 1946 (aumento circa 14,13%), quelli in conto militare sono stati rispettivamente di 1.254.550 contro 1.467.099 (diminuzione circa 14,40%).

Carri caricati

Nel 2° trimestre 1946 sono stati caricati in ogni mese, 1.300

Spunti carri:

	Trasporti militari	Trasporti civili	Frequenza di esercizio	Totale carri
Aprile - carri	25.254 +	149.695 +	26.150 =	291.719
Maggio - "	21.504 +	141.837 +	20.111 =	183.252
Giugno - "	15.064 +	138.390 +	18.273 =	174.727
				<u>555.698</u>

Nel primo trimestre del 1946 il

Totale dei carri caricati fu di	566.556
carri in meno caricati	5.858

Nel 2° trimestre 1946 sono stati caricati rispetto al 1° tri-
mestre 1946:

- 27.183 carri per trasporti in conto militari	
+ 22.773 " " " " " " " " " " " "	civili
- 2.443 " " " " " " " " " " " "	servizio

Ciclo del consumo

E stato

12. 6.	31 Aprile 1946
13. 8. e 19 ^h	" Maggio
14. 5. " 2 ^h	" Giugno

Nel 1° trimestre 1946 il ciclo ha segnato una media di 11 g. e 13 ore; nel 2° trimestre è salito alla media di 13 g. e 9 ore con un aumento del 12,72%.

Consumi di combustibile

Nel 2° trimestre 1946 sono stati registrati i seguenti consumi:

Carbone minerale

Aprile - Tonnellate metriche	110.378	(Kg. 53,71 per Km-treno)
Maggio "	53.728	(" 48,21 " ")
Giugno "	67.133	(" 44,53 " ")
contro	291.239	
"	348.193	consumato nel 1° trimestre 1946

In complesso il consumo unitario nel 2° trimestre 1946 è stato di Kg. 48,90 per Km-treno, mentre nel precedente trimestre fu di Kg. 56,13 con una diminuzione, del consumo unitario, di Kg. 9,43 per Km-treno.

La riduzione del carboni alla fine del 2° trimestre 1946 è risultata di tonnellate metriche 127.423 contro 114.928 registrate alla fine del 1° trimestre 1946 con una diminuzione di 7.505 tonn.

Nafta e Nafta clivologica

Nel 2° trimestre 1946 sono stati registrati i seguenti consumi:

Aprile - Galloni U.S.A. 5.893.877 (gall. 5,10 per Km-treno)

Maggio -

1.804.282

1.04

con un aumento del 12,72%.

Consumi di combustibile

Nel 2° trimestre 1946 sono stati registrati i seguenti consumi:

Carbone minerale

Aprile - Kennellate metrichi 116.376 (Kg. 53,71 per Km-treno)
Maggio " " 53.728 (" 48,21 " ")
Giugno " " 87.133 (" 44,53 " ")
<u>contro</u> " " 348.193 consumate nel 1° trimestre 1946
291.239

In complesso il consumo unitario nel 2° trimestre 1946 è stato di Kg. 48,90 per Km-treno, mentre nel precedente trimestre fu di Kg. 56,33 con una diminuzione, nel consumo unitario, di Kg. 8,43 per Km-treno.

La ripartizione del carbone alla fine del 2° trimestre 1946 è risultata di tonnellate 127,42 contro 134,928 registrate alla fine del 1° trimestre 1946 con una diminuzione di 7.505 tonn.

Nafta e Nafta fluidissima

Nel 2° trimestre 1946 sono stati registrati i seguenti consumi:

Aprile - Gelloni S.S.A. 5.893.877 (gall. 5,10 per Km-treno)
Maggio " " 4.804.282 (" 4,74 " ")
Giugno " " 4.734.356 (" 4,08 " ")
<u>contro</u> " " 15.432.515

29.350.705 consumate nel trimestre precedente.
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Il consumo unitario nel 2° trimestre 1946 è stato di galloni 4,40 (litri 16,63) per km-treno contro galloni 5,63 (litri 21,24) per km-treno del trimestre precedente.

Diminuzione nel consumo unitario: galloni 1,23 (litri 4,64)

La rimanenza della nave alla fine del 2° trimestre 1946 è risultata di galloni 1.435.174 contro galloni 1.842.480 registrati alla fine del trimestre precedente con una diminuzione di galloni 397.306.

Nel confronto delle estensioni chilometriche della linea di corsa si nota che le nuove attivazioni elettriche sono state di entità tale da non far variare il totale delle linee assorbita a vapore. I mezzi di trazione elettrica sono stati convenientemente aumentati; quelli a vapore si sono mantenuti stazionari. L'aumento degli accantonamenti nel parco della trazione a vapore denota che il parco stesso si è trovato in buone condizioni rispetto alle esigenze dell'esercizio. E' da notare però che questa situazione tende a modificarsi con la eliminazione delle limitazioni imposte nella effettuazione dei treni sulle linee a vapore per diminuire i consumi di combustibili, la cui disponibilità va aumentando. Dette limitazioni, soppresses alla fine della prima decade di giugno, faranno sentire i loro effetti nel mese di luglio e più ancora in agosto ed è probabile perciò che in un immediato avvenire la limitata disponibilità del Parco Locomotive a vapore non permetterà di sfruttare convenientemente i margini attuali delle linee e del materiale merci.

I treni chilometri effettuati nel secondo trimestre sono aumentati di quasi 5000; l'aumento ha inoltre consentito di aumentare

Nel confronto della stazione chilometrica della linea di corsa si nota che le nuove attivazioni elettriche sono state di entità tale da non far variare il totale della linea esistente a vapore. I mezzi di trazione elettrica sono stati convenientemente aumentati quelli a vapore si sono mantenuti stazionari. L'aumento degli accantonamenti nel parco della trazione a vapore denota che il parco stesso si è trovato in buone condizioni rispetto alla esigenza dell'esercizio. Si fa notare però che questa situazione tende a modificarsi con la eliminazione delle limitazioni imposte nella effettuazione dei treni sulla linea a vapore per diminuire i consumi di combustibili, la cui disponibilità va aumentando. Dette limitazioni, soppressa alla fine della prima decade di Giugno, faranno sentire i loro effetti nel mese di luglio e più ancora in agosto ed è probabile perciò che in un immediato avvenire la limitata disponibilità del parco locomotive a vapore non permetterà di sfruttare convenientemente i mezzi attuali della linea a vapore materiale merci.

I treni chilometrici effettuati nel secondo trimestre sono aumentati di qualche poco; l'aumento ha però ottenuto soltanto sull'esercizio elettrico in quanto quello a vapore è andato diminuendosi per le note restrizioni del consumo del carbone. L'aumento del carbone non è stata raggiunta soltanto limitando il numero dei treni sulle linee a vapore, ma modificando nel contempo il normale impiego dei trasporti merci che interessavano le linee stesse allo scopo di impiegarle al massimo con le opportune deviazioni, le linee elettriche.

Per essendo perciò nel complesso aumentata l'attività dei mezzi di esercizio si è avuta una minore effettuazione dei trasporti: provvedimento antieconomico ma indispensabile in quei momenti eccezionali di scarsa arrivo di carbone nei nostri porti in conseguenza dello sciopero dei minatori americani.

Le maggiori percorrenze hanno logicamente influito anche nella utilizzazione del materiale ferroviario e di ciò è indice eloquente l'allungamento del ciclo.

E' sempre grave la situazione del materiale viaggiatori la cui consistenza, malgrado i numerosi nuovi servizi di recente istituiti, rimane pressoché stazionaria. A questa persistente e sempre più grave deficienza si provvede con la utilizzazione di un sempre maggiore quantitativo di carri merci. Per trasporto viaggiatori ne sono stati infatti utilizzati 3.366.

La situazione si aggraverà indubbiamente nei prossimi mesi invernali.

Roma, - 6 AGO 1946

STATISTICA SULLA RIPARAZIONE DEI ROTABILI
(periodo dal 1.6 al 30.6.1945)

1100

	Riparazioni importanti eseguite dal Deposito e dalle Sq. Mobili	Riparazioni eseguite dalla Off. di Stato e Private.			Riparazioni con- sumi di nuova costru- zione	TOTALE
		Grandi Medie Piccole				
		B	C	D		
D U C C K O T I V E						
1) Pesanti a vapore	219	32	6	3	-	262
2) " elettriche	126	17	7	14	-	158
3) leggere e da manovra a vapore	50	7	-	1	-	58
4) leggere elettriche	24	7	2	-	-	27
5) C A R R O Z Z I	1.443	114	150	72	-	1.789
C A R R I						
6) da carbone ed alte spende P.S.	4.089	345	405	158	57	5.064
7) di altri tipi P.S.	3.992	391	512	397	370	5.662
8) da carbone motori	1.674	-	-	11	-	1.685
9) di altri tipi motori	2.464	-	-	20	-	2.484
Capacità di produzione delle Officine di riparazione (P.S. e Private) per i prossimi 30 giorni.						
10) locomotive a vapore	.....	49	13	8	-	70
11) " elettriche	.....	18	2	1	-	21
12) carrozze	.....	.....	.....	.....	.....	.....

L O C C O M O T I V E	Depositi e orile 82. Inalzo	Grandi	Medie	Piccole	di nuova costru- zione	TOTALI
		B	C	D	E	F
1) pesanti a vapore	219	32	6	5	-	262
2) " elettriche	126	17	1	14	-	158
3) leggere e de manovra a vapore	50	7	-	1	-	58
4) leggere elettriche	24	7	2	-	-	27
5) <u>C A T A N O Z Z E</u>	1.443	174	160	72	-	1.789
<u>C A R R I</u>						
6) da carbone ad alta spande F.S.	4.089	143	403	168	37	5.064
7) di altri tipi F.S.	3.992	391	512	397	170	5.662
8) da carbone esteri	1.674	-	-	11	-	1.685
9) di altri tipi esteri	2.464	-	-	25	-	2.489
Capacità di produzione delle Officine di riparazione (F.S. e privati) per i prossimi 30 giorni.						
10) locomotive a vapore	....	49	13	8	-	70
11) " elettriche	.....	16	2	3	-	21
12) carrozze	.....	105	190	100	-	395
13) altre	.....	530	1.050	680	430	2.690

INCONVENIENTI DEL SERVIZIO PIO GRAVI E MORTI

NEL MESE DI GIUGNO 1946

No. d'ordine	Indicazione degli inconvenienti	Quantità	Danni		Durata interruzione del servizio del materiale
			a persone	al materiale	
A	Scontri di locomotive (per memoria)	=	=	=	=
B	Investimenti di treni				
	1) Stazione di Pontecagnano	1	13 morti 50 feriti	gravissimi	
C	Urti di treni	1	=	=	
	1) Galleria Appennino (linea Firenze-Bologna)	=	=	=	5 ore
D	Svilii di treni	6	=	=	
	1) Ponte sul fiume Sangro. Stazione di Torsano Sangro	=	=	svio di 2 carri	ore 5
	2) Siena-Castellina I	=	=	svio 1 vettura e 3 carri	ore 6
	3) Valdara-Brunico	=	=	svio 6 carri	ore 7
	4) Antignano-Quercianella	=	=	=	ore 9
	5) Dago - Piana	=	=	svio 1 locomotiva e 4 carri	ore 7
	6) Santa Severa	=	=	svio 1 locomotiva e 2 carri	ore 10
E	Incontri	3			

	1	13 morti 60 feriti	gravissimi	
1) Stazione di Pontecagnano				5 ore
<u>Unità di treni</u>				
1) Galleria Appennino (linea Firenze-Bologna)				
<u>Svil di treni</u>	6			
1) Ponte sul fiume Sarno. Stazione di Torino Sengaro			svio di 2 carri	ore 5
2) Siena-Castellina I			svio 1 vettura e 3 carri	ore 6
3) Valdara-Brunico			svio 6 carri	ore 7
4) Antignone-Quercianella				ore 5
5) Dege - Elana			svio 1 locomotiva e 4 carri	ore 7
6) Santa Severa			svio 1 locomotiva e 2 carri	ore 10
<u>Incendi</u>	5			
1) Stazione di Aliseo Re			distribuzione carro	
2) Stazione di S. Benedetto Val di Lambro		1 morto 1 ferito (militari)	un carro gravemente avariato	ore 5
3) Stazione di Foggia			1 carro avariato	

N.º ord.	Indicazione degli inconvenienti	Quantità	Danni		Durata in servizio
			di persone	di materiale	
4)	Stazione di Fabriano		=	lievi ad 1 carro	=
5)	Campoleone		1 ferito	distruggione di una carretta	=
Incidenti di passeggeri a Livello					
1)	Fra le Stazioni di Feltre e Quaro Vas	4 feriti		investimen- to autocarro	=
2)	Stazione di Portofino vitarova	1 morto 3 feriti		investimen- to autocarro	=
3)	Stazione di Alsevo	1 ferito		investimento camionino	ore 5
4)	Fra le Stazioni di Foggia e Bari	5 feriti		investimento autocarro inglese	=
5)	Casalpusterleno (Stations)	1 morto 1 ferito		carrettino a mano	=
6)	Fra le Stazioni di Korfinopolis e Cassena	1 morto 5 feriti		investimento automobile	=
7)	Deviazione di Desan- zano	1 morto 2 feriti		autocarro	=
8)	Scoppio caldaia locomoti- va (per memoria)				
9)	Scoppio proiettili (per memoria)				

Durata 1099

5) Casaleone	1 ferito	disposizione di una galleria	
Incidenti ai passeggeri a livello	7		
1) Fra le Stazioni di Peltre e Quarto Vae	4 feriti	investimento to autocarro	
2) Stazione di Portofino vittoria	1 morto 3 feriti	investimento to autocarro	
3) Stazione di Alsera	1 ferito	investimento enunciato	ore 5
4) Fra le Stazioni di Foggia e Bari	5 feriti	investimento autocarro inglese	
5) Casalpusterlengo (Stazione)	1 morto 1 ferito	cedimento a mano	
6) Fra le Stazioni di Favignone e Genova	1 morto 5 feriti	investimento autocarro	
7) Deviazione di Dese- nano	1 morto 2 feriti	autocarro	
8) Scoppio caldaia locomotiva vs (per memoria)			
9) Scoppia proiettili (per memoria)			
Alluvioni (per memoria)			
Incidenti	4		
1) Linea Bruni-Stratella			ore 21
2) Linea Bagni Lucrezia Mabrognetto			3 giorni (trasporto)

Indicazione degli inconvenienti	Quantità	Danni		Iniziativa inter- ruzione del servizio
		a persone	al materiale	
3) Fra Stazioni di Chiari e Calcio (cedimento ponte)		=	=	26 giorni
4) Linea Milano - Vene- zia fra Stazioni di Ressato e Ponte S. Mar- co				11 giorni
<u>P E R S O N E</u>				
1) Linea Genova - Savona	3	=	=	ore 24
2) Linea fra Portofino - Sottocastello		=	=	ore 35
3) Linea Verona - Rovigo		=	=	ore 47
<u>Urti e sfilii in manovre</u>				
1) Stazione di Moliffetta	2	=	svio locomotiva distruggione per- soni	=
2) Stazione di Moncalie- ri		=	svio un car- ro che si in- cendiava e rimaneva di- strutto	=
<u>Sospensione treni per cause accidentali</u>				
1) Guasto linea aerea fra Vercelli e Prese- denze	2	=	=	ore 3-45
2) Stazione di Vibonati		=	tra compa- re	ore 3

4) Linea Milano - Venezia
sia fra Stazioni di
Ranzano e Ponte S. Maria
co.

F. E. M. E.

- 1) Linea Genova - Savona
- 2) Linea fra Portofino -
Sottocastello
- 3) Linea Verona - Rovigo

Urti o eviti in manovra

- 1) Stazione di Molfetta
- 2) Stazione di Moncalieri

Sospensione tram per

cause accidentali

- 1) Guasto linea aerea
fra Vercelli e Prace-
gnone
- 2) Stazione di Vibonati

ore 24

ore 33

ore 47

svio locomo-
tiva distrut-
zione para-
urti.

svio un'os-
so che si in-
cendiava e
rimaneva di-
strutto

ore 3:45

ore 3

tre campate
linea aerea

- 13 -

No d'ord	Indicazione degli interventi	Quantità	Dati a persone al materiale	Data 1098 Divisione del servizio
P	attentati contro la circolazione dei treni	2		
	1) Stazione Cassinetta Bagni			
	2) Fresso Stazione di Riva		4 anni linee elettriche	ore 2

HEADQUARTERS
NAPLES LIAISON GROUP
ALLIED COMMISSION
APO. 794

REFERENCE:- NLG/181/889

15 August 1946

SUBJECT :- Rail Warrents

TO :- HQ.AC.

att. Transportation Sub-Commission

1096

Herewith ONE (1) Book of Free Rail Warrents which are
no longer required due to the closing down of this Liaison Group.

4 warrents only used - nos 1401-1402-1403-1404.

H-3

J.A.C. Pennyquick

Col. J.A.C. PENNYQUICK
Chief Liaison Officer
Naples Liaison Group
Allied Commission.

432/A

TRANS 5/2

Allied Force
MILITARY RAILWAY SERVICE-ITALY
Headquarters 774th Railway Grand Division
Office of Deputy Director

337-AD

A. P. O. 512
5 March 1946

1095

SUBJECT: Fourteenth Meeting of Traffic Sub-Committee, Allied Railway Board.

THRU: Director
MILITARY RAILWAY SERVICE-ITALY

TO: Brigadier L. T. De Rhe Philbee,
Chairman
Allied Railway Board

1. The Fourteenth Meeting of the Traffic Sub-Committee, Allied Railway Board will be held at 0930 hours, Wednesday, 10 April 1946, in the office of the Deputy Director, Military Railway Service-Italy.

2. The following is docketed for discussion:

- a. Any subjects desired to be brought up for discussion.
- b. It is desired that members be prepared to discuss the future of the Allied Railway Board meetings.

W. T. Kelly
W. T. KELLY
Lt Col, TC
Deputy Director

Copy to:-

G-4, Mov & Tn, AFHQ.
Lt Col S. E. London, MRS (Am).
Lt Col C. F. Ryan, G.D. Tn 3, MRS (Br).
Lt Col B. A. Coulson, Q(Mov) GHQ Liaison.
Lt Col A. H. Street, Chief Rail Section, Tn Sub-Comm, AC.
Major A. C. Ping, E.C.I.T.O.
Major C. F. Boeridge, Mov Div, Tn Sub-Comm, AC.
Major J. A. McEvoy, DAD Tn 3 (O), MRS (Br).
Captain A. A. Gower, Mov Div, AC.
Captain E. A. Jeffries, Rail Div, AC.
Major P. G. Watson, MRS (Am).
Ing Giovanni Tonni, Equip Section, ISR.
Ing Biondi, Movements Section, ISR.
Allied Railway Board:
Chairman, Construction Sub-Comm.
Chairman, Equipment Sub-Comm.
Chairman, Finance Sub-Comm.
Chairman, Stores Sub-Comm.

0

A. P. O. 512
4 March 1946

1094

THRU: Director
MILITARY RAILWAY SERVICE-ITALY

1. The Thirteenth Meeting of the Traffic Sub-Committee, Allied Railway Board will be held at 0930 hours, Saturday, 9 March 1946, in the office of the Deputy Director, Military Railway Service-Italy.

2. The following subject is docketed for discussion:

a. Irregular use of ISR rolling stock.

b. Any other subjects submitted by committee members at the meeting.

W. T. KELLY
Lt Col, TC
Chairman

Copy to:-

G-4, MOV & TR, AFHQ.

Lt Col S. E. London, MRS (Am)

Lt Col C. F. Ryan, G.D. Tn 3, MRS (Br)

Lt Col B. A. Coulson, Q(Mov) GHQ Liaison.

-Lt Col A. H. Street, Chief Rail Section, Tn Sub-Comm, AC.

Major A. C. Ling, J.C.I.T.O.

Major C. F. Deering, Lov Div, Tn Sub-Comm, AC.

Major J. A. McEvoy, DAD Tn 3 (O), MRS (Br).

Captain A. A. Cower, Movements Division, AC.

Captain E. A. Jeffreys, Rail Division, AC.

Major P. G. Matson, MRS (Am).

Ing Giovanni Tonni, Equip Section, ISR.

Ing Biondi, Movements Section, ISR.

Allied Railway Board:

Chairman, Construction Sub-Comm. Chairman, Equip Sub-Comm.

Chairman, Stores Sub-Comm. Chairman, Finance Sub-Comm.

E-130

JAN 121000 A

G/7658

JAN 191130

IMPORTANT

1093

BR 10 (BRITO C/O BRITISH MILITARY MISSION TO BELGIUM BROR
 LONDON HOME FOR BRITO BRIGADIER FELLOWS, INFO: EUROTRANS LONDON
 FOR DIRECTOR RAILWAYS EUROTRANS LONDON FOR ORMOA (REAR)

UNCLASSIFIED.

Minutes of 12th meeting allied railway board, December 20th, indicates repatriation of French rollingstock to wait until after wagon census. This would mean delay of several months. Situation of availability of tank wagons in FRANCE sufficient serious to justify immediate handling. Request this decision be reconsidered and every effort be made to return French tank-wagons. Refer our EATD December 12th.

AS LIST

ACTION BRITO
 INFO CHIEF COMMISSIONER
 BROR BROR 2
 TR BR 2
 FILE 2
 F. GAT

HEADQUARTERS

19 JAN 1946

Allied Force
MILITARY RAILWAY SERVICE-ITALY
Headquarters 774th Railway Grand Division
Office of Deputy Director

337-AD

A. P. O. 512
16 February 1946

SUBJECT: Amendment to Twelfth Meeting of Traffic Sub-Committee,
Allied Railway Board.

THRU: Director,
MILITARY RAILWAY SERVICE-ITALY

TO: Brigadier A. T. De Rhe Philipe,
Chairman
Allied Railway Board.

1. Reference Twelfth Meeting of the Traffic Sub-Committee,
Allied Railway Board held at 1430 hours, 11 February 1946, in
the office of the Deputy Director, Military Railway Service-Italy.

2. Attached are fifteen (15) copies of amendments to minutes
of this meeting.

A. T. Kelly
A. T. KELLY
Lt Col, TC
Chairman

Copies furnished:

G-4, Mov & Tr, AFHQ (2 copies).
Lt Col S.E. London (2 copies).
Lt Col C.F. Ryan (6 copies).
Lt Col B.A. Coulson (6 copies).
Major P. G. Matson, Rail Section, AC (3 copies).
Captain A. A. Gower (2 copies).
Captain E. A. Jeffreys (2 copies).
Allied Railway Board:
 Chairman, Construction Sub-Committee (2 copies).
 Chairman, Equipment Sub-Committee (2 copies).
 Chairman, Stores Sub-Committee (2 copies).
 Chairman, Finance Sub-Committee (2 copies).
Ing Caverio Sottile, ISR, (2 copies).
Ing Giovanni Tonni, ISR, (2 copies).
Ing Giuseppe Viglino, ISR, (2 copies).
Ing Bruno Reuda, ISR, (2 copies).
Ing Ennio Finocchi, ISR, (2 copies).

MINUTES OF TWELFTH MEETING

of the

TRAFFIC SUB-COMMITTEE
Allied Railway Board

1092

Held in the office of DEMRSI, 11 February 1946

AMENDMENTS

Minute c. Increase in Number of Coaches for Civilian Trains.

Amendment Number 1.

So much of paragraph 4 of Minute c, pertaining to the present limitation on passenger train consist is amended to read: "The relaxation of this limitation does not apply to military trains solid or mixed".

Minute b. Military Train Guards.

Amendment Number 1.

So much of paragraph 4, Minute b, pertaining to military train guards that reads: "The British side of MRS", is amended to read: "Lt Col Coulson, Q (Mov), G. H. Q. Liaison",

W. T. KELLY
Lt Col, TC
Chairman

MINUTES TWELFTH MEETING

of the

TRAFFIC SUB-COMMITTEE
Allied Railway Board

1091

Held in the office of DDMRSI, 11 February 1946

MEMBERS PRESENT:

Lt Col A. T. Kelly, Chairman,
Deputy Director, Military Railway Service.

Lt Col S. E. London,
Supt of Operations, Military Railway Service.

Lt Col C. F. Ryan,
G.D. Tn 3, Military Railway Service.

Lt Col B. A. Coulson,
(Mov), G.H.Q. Liaison.

Major P. Matson,
Rail Section, Tn Sub-Commission, AC.

Captain A. A. Gower,
Movements Division, AC.

Captain E. A. Jeffreys,
Rail Division, AC.

Ing Giovanni Tonni,
Chief, Equipment Section, Italian State Railways.

Ing Saverio Sottile,
Movements Service, Italian State Railways.

Ing Giuseppe Viglino,
Movements Service, Italian State Railways.

Ing Bruno Reuda,
Engineering Section, Italian State Railways.

Ing Ennio Finocchi,
Stores Section, Italian State Railways.

Meeting was called to order at 1430 hours, by Lt Col M. T. Kelly, Deputy Director, Military Railway Service, Chairman.

Subjects discussed and decisions reached are as follows **1090**

Minute a. Change in Chairmanship Policy of Time Table Sub-Committee.

Introduced by MRS. At present the Time Table Sub-Committee Chairmanship is Allied. Request was made that a representative of the Italian State Railways assume responsibility of Chairmanship, call and conduct regular meetings, issue minutes and other information concerning this committee. The committee will function as heretofore, the only change being in responsibility of chairmanship.

It was suggested that representatives of the Italian State Railway's Fuel and Coal, and Traction Sections attend the Time Table Sub-Committee meetings.

Minute b. Military Train Guards.

Introduced by MRS. Trains are being seriously delayed at many points due to necessity of waiting for train guards. Delays to trains as much as one, two, and up to six hours have been noted particularly at Naples, Caserta, and Aversa. It is desired that this be brought to the attention of those furnishing the military train guards so that trains may depart when scheduled rather than be delayed pending arrival of necessary train guards.

Considerable military traffic is being moved through Caserta and Aversa as well as other points. It was suggested that possibly the RTO's should take definite interest in seeing that military cars are consolidated into one train as much as possible to reduce the necessity of the number of guard personnel.

It was stated that the general practice was to have the train ready for departure and then call the train guards, which in many instances delayed the departure of the trains.

The British side of MRS agreed to investigate and correct the delays in departure of trains where delay was due to train guards.

Minute c. Increase in Number of Coaches for Civilian Trains.

Introduced by MRS. Certain figures have been laid down by Traffic Sub-Committee permitting the ISR to increase number of coaches to be put on civilian trains.

It was stated that the ISR was putting coaches into civilian service without releasing box cars. It was suggested that it would be to the interest of ISR to move in box cars some of their food-stuffs which have previously been moved in open cars.

The present limitation on passenger train consist south of Bologna is 14 cars and 16 cars north of Bologna. It was suggested that the ISR assume the responsibility of setting their own passenger car limitation in accordance with their past experience on civilian trains. The limitation of passenger train consist should also be based on tonnage and gradient.

This limitation does not apply to military train, solid or mixed.

Minute d. Traffic Delays Due to Congestion.

Introduced by MRS. The ISR was advised of serious traffic congestions at various points, particularly Rome, Caserta, Aversa, and Villa Literno, which were noted by recent inspections made by MRS officials. ISR was asked if this congestion was due to loading of too many cars, or not handling the line capacity of trains, if not, just what was the cause of this situation. Recent report indicates that a grand total of 949 loads had accumulated both northbound and southbound at the above mentioned points.

The ISR stated that the recent collision at Villa Literno had blocked the yards causing a congestion, also that too many wagons were being loaded during that period. The ISR also stated that orders had been issued to reduce the number of wagons loaded to aid in clearing the congestion.

Similar congestions occur occasionally and it was suggested by MRS that the ISR give particular attention to the prompt handling of perishable food-stuffs which is spoiling in carload lots due to this and other congestions. MRS also suggested that the ISR send qualified representatives to the points effected to initiate a solution for immediate relief of this congestion and the prevention of similar cases in the future; also to see that loading was controlled, particularly loading of perishable fruits and vegetables. The attention of the ISR was directed to the fact that five additional diesel locomotives had been sent to Naples for switching purposes and twelve additional diesel locomotives made available for line use.

It was suggested that the ISR be very careful in accepting additional passenger service responsibilities when they should be giving a high priority to hauling food-stuffs for the Italian people.

Minute e. Embargo Due to Congestion.

Introduced by MRS. The ISR was asked what type of traffic was under embargo and what areas the embargo covered. The ISR stated that the area effected was territory south of Naples and that the embargo governed certain civilian traffic moving north to Naples area and through Naples.

1089

Minute f. Availability of Space in Rome Terminal Station.

Introduced by ISR. The ISR requested that certain space in Rome Terminal Station be turned back to them for their use. This matter was set aside for investigation and final decision by Col. Kelly and Col. Coulson, with the ISR.

Minute g. Transportation Difficulties.

Introduced by ISR. The ISR explained that many transportation difficulties were due to poor installations, lack of ties for roadway, and other badly needed improvements for continued operation. The ISR stated that they were badly in need of treated ties and asked if some assistance could be given in securing the services of a treating factory in Naples for this purpose. It was stated by MRS that this was being handled and that a definite decision should be forthcoming soon. It is believed by MRS that the treating plant in question might be released for treating ties for the needs of the ISR at an early date.

Minute h. Electrification of Line 89.

Introduced by MRS. The ISR was questioned about the progress of electrification of Line 89, to which explanation was given that the difficulty of securing copper wire would probably delay the completion of this project. It is thought by ISR that the project would be completed within five or six months.

Minute i. Double-track Installation on Line 90.

Introduced by MRS. The ISR stated that lack of ties would probably delay the completion of the double-track program on Line 90 another six months.

Minute j. Coal Situation.

Introduced by ISR. The ISR stated that the number of trains handled will be definitely governed by the available coal supply. When MRS asked how many days supply of coal was on hand, ISR explained that considering the entire railway system there was enough coal for 13 or 14 days, but that some points had stocks sufficient for only 4 or 5 days. The ISR stated that they expected to receive about 110,000 tons of coal during the next 30 days.

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Introduced by MRS. The ISR was asked what type of traffic was under embargo and what areas the embargo covered. The ISR stated that the area affected was territory south of Naples and that the embargo governed certain civilian traffic moving north to Naples area and through Naples.

1089

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Minute K. Barbed Wire for Station Yards.

Introduced by MRS. The ISR previously made a request for barbed wire for use in station yards to prevent unauthorized persons from entering premises. On recent inspection by MRS officials it was noted that the station at Naples was unprotected in this respect and that people were permitted to enter the yards and pilfer the coaches and trains. It was suggested that action be taken to keep unauthorized persons out of the Naples station yards, in the interest of preserving both ISR and military equipment.

There being no further subjects for discussion meeting was adjourned.

W. T. KELLY
Lt Col, TC
Chairman

ALLIED FORCE
MILITARY RAILWAY SERVICE
Office of Director - Italy

A. P. O. 512
4 February 1946 1088

SUBJECT: Twelfth Meeting of Traffic Sub-Committee,
Allied Railway Board.

TO: Lt. Col. A. H. Street, Chief Rail Section,
Tn Sub-Commission, AC.

Major C. F. Beeridge, Movements Division,
Tn Sub-Commission, AC.

Major J. A. McEvoy, DAD Tn 3 (O), MRS

Ing. Biondi, Movements Section, ISR.

1. The twelfth meeting of the Traffic Sub-Committee, Allied
Railway Board will be held at 1430 hours, Monday, 11 February 1946,
in the Office of the Deputy Director, Military Railway Service-Italy

2. The following subject is docketed for discussion:

- a. Changes in policy in relation to the time table Sub-
Committee.
- b. Any other subjects submitted by committee members at
the meeting.

FOR THE DEPUTY DIRECTOR:

John E. Murray
JOHN E. MURRAY
Captain, TC
Adjutant

Copies furnished:

DLRS
G-4, (Mov & Tn) AFH
Major F.J.M. Hayward, DAD Tn 3 (O) MRS

Mulla Churceni
Niente Fatto
Phonator
mgor FS
Feb 11

MINUTES OF ELEVENTH MEETING

of the

TRAFFIC SUB-COMMITTEE
Allied Railway Board

1087

Held in the office of DEMPSI, 7 January 1946

MEMBERS PRESENT:

Major S. E. London, Acting Chairman,
Supt of Operations, Military Railway Service.

Major P. G. Matson,
Rail Section, Tn Sub-Commission, AC.

Major C. F. Beeridge, Movements Division,
Tn Sub-Commission, AC.

Major J. M. McEvoy,
DAD Tn 3 (O), Military Railway Service.

Dr. N. Vitale,
Movements Section, Italian State Railways.

OTHERS PRESENT:

Major A. C. Ping,
E.C.I.T.O.

Major E. J. M. Hayward,
DAD Tn 3 (O), Military Railway Service.

Captain H. F. Shetler,
Supt Equipment, Military Railway Service.

Meeting was called to order at 1430 hours, by Major S. E. London,
Superintendent of Operations, Military Railway Service, Acting Chairman. 1086

Subjects discussed and decisions reached are as follows:

Minute (a) Coach Stock for Troop Movements:

In accordance with the announced policy of transporting all troops in coaches when movements are made by rail, the Committee agreed the necessity of allocating a group of coaches for exclusive use of military personnel, but until such time as the extent of the troop movement program is definitely known, the exact number of coaches required cannot be determined. As of mid-December forty (40) coaches were made available for movement of troops, and these coaches have been kept continuously occupied in this service between Naples, Leghorn, Udine, and Taranto. While it was contemplated that twenty (20) coaches could be returned to Italian State Railways for civilian use by middle of January, in view of the continuing movement of troops by rail it is not practical to relieve twenty (20) coaches and at the same time continue the policy of using coaching stock for movement of all military personnel.

There being no further subjects for discussion meeting was adjourned.

S. E. London

S. E. LONDON
Major, TC
Acting Chairman

ALLIED FORCES HQ. DUMFRIES(OV A TD)

1085

SUBJECT : ALLIED RAILWAY BOARD - ITALYRESTRICTEDTO : ADDRESSEES AS BELOWWTP/1/310 Nov 45

1. The Eleventh Meeting of the Allied Railway Board, ITALY, will take place at the offices of the Director, Military Railway Service at 0930 hrs on Thursday 15 Nov 45.
2. The Agenda is as follows:-
 - (a) Consideration of Minutes of Last Meeting.
 - (b) Consideration of Sub-Committee Minutes.
 - (c) Consideration of Delegations at Milan and Verona.
 - (d) Other business.



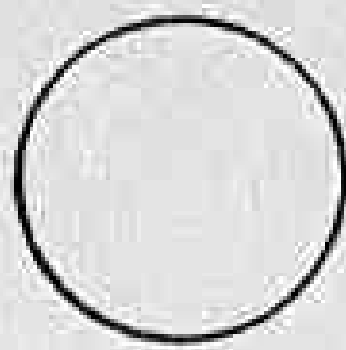
A.M. WILLIS,
Lt. Col,
for DMG (Nov & Tn).

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ALLIED FORCE
MILITARY RAILWAY SERVICE
Office of Director - Italy

A. F. O. 512
7 January 1946

1082

SUBJECT: Eleventh Meeting of Traffic Sub-Committee,
Allied Railway Board.

TO: Lt. Col. A. H. Street, Chief Rail Section,
Tn Sub-Commission, AG.

Major C. D. Edwards, Movements Division,
Tn Sub-Commission, AG.

Major J. A. McVey, DAD Tn 3 (C), IAS

Ing. Finzi, Movements Section, IAS.

1. The eleventh meeting of the Traffic Sub-Committee,
Allied Railway Board will be held in the office of Deputy
Director, Military Railway Service at 1450 hours Monday
7 January 1946.

2. The following subjects are docketed for discussion;

- a. Coaching stock for troop movements.
- b. Any other subjects submitted by committee members
at meeting.

FOR THE DIRECTOR:

S. L. London

S. L. LONDON
Major, TC
Ry. Operations Supt.
(Acting Chairman)

Copies furnished:

IAS
G-4, (Dev & Tn) AMO
Major F. J. L. Hayward, DAD Tn 3 (C) IAS

MINUTES OF TENTH MEETING

of the

TRAFFIC SUB-COMMITTEE
Allied Railway Board

1083

Held in the office of DMRSI, 11 December 1945

MEMBERS PRESENT:

Lt Col Kelly, Chairman
Deputy Director, Military Railway Service-Italy.

Mr. R. P. Moss, Chief,
Rail Division, Tn Sub-Commission, Allied Commission.

Major C. F. Berridge
Movements Division, Tn Sub-Commission, Allied Commission.
Movements & Tn AFHQ.

Dr. Vitale
Ing. Zamboni
Movements Section, Italian State Railways.

OTHERS PRESENT:

Lt Col R.D. Gardiner
AD Tn 3 - MRS.

Major S.D. London,
Supt Transportation, Military Railway Service.

Major E.J.M. Hayward,
DAD Tn 3 (O), Military Railway Service.

Major F. G. Watson,
Rail Division, Tn Sub-Commission, Allied Commission.

Meeting was called to order at 0930 hours, by Lt. Col. J.T. Kelly.
 ●Deputy Director, Military Railway Service, Chairman.

Subjects discussed and decisions reached are as follows:

Minute a. Consist of Passenger Trains.

Introduced by ISR. At present the present passenger train consist limit South of Bologna is 14 cars, and North of Bologna 16 cars. Request was made that this limitation be equalized all over Italy. 1082

It was the opinion of the Committee that no change should be made in the present limitations, in view of the fact that from a safety and operation standpoint 14 cars was the maximum to be handled South of Bologna, whereas 16 cars could be handled in one train North of Bologna. This affects only three or four through trains.

Minute b. Coaches for Civilian Trains.

Introduced by ISR. At present forty coaches are being utilized for the movement of US troops, and the ISR requests that after this movement is completed that these coaches be turned over to them for civilian traffic.

It was stated by the Chairman that the first priority for use of coaches will be military, and we are not in a position at this time to say when these coaches will be available for civilian use.

Minute c. Allocation of Coal.

Introduced by AO. The Rail Division of the Allied Commission takes note of a letter dated 19 November from the Director, MRS to the ISR setting forth the limit of consumption of coal by the ISR and the dictating to them where and how much coal will be used. The Rail Division opposes this action for the following reasons:

a. The greater percentage of this coal is purchased by the Italian Government and therefore should have the right to say where it is to be used.

b. As the ISR are charged with the responsibility of operation of the railways, it is essential that they have at the same time the control of the supply of coal allotted to the railways.

This is a matter of great importance for the efficient operation of the railways, and it is recommended that instructions contained in letter set forth above, be rescinded and a lump allocation of coal be made and they allow the railways to dispose of the coal as they judge best for the operation of the railways.

No comment by this committee on the above, and the matter referred for discussion to the Allied Railway Board. :

A thorough discussion was had with the ISR in regard to the use of oil burning locomotives and the replacement of coal burning engines with oil burning locomotives. The matter was set aside for further discussion between Col. Kelly, Col. Gardiner and Ing. Toni, of the ISR.

minute d. Car Distribution

Introduced by AC. I have before me the Car Distribution Situation Report for all of Italy for the ten day period, November 27 to December 6. This report discloses these startling figures:

For this period there were available for loading in all of Italy, except Trieste, a daily average of 5,804 empties. During this same period a daily average of 5,385 cars were loaded. This reflects good car distribution.

In the Trieste Area, a bad situation exists and which must be corrected in order to obtain the maximum efficiency of car loading. During the period mentioned above, there were available in the Trieste Area a daily average of 664 empties, with only a daily average of 323 cars loaded, which means that a daily average of 341 cars remain idle in the Trieste Area. It must be noted that double the number of empty cars required were held for loading. Of all the available box cars, there were 4,224 in the Trieste Area or 20% of the total available in all of Italy.

During the month of November the AC and UNRRA Warehouses 676 and 696 in the Naples Area were furnished only 25% of their requirements. This shortage was brought about by heavy demands of box cars in the Naples Area, i.e., to protect movement of Polish troops and movement of rations from Marsicanese to Leghorn. The balance of cars due Italy from Austria is about 1,000 and it is essential that with the heavy imports scheduled for December it is necessary that all cars be used. It is understood that DRS agreed that Austria maintain a balance of 800 cars of Italian Stock. It is recommended that these instructions be rescinded and a level balance be maintained. In this connection it is pointed out that cars under military load are being seriously delayed for unloading, the average being in the Naples Area 3.4 days standing for unloading.

Wagon Distribution:

1. The primary essential of effective wagon distribution being that wagons shall be allocated daily to each compartmenti to cover loading requirements, it is necessary to have a complete program of the authorized loadings.

2. The ISR Chairman of the wagon Committee is still unable to get a complete program of requirements because Compartimenti are daily being called upon to meet local Military Indents of which ISR Rome has had no prior notice. Conforming to Military Priority, the Compartimenti Distribution is frequently unable to cover civil food loadings or to carry out orders from Rome to move empties to another compartmento.

3. Inter-Compartimental movements of empties are only ordered to meet shortages at other points - when these movements are frustrated serious difficulty is bound to follow. Movement of empties to Naples to meet increased demand there has failed in several cases owing to unidentified local military demands.

4. The wagon Committee have before them a complete daily program of civil loadings together with the P.O.M. program for Military traffic. Information should also be supplied of any other Military demands formulated

subsequent to the publication of the P.O.M. program.

5. In view of the increasing demand for essential civil food etc. movement it is again submitted that it is urgently necessary to closely examine the absolute priority now maintained for Military Traffic.

In planning the movement of military dumps etc. consideration should be given to the urgency of each move, and its effect upon civil wagon supply.

No comment by this committee on the above, and the matter referred for discussion to the Allied Railway Board.

Minute e. Interchange with other countries:

Introduced by AC. At the September meeting of the Traffic Sub-Committee it was agreed that records would be maintained at all gateways into and out of Italy as to interchange between countries, that is car numbers, contents, destination, etc. An investigation has been made at the gateway into Austria and it is established that the ISR cannot submit the proper report, because no contents are shown on any cars. In order that proper records be maintained the contents of each car should be shown on the wagon label in order that the ISR may know and maintain proper records.

No comment by this committee on the above, and the matter referred for discussion to the Allied Railway Board.

Minute f. Shortage of Equipment:

Introduced by AC. Concerning the shortage of equipment in the Naples Area and particularly for AC. A total of 171 box cars were sent to San Giovanni of which only 17 were made available to the warehouse and for civilian loading. The rest were taken by the RTO. The Car Distributor in the Naples Area cannot function because of interference of the Joint Railway Control Naples, the RTO's and other military personnel. The military movement is a small portion of the total movement and it is felt that the military are taking too much and doing too little towards the efficient handling of equipment.

The Rail Division, AC takes exception to paragraphs 3 and 4 of letter from DQM (Nov & Tn) dated 7 December, file Nov 3/362/9, subject, Supply of Cars to warehouse 676 Naples, these paragraphs reading:

3. As a result of mal-distribution of empties on the part of the ISR Naples Compartimento box car supply has been seriously inadequate over a long period and the military demand has not been met. D Rations and other pilferable commodities have had perforce to be moved in open cars.

4. In these circumstances there is every justification for JRC Naples (which it is pointed out includes an MRS element) and RTCs to direct empty distribution within the Compartimento, towards the fulfilment of military priorities before considering civilian needs.

The reason for mal-distribution of empties is because cars sent to San Giovanni by the Car Distributor for a definite purpose are taken by the RTO. Paragraph 4 definitely states that the RTO direct empty distribution within

the Compartimento toward the fulfillment of military requirements before considering civilian needs. In other words, the RTO is acting as Car Distributor in the Naples Compartimento.

No comment by this committee on the above, and the matter referred for discussion to the Allied Railway Board.

Minute g. Control of Trespassers

Introduced by MRS. At Rome Terminal there is practically no control of trespassers and non-authorized persons. They enter the station at will and military passenger trains are met by gangs of civilians begging for food, cigarettes, etc. The ISR should do something to control the situation.

At Milan there is a gang who wait for empty military passenger trains, then go through them stripping them of any useful articles.

It was agreed that the ISR would take steps to control trespassers and unauthorized persons entering the station premises.

Minute h. Close of Joint Railway Control Naples.

A directive has been issued by AFHQ directing closing of Joint Railway Control at Naples.

It was agreed that the office as such should be abolished, but the MRS representative would maintain his office there as liaison.

There being no further subjects for discussion meeting was adjourned.

W. T. Kelly
W.T. KELLY
Lt Col, TC
Chairman

1080

Wagon-Distribution

- 1) The primary essential of effective wagon distribution being that wagons shall be allocated daily to each Compartment to cover loading requirements, it is necessary to have a complete programme of the authorised loadings.
- 2) The ISR Chairman of the wagon Committee is still unable to get a complete programme of requirements because Compartments are daily being called upon to meet local military indents of which ISR Rome has had no prior notice. Conforming to Military Priority the Compartment Distribution is frequently unable to cover civil food loadings or to carry out orders from Rome to move empties to another Compartment.
- 3) Inter-Compartmental movements of empties are only ordered to meet shortages at other points - when these movements are frustrated serious difficulty is bound to follow. *
- 4) The Wagon Committee have before them a complete Daily Programme of Civil Loadings together with the P.O.M. Programme for Military traffic. Information should also be supplied of any other Military Remands formulated subsequent to the publication of the P.O.M. Programme.
- 5) In view of the increasing demand for essential Civil Food etc. movement it is again submitted that it is urgently necessary to closely examine the absolute priority now maintained for Military Traffic. In planning the movement of Military Dumps etc. consideration should be given to the urgency of each move, and its effect upon Civil Wagon supply.

*. Movements, ordered by the Wagon Committee to meet increased demand at Naples, have failed in several instances owing to unidentified local military indents.

3) Inter-Compartimental movements of empties are only ordered to meet shortages at other points - when these movements are frustrated serious difficulty is bound to follow. *

4) The Wagon Committee have before them a complete Daily Programme of Civil Loadings together with the P.O.M. Programme for Military traffic.

Information should also be supplied of any other Military Remands formulated subsequent to the publication of the P.O.M. Programme.

5) In view of the increasing demand for essential Civil Food etc. movement it is again submitted that it is urgently necessary to closely examine the absolute priority now maintained for Military Traffic.

In planning the Movement of Military Dumps etc. consideration should be given to the urgency of each move, and its effect upon Civil Wagon supply.

*. Movements, ordered by the Wagon Committee to meet increased demand at Rances, have failed in several instances owing to unidentified local military loadings.

10/12/45

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10/12/45

CAR DISTRIBUTION - SUMMARY OF SITUATION AT TRIESTE
COMPARED WITH REST OF ITALY

DATE	EMPTY CARS AVAILABLE ALL AREAS (EXCEPT TRIESTE)			EMPTY CARS AVAILABLE AT TRIESTE			TRIESTE LOADINGS ALL TYPES	CARS REMAINING IDLE	REMARKS
	BOX	HIGH	TOTAL	BOX	HIGH	TOTAL			
NOV. 27	2364	3338	5702	344	364	708	271	437	
28	2419	3633	6052	330	219	549	366	183	
29	2263	3592	5855	379	258	637	359	278	
30	2205	3290	5495	556	314	870	370	500	20% Total Box Cars held at T
DEC. 1	2065	3432	5497	395	255	650	341	309	
2	2231	3472	5703	457	234	691	180	511	
3	2420	3653	6073	408	203	611	279	468	
4	2123	3600	5183	604	200	804	311	493	over 20% of all Empty Box C
5	2250	3739	5989	483	178	581	366	215	
6	2005	3486	5491	351	187	538	388	150	
TOTALS						6639	3231	3544	
AVERAGE						663	323	354	

The above indicates that (a) Trieste holds 50% more empty cars than is necessary to amply cover loading; the excess is mainly box cars which are in extremely short supply elsewhere. Effective control by Wagon returning from Austria is required.

CAR DISTRIBUTION - SUMMARY OF SITUATION AT TRIESTE
COMPARED WITH REST OF ITALY

EMPTY CARS AVAILABLE AT TRIESTE			TRIESTE LOADINGS ALL TYPES	CARS REMAINING IDLE	REMARKS	TOTAL LOADINGS ALL AREAS (EXCEPT TRIESTE) ALL TYPES
BOX	HIGH	TOTAL				
344	364	708	271	437		5822
330	219	549	366	183		5773
379	258	637	359	278		5604
556	314	870	570	300	20% Total Box Cars held at Trieste	5297
395	255	650	541	309		5467
457	234	691	380	311		3505
408	203	611	279	332		5058
604	200	804	311	493	over 20% of all Empty Box Cars held	5099
483	178	661	366	295		5141
351	187	538	388	150		5575
		6639	3231	3408		
		663	323	340		

Trieste holds 50% more empty cars than is necessary to amply cover loading requirements and (b) that which are in extremely short supply elsewhere. Effective control by Wagon Committee of empties required.

10/10/45

AVERAGE OFFLOADING TURN-ROUND IN EACH COMPARTMENT
DURING TEN DAYS NOV. 27 TO DEC. 6 (INCL.)

<i>Military Loads on hand over 24 hours</i>		
NAPLES	3.49 DAYS	1173
VERONA	2.61	34
VENICE	2.61	324
BARI	2.44	245
ANCONA	2.41	
FIRENZE	2.39	1078
BOLOGNA	2.35	
ROMA	2.31	
MILAN	2.16	
TURIN	2.00	
REGGIO	1.67	
GENOA	1.58	
TRIESTE	2.31	
AVERAGE ALL AREAS	3.03 DAYS	

NOTE:-

Above figures indicate need to institute supply of details of cars held over 24 hours, in order that Military Demurrage may be followed up instantly. Present arrangements for reporting laxity in offloading are quite inadequate information must be up-to-date. Sundays and Festivals must be worked to keep wagons moving.

BOLOGNA	2.35
ROMA	2.31
MILAN	2.16
TURIN	2.00
REGGIO	1.67
GENOA	1.53
TRIESTE	2.31
AVERAGE ALL AREAS	3.03 DAYS

NOTE:-

Above figures indicate need to institute supply of details of cars held over 24 hours, in order that Military Demarrage may be followed up instantly. Present arrangements for reporting laxity in offloading are quite inadequate information must be up-to-date. Sundays and Festivals must be worked to keep wagons moving.

10/10/45
S. J. L.

ALLIED FORCE
MILITARY RAILWAY SERVICE - ITALY
HEADQUARTERS 774th RAILWAY GRAND DIVISION
OFFICE OF DEPUTY DIRECTOR

A. P. O. 612

6 December 1945

1077

SUBJECT: Tenth Meeting of Traffic Sub-Committee, Allied Railway Board.

TO: C-4, Mov & Tr, AFHQ.
Mr. R. P. Moss, Chief, Rail Div., Allied Commission.
Movements Division, Ta Sub-Commission, Allied Commission.
Ing. Biondi, Movements Section, Italian State Railways.

1. The tenth meeting of the Traffic Sub-Committee, Allied Railway Board, will be held in this office at 0930 hours, Tuesday, 11 December 1945.

2. The following subjects are on the agenda:

a. Train Accidents. ✓

b. Coal Shortage.

c. Power Situation.

d. Any other subjects desired by Committee members submitted prior to or at meeting.

W. T. Kelly

W. T. KELLY

Lt Col, TC

Deputy Director (Chairman)

cc-Lt. Col. Gardiner
Major Mc Evoy
Major London
Major Ping ✓

MINUTES OF NINTH MEETING

of the

TRAFFIC SUB-COMMITTEE
Allied Railway Board

1076

Held in the office of DMRSI, 14 November 1945

MEMBERS PRESENT:

Lt Col Kelly, Chairman
Deputy Director, Military Railway Service-Italy.

Mr. R. P. Moss, Chief,
Rail Division, Tn Sub-Commission, Allied Commission.

Captain I. F. Clinging
Movements Division, Tn Sub-Commission, Allied Commission.

Ing. Celli
Movements Section, Italian State Railways.

MEMBERS ABSENT:

Representative,
Movements & Tn, AFHQ.

OTHERS PRESENT:

Lt Col R.D. Gardiner
AD Tn 3 - MRS.

Major S.E. London,
Supt Transportation, Military Railway Service.

Major J. A. McEvoy,
DAD Tn 3 (O), Military Railway Service.

Major P. G. Matson,
Rail Division, Tn Sub-Commission, Allied Commission.

Meeting was called to order at 0900 hours, by Lt. Col. W.T. Kelly, Deputy Director, Military Railway Service, Chairman.

Subjects discussed and decisions reached are as follows:

Minute a. Civilian and Military Passenger Service.

1075
Mr. Moss introduced this subject with the statement, that at a meeting held in Caserta on 2 November, which was called by G-4 Nov & En, AFHQ, to discuss the civil and military passenger train service and requirements for Italy, and also at the same meeting the international passenger train service was discussed. The DQMG - Brigadier Phillipe - agreed to the principal of operating joint military and civil passenger trains in Italy, and also for the establishment of certain international passenger train service which would open to both civil and military travel. At this meeting it was stated that five sets of equipment of the Italian State Railways were reserved and earmarked for service between Toulon and Dieppe in the Redloc service to handle troops which had not seen action in Italy. The Allied Commission wishes to oppose the transfer of any equipment from Italy for service in or by other countries and it is considered this is a policy matter which should be settled between governments and not by military occupation authorities. At the present time France is enjoying 75% of its prewar civil traffic. Italy 20%. Approximately 22% of the passenger equipment in Italy is in service with the military and this comprises the best stock. Several hundred box cars are now being used in civil passenger trains and it is requested that a decision be handed down by the highest authority.

No opinion expressed by this Sub-Committee and matter referred to Allied Railway Board.

Minute b. International Civil Passenger Trains.

Mr. Moss introduced this subject. Arrangements were made for the establishment of a connecting service between Rome and Paris, the first train to operate from Paris 15 November and from Rome 20 November. It is proposed that tri-weekly service, consisting of one sleeper each trip, sleeper to be provided from Wagon-Lits stock in France. It is further proposed to operate a dining car between Rome and Milan, in connection with this train, to be provided from Wagon-Lits stock in Italy. These two cars carrying international traffic will be attached to the American military Swiss-tour train operating between Rome and Milan. It is recommended that a coach be added to this train operating between Rome and Chiasso where passengers would detrain and use a Swiss coach north.

Subject referred for discussion to Allied Railway Board.

Minute c. Mixed Military and Civilian Passenger Trains.

Mr. Moss introduced this subject, with the statement that, at a meeting which was held in Caserta on 2 November it was proposed that on the Naples-Villach military train space be allocated for the handling of

civilian passengers, between Naples and Venice; and at the same time the matter was discussed for the extension of the Naples-Leghorn allied military train to go through to Milan and space be allocated for civilian travel. All this civilian travel to be restricted to preferential travel only. A decision should be given promptly if this plan should be put into effect. Italian State Railways stated that they can and will see that only preferential travel use these services.

Subject referred to Allied Railway Board for decision.

Minute d. Civilian Freight Traffic.

Lt. Col. Gardiner introduced this subject with the statement that civilian freight traffic at the moment is not being controlled, in spite of the embargo in effect, adding to the general congestion on the railroad. Particular difficulty is being experienced in the Bologna Area.

It was agreed that the I.S.R. would send a Movement's expert to Bologna to get this matter straightened out, and until such time, the embargo will remain in effect.

Minute e. Pilot Train for Special Trains like Flagstaff & Maral Trains.

Major London introduced this subject with the statement that at present instructions call for the operation of a pilot train and the holding of a standby engine whenever the Flagstaff or Maral trains are operated. This was a war-time security measure and it is felt that these two precautions can be done away with thereby saving considerable operating time, operating facilities, and fuel.

It was the opinion of this sub-Committee that the pilot train and standby engine could be dispensed with.

Minute f. Hauling of Scrap by I.S.R.

Major London introduced this subject with the statement that the I.S.R. are tying up considerable good cars with scrap, as well as cement, and other construction materials, and request that action be taken to eliminate this waste of cars.

The I.S.R. was instructed to take steps to either get this scrap to the steel mills or to a central collecting point and get these cars unloaded. Like instructions to apply to railroad construction materials loaded in cars.

There being no further subjects for discussion meeting was adjourned.

W. J. Kelly
W. J. KELLY
Lt Col, TC
Chairman

Allied Force
MILITARY RAILWAY SERVICE-ITALY
 Headquarters 77th Railway Grand Division
 Office of Deputy Director

1073
 AFO 512
 9 November 1945

SUBJECT: Ninth Meeting of Traffic Sub-Committee, Allied Railway Board.

TO: G-4, Kov & Tn, AFHQ

Mr. R. P. Moss, Chief,
 Rail Div., Tn Sub-Commission, A.C.

Movements Division,
 Tn Sub-Commission, Allied Commission.

Ing. Biendi,
 Movements Section, I.S.R.

1. The ninth meeting of the Traffic Sub-Committee, Allied Railway Board, will be held in this office at 0900 hours, WEDNESDAY, 14 November, 1945.

2. The following subjects are on the agenda:

- a. Minutes of Eighth Traffic Sub-Committee meeting.
- b. Minutes of Allied Railway Board Meeting.
- c. Use of Headlights on Locomotives.
- d. Any other subjects desired by Committee members submitted prior to or at meeting.

W.T. KELLY
 Lt Col TC
 Deputy Director, MRS

cc- Lt. Col. Gardiner
 Major McEvoy
 Major London
 Major Ping✓

MINUTES OF EIGHTH MEETING

of the

TRAFFIC SUB-COMMITTEE
Allied Railway Board

1074

Held in the office of DDMRSI, 17 October 1945

MEMBERS PRESENT:

Colonel E. F. Barnes, Chairman
Deputy Director, Military Railway Service-Italy.

Mr. R. F. Ross, Chief,
Rail Division, Tn Sub-Commission, Allied Commission.

Major J. L. Gillibrand,
Mov & Tn, AFHQ.

Ing. Biondi,
Movements Section, Italian State Railways.

MEMBERS ABSENT:

Representative
Movements Division, Tn Sub-Commission, Allied Commission.

OTHERS PRESENT:

Major S. E. London,
Supt Transportation, Military Railway Service.

Major J. A. McEvoy,
DAD Tn 3 (O), Military Railway Service.

Major A. C. Ping,
Rail Division, Tn Sub-Commission, Allied Commission.

Meeting of Traffic Sub-Committee was called to order at 1000 hours by the Chairman, Colonel S. F. Barnes.

Subjects discussed and decisions reached are as follows:

Minute a. Introduction of Local Electrified Civil Service:

Introduced by Major Ping, Allied Commission. Last July the Deputy Director, Military Railway Service-Italy issued instructions that no new civilian services would be established without approval of Headquarters, Military Railway Service, except that local electrified service could be established by negotiation between the Italian State Railways and Military Railway Service representative. It is requested that this now be changed and that no new services would be established except through the Time-Table Sub-Committee, of the Traffic Sub-Committee.

It was agreed that all requests for additional service, would be routed through the Time-Table Sub-Committee for consideration and action, and that in future MRS representatives would not be authorized to establish local services without consulting Headquarters, Military Railway Service.

Minute b. Meeting of Time-Table Sub-Committee:

It was agreed that the Time-Table Sub-Committee would meet every fortnight instead of the scheduled weekly meetings.

Minute c. Interchange of Equipment with surrounding Countries.

Mr. Moss, Allied Commission, introduced this subject with a view to determine whether or not adequate records are being kept by the Italian State Railways of the interchange of power and equipment at all gateways leading into and out of Italy.

In order to insure that adequate records are kept, it is the recommendation of this Sub-Committee, and the representatives of the Italian State Railways were so informed, that at all gateways leading into and out of Italy, interchange records be kept by the Italian State Railways, showing:

1. Individual locomotive number and type.
2. Individual car number, type, contents and destination, and whether civil or military traffic. This record to be kept of equipment moving out of Italy and into Italy. Report to be furnished AC and MRS.

Minute d. Total Civil Passenger Kilometer Mileage.

Mr. Moss, AC, requested that the Italian State Railways furnish to Military Railway Service and Allied Commission, a statement showing the total civil passenger kilometer mileage operated on the 1st and 15th of every month. It was agreed this statement would be furnished by the Italian State Railways. The information to be furnished by the Compartimenti and to cover the actual passenger kilometer mileage operated on the 1st and the 15th of each month. Further it would be divided as to steam, electric or littorina service.

Minute e. Civilian Passenger Train - Rome to Vienna.

Allied Commission, on recommendation of Minister of Transport, introduced request for service for civilian passengers between Rome and Vienna, to be run once a week, via Brenner. Civilian personnel to be accommodated on this train would have to be passed by the Italian Government. Inasmuch as the train would necessarily operate through the American, British and Russian zones in Austria, AFHQ approval would also be necessary.

It was agreed that this matter be referred to the Allied Railway Board for discussion and approval.

Minute f. Time-Table Sub-Committee.

Allied Commission desired to record a note of thanks to the Time-Table Sub-Committee for the efficient workings of the Committee which benefited the Italian State Railways and the Allied Commission considerably. It has been a most successful Committee.

There being no further matters for discussion, meeting was adjourned.

E. F. Barnes

E. F. BARNES
Colonel, TC
Chairman

ALLIED FORCE
MILITARY RAILWAY SERVICE - ITALY
HEADQUARTERS 774th RAILWAY GRAND DIVISION
OFFICE OF DEPUTY DIRECTOR

A. P. O. 1071
15 October 1945

SUBJECT: Eighth Meeting of Traffic Sub-Committee,
Allied Railway Board.

TO: G-4, Mov & Tn, AFHQ

Mr. R. P. Moss, Chief,
Rail Div., Tn Sub-Commission, A.C.

Movements Division,
Tn Sub-Commission, Allied Commission.

Ing. Biondi,
Movements Section, I.S.R.

1. The Eighth meeting of the Traffic Sub-Committee, Allied Railway Board, will be held in this office at 1000 hours, WEDNESDAY, 17 October 1945.

2. The following subjects are on the agenda:
a. Introduction of local electrified service.
b. Interchange of equipment with surrounding countries.

E. F. Barnes
E. F. BARNES
Colonel, TC
Deputy Director
(Chairman)

cc-Lt. Col. Gardiner
Major McEvoy
Major London
Major Ping

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

Tel.: 543236

Ref.: AC/292/1/Tn.4

SUBJECT: Traffic Sub-Committee Meeting.

TO : DMMRS
Chairman Traffic Sub-Committee.

13 October 45

1. Ref. is to letter AC/292/1/Tn.4 dated 5 Oct.45.
2. At the next Traffic Sub-Committee meeting we should like to discuss the subject of:
Interchange of equipment with surrounding Countries of Italy.

SE REP M...
For Director.

Copy M... (Rail)

1070

ACP/10

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

5 October 45

Tel: 843238
Ref: AC/292/1/Tn 4

SUBJECT : Traffic Sub-Committee Meeting.
TO : DDMS
Chairman Traffic Sub-Committee

1. We have no particular item to take for discussion, as the Time Table Sub-Committee meets our immediate needs.
2. We think, however, it might be desirable to consult with ISR and to ascertain what difficulties they feel they may experience when they take over civil traffic as and from 18 October 45.

For the Chief Commissioner :

Arthur May
~~Director~~

Copy to: Movement (Rail) Tn Sub-Comm.

1069

TRANSJUNCTION ALLIED COMMISSION
 AGO 394
 TRANSPORTATION SUB-COMMISSION

Ref. 24.3230
 Ref. AG/292/1/Tn 4

27 September 45

SUBJECT : Abolition of the Bidding System.

TO : Doctor Ugo La Malfa
 Minister of Transportation
 R O M E

My dear Dr. La Malfa :

Your M 340/18373/26 of 20 September 45.

Your letter caused some surprise, for it is entirely contrary to the discussion which have been had with IIR officials. Before the issue of withdrawal of the bidding system was entered on the agenda of the Traffic Sub-Committee, the matter was talked over with IIR officials who were in favour of the withdrawal.

At the meeting of the Traffic Sub-Committee, the matter was fully discussed, and IIR representatives again affirmed their desire for withdrawal of the bidding system, and indicated their appreciation that this would afford a greater freedom of movement. At the Allied Railway Board, at which the Director General, IIR, and his Chiefs of Services were present, there was no objection nor discussion on the item, and the Allied Board therefore gave its approval.

Consequent on the approval of the Allied Railway Board, Military Railway Services have planned on the assumption that the bidding system will be withdrawn, and that all freight cars available after military demands have been met will be at the disposal of IIR for civilian movement, in conformity with the priorities notified. This Sub-Commission has also noted on this decision and notified interested parties.

There is the need for the utmost uniformity between North and South Italy, and to perpetuate a system in Southern Italy which restricts movement is not likely to give equal treatment to traders as compared with that in the North, and to introduce a bidding system in the North at this late date is rather necessary nor desirable.

It is felt that it should be emphasized that there is now no such thing as "AG Traffic". Allied Commission sponsors, or reports the movements of certain traffic, but it is all civilian traffic, and should be regarded as such but given a priority because of the interest of Allied Commission in its movements.

The matter must, of course, be left with the State Railway as to the best method by which advantage can be taken of this relaxation of military control and freedom for movement, but it is felt we have been misled by the attitude of IIR in the matter, for we were undoubtedly given the impression that the withdrawal of the bidding system would be welcomed, and that the satisfactory system of priority

discussion which have been had with IIR of Molins. Before the item of withdrawal of the bidding system was entered on the agenda of the Traffic Sub-Committee, the matter was talked over with IIR officials who were in favour of the withdrawal.

At the meeting of the Traffic Sub-Committee, the matter was fully discussed, and IIR representatives again affirmed their desire for withdrawal of the bidding system, and indicated their appreciation that this would afford a greater freedom of movement. At the Allied Railway Board, at which the Director General, IIR, and his Chiefs of Services were present, there was no objection nor discussion on the item, and the Allied Board therefore gave its approval.

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It is felt that it should be emphasized that there is now no such thing as "AC Traffic". Allied Commission sponsors, or reports the movements of certain traffics, but it is all civilian traffic, and should be regarded as such but given a priority because of the interest of Allied Commission in its movements.

The matter must, of course, be left with the State Railway as to the best method by which advantage can be taken of this relaxation of military control and freedom for movement, but it is felt we have been misled by the attitude of IIR in the matter, for we were unwittingly given the impression that the withdrawal of the bidding system would be welcomed, and that the satisfactory system of priority movement which applies in Italy could also be operated on the mainland.

Yours very truly,

R. P. Mott
for
FRANK LAMM, JR.
Director

Copy to: IIR - Bldg.
Chief, Movements Tr Sub-Comm, Hq AC

1088

TRANSLATION

MINISTRY OF TRANSPORTS
THE MINISTER.

Rome 20 sept. 1945
Ref. M. 340/103/3/21
your file: AC/292/1/Tn. 4
of 14/9/45.

n°1 Enclosure.

SUBJECT: transports by waggons for
account of civilians.

TO : Director of Tn. Sub-Commission AC;
R o m e

For the under mentioned reasons, we do not think it is opportune to pass directly from the present regulations to the complete freedom; this in order to avoid unpleasant surprises.

In this respect we wish to point out that our Ministry had also adopted a contingent system in the war period previous to Sept. 0, 1943, in order to limit the allocation of waggons to civilians and to avoid excessive congestion of important rail junctions and lines which were next to their saturation point.

Being now in force a system with greater restrictions, but with the same purpose, we do not think it is opportune to give it up for the time being. We rather would make same variations able to allow a shorter interval between the request of a waggons and its loading, the complete utilization of waggons available at the stations and the possibility of a full exploit of the daily tonnage admitted for transports on the various lines.

If we keep the contingent system we get the following advantages:

1) Control of the real need of empty waggons in the various Compartimenti and therefore possibility of ruling the supply in such a way as we may be able:

- a) To grant the execution of all the Allied Military transports requested by the central Command, the Local Command (R.T.O.) and by the A/C.
- b) To grant the supply of waggons for such civilian transports as are "essential to the life of the Country".
- c) To balance the supply of waggons to various Compartimenti in accordance with the importance of the freight and in order to avoid that, while in one of the Compartimenti there is difficulty to grant the Military and essential civilians transports, in another one in which the prevailing freight is last in the enclosed priority list, satisfactory issue be given to the requests concerning the latter.

2) Control of transports interesting certain critical points of I.S.R. Lines in order to avoid an overflow of transports with regard to the capacity

order to limit the allocation of waggons to civilians and lines which were next to their congestion of important rail junctions and lines which were next to their saturation point.

Being now in force a system with greater restrictions, but with the same purpose, we do not think it is opportune to give it up for the time being. We rather would make same variations able to allow a shorter interval between the request of a waggons and its loading, the complete utilization of waggons available at the stations and the possibility of a full exploit of the daily tonnage admitted for transports on the various lines.

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 - a) To grant the execution of all the Allied Military Transports requested by the Central Command, the Local Command (A.T.O.) and by the A/C.
 - b) To grant the supply of waggons for such civilian transports as are "essential to the life of the Country".
 - c) To balance the supply of waggons to various Compartiments in accordance with the importance of the freight and in order to avoid that, while in one of the Compartiments there is difficulty to grant the Military and essential civilians transports, in another one in which the prevailing freight is last in the enclosed priority list, satisfactory issue be given to the requests concerning the latter.

- 2) Control of transports interesting certain critical points of I.S.R. Lines in order to avoid an overflow of transports with regard to the capacity of these points or to determined sloping sections, and to the engine availability.

On this subject we must point out that the capacity of certain lines is far from being the same as pre-war time, and that engine availability is very reduced.

- 3) Uniformity with regulation issued by "Food Direction General", in fact this Organisation answered our questions saying that the present restricted system will be carried on also for non-rationed and non-contingented freight,

./././

1037

-2-

included wine and its empty containers.

The variations we would make to the present system are essentially two:

- 1) Reduction of time interval between the request and the allocation of waggons.
In fact, agreed with the "Food Direction General" all requests of transports will be presented to our Movement Sections on Tuesday morning of the week b), instead of on Thursday of the week a); therefore the stations near our Movement Sections will be able to accept the requests until Monday of the week b) under condition that they will be forwarded to the Section on Tuesday morning; loading operations will begin on Monday of the week c).
- II) In order to avoid that some allotted and not loaded waggons remain useless, we will dispose that in every of these cases the stations, after granting all the transports shown on form A, will use these waggons for other transports the requests of which have been marked on form M.224, observing the enclosed priority order and the forecast tonnage.
Naturally the stations have to fill the form A in a second part and with a special note.
- III) At last, in order to make the system more similar to our own exercise system, our programs should be made by quantity of waggons instead that by quantity of tonnage.
For the present we haven't sent any directions on this subject to Northern Italy, while our Ministry thinks it would be opportune to contingent also such transports as are interesting certain transit stations and certain lines with a remarkable reduced capacity in order to avoid congestions and the a/m difficulties.
Practically, ceasing the present charges of the Allied Command of Milan, our Ministry would contingent the civilian transports interesting the transits of Bologna-Verona-Piacenza-Alessandria-Novara-Mestre.

The Minister
Sgd.: La Malfa, U.

useless, we will dispose that in every of these cases the stations, after granting all the transports shown on form AB, will use these waggons for other transports the requests of which have been marked on form m.224, observing the enclosed priority order and the forecast tonnage.

Naturally the stations have to fill the form AB in a second part and with a special note.

III) At last, in order to make the system more similar to our own exercise system, our programs should be made by quantity of waggons instead that by quantity of tonnage.

For the present we haven't sent any directions on this subject to Northern Italy, while our Ministry thinks it would be opportune to contingent also such transports as are interesting certain transit stations and certain lines with a remarkable reduced capacity in order to avoid congestions and the a/m difficulties.

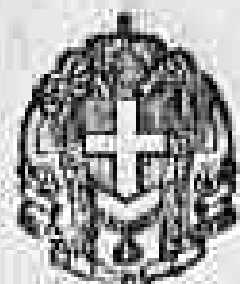
Pratically, ceasing the present charges of the Allied Command of Milan, our Ministry would contingent the civilian transports interesting the transits of Bologna-Verona-Piacenza-Alessandria-Novara-Mestre.

The Minister

Sgd.: La Malfa, U.

Tr/al/20/9/45.

1086



IL MINISTRO DEI TRASPORTI

Roma

10 SET 1945

M.340/18373/21

al n°AC.292/1/TN4 del 14/9/45

OGGETTO: Trasporti a carro conto civili.-

All.n° 1.-

AL SIG. DIRETTORE DELLA SOTTOCOMMISSIONE DEI
TRASPORTI A.C.

= R O M A =

Per le ragioni qui di seguito indicate, non si ritiene di passare direttamente dall'attuale disciplina della concessione dei trasporti a carro conto civili, alla completa libertà, ad evitare che possano derivare sorprese spiacevoli.-

Al riguardo si mette in rilievo che anche questo Ministero aveva adottato un sistema di contingentamento nella concessione dei trasporti civili durante il periodo di guerra, precedente all'8 settembre 1943, il quale aveva lo scopo di limitare la concessione dei carri per trasporto civili, in modo che non potessero avvenire eccessivi congestionamenti su determinate località importanti di transito e su certe linee, la cui potenzialità era prossima alla saturazione.

Essendo in atto ora un sistema diverso, ma che risponde egualmente, sia pure con maggiori vincoli, allo scopo cui si tende, non si ritiene opportuno, per ora, abbandonarlo, pure introducendo nel sistema varianti che, mentre permettano una maggiore sollecitudine nella concessione dei carri, e cioè di abbreviare l'intervallo che intercorre tra la richiesta del carro ed il carico, d'altra parte consenta sia la completa utilizzazione dei carri che si rendono disponibili nelle stazioni, sia la possibilità di sfruttare in pieno il quantitativo del tonnellaggio ammesso giornalmente al trasporto sulle varie linee.

Mantenendo il contingentamento, si ottengono i seguenti vantaggi:

I - Di controllare le necessità effettive di carri vuoti nei vari Compartimenti e quindi di disciplinarne le forniture in modo da poter:

../..

- a) - garantire il soddisfacimento delle richieste dei trasporti militari Alleati che vengono disposti dal Comando Centrale e dai Comandi Locali (R.T.O.) e dall'A.C.-
- b) - assicurare le forniture dei carri per i trasporti civili "essenziali alla vita del Paese.-
- c) - equilibrare la fornitura dei carri ai vari Compartimenti in relazione alla importanza delle merci da trasportare, per evitare cioè che, mentre in un Compartimento con difficoltà si assicurano i trasporti militari e quelli civili "essenziali per la vita del Paese" in un altro, in cui prevalgono i trasporti per le merci ultime della graduatoria allegata, ^{si} soddisfin^{si}o in misura notevole le richieste di questi.-

II) - Di disciplinare i trasporti interessanti determinati punti critici delle varie linee della Rete, ad evitare che si verifichi un'afflusso eccessivo di trasporti, sia rispetto alla potenzialità di tali punti, o a determinate tratte di linee acclivi, ^{si} ~~nonché~~ ^{rispetto} alla disponibilità dei mezzi di trazione.-

A tale riguardo occorre tenere presente che la potenzialità di talune linee è ben lungi da quella anteguerra, e d'altra parte la disponibilità dei mezzi di trazione è assai ridotta.-

III) - Di uniformarsi alle modalità che continueranno ad essere seguite ancora dalla Direzione Generale dell'Alimentazione; infatti questa, opportunamente interpellata, ha riferito che per ora manterrà l'attuale sistema vincolistico anche per i trasporti non tesserati e non contingentati, compreso il vino ed i relativi recipienti vuoti.

Le varianti che s'intende apportare al sistema in atto sono due essenziali:

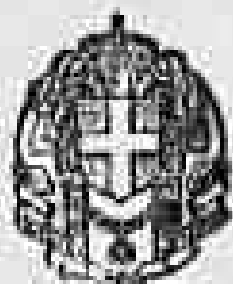
I) - Riduzione del tempo che intercorre tra richiesta e la concessione dei carri.

Infatti, d'intesa anche con la Direzione Generale dell'Alimentazione le richieste dei trasporti verranno presentate alle Sezioni Movimento delle Ferrovie il martedì mattina della settimana b), anziché il giovedì della settimana a); quindi le stazioni vicine ~~alla~~ Sede delle Sezioni Movimen-

= 2° FOGLIO =

Roma

2 SET 1945



IL MINISTRO DELLE COMUNICAZIONI
IL MINISTRO DEI TRASPORTI

potranno

to accettare le richieste anche il lunedì della settimana b), a condizione che siano fatte pervenire in Sezione il martedì mattina; l'inizio del carico avrà luogo il lunedì della settimana c)-

II - Per evitare che nelle stazioni taluni carri messi a disposizione delle parti e non caricate dalle stesse restino inutilizzati, si disporrà perché le stazioni, dopo assicurati tutti i trasporti elencati sul modulo XB, accordino i carri per altri trasporti le cui richieste sono state registrate sul modulo M.224, epperò tenendo presente la graduatoria allegata e col vincolo di non superare il tonnellaggio previsto.

Naturalmente le stazioni compileranno il modulo XB in seconda parte con speciale annotazione.-

III - Infine per rendere il sistema più aderente al nostro sistema di esercizio, i nostri programmi, anziché per quantitativo di tonnellaggio, verranno fatti per quantitativo di carri.

Per il momento nessuna disposizione è stata impartita in materia nell'Italia Settentrionale, mentre questo Ministero ritiene opportuno contingentare anche la concessione dei trasporti che interessano determinate stazioni di transito e determinate linee di potenzialità notevolmente ridotta ad evitare i congestionamenti, nonché le difficoltà sopra accennate.-

Praticamente, cessando le attuali funzioni del Comando Alleato di Milano, questo Ministero vincolerebbe la concessione dei trasporti civili interessanti i transiti di Bologna-Verona-Piacenza-Alessandria-Novara-Mestre a determinati contingenti.-

IL MINISTRO

1054

PRIORITY LIST FOR THE SUPPLY OF WAGGONS.

- 1- Allied and Italian Military Transports
- 2- A.C. Transports
- 3- Empty wagons to be loaded at Ports
- 4- Wheat, barley, corn, flavour and other derivative, powdered milk, condensed milk, coarse salt, oils and alimentary greases.
- 5- Meat, poultry and alive game, fresh fish, milk and fresh dairy-produces.
- 6- Medicines and prophylactic material.
- 7- Vegetable-gardens and orchard products when fresh and perishable, salt-provisions, dry cheeses, jams, canned food, salt fishes.
- 8- Cattle for slaughtering, poultry and dead game, eggs.
- 9- Sugar, cereals, vegetables and orchard products not included in precedent and respective para 4 and 7, vinegar.
- 10- Monopoly items (excepted coarse salt) and raw materials for their manufacture, salts for pastoral industry and for commercial uses.
- 11- Paper for newspapers, inks for printing, theatrical items, household implements.
- 12- Chemical and natural fertilizers, seeds.
- 13- Charcoal, fire wood; lignites; pit coal and other combustibles, fuels;
- 14- Not eatable, oils and greases, lubricants in general, soaps, vaselines, chemical products excluded those mentioned in para 6, virgin olive-husks.
- 15- Mineral pyrites in general.
- 16- Materials for building constructions (priority to glasses, lackings and tiles).
- 17- Timber in general excluded fire-wood and wood for building constructions.
- 18- Materials, mechanisms and raw materials occurring to textile, chemical, metallurgical, naval and similar industries.
- 19- Wine and mineral waters in general.
- 20- Goods in general, not included in precedent paragraphs.

Note:-

Empty containers must be included among the items that they have to contain.

If required by special momentary circumstances some items, as for example fertilizers during the manuring period, may be temporarily advanced in the priority list.

- sugar, cereals, vegetables and other foodstuffs, precedent and respective para 4 and 1, vinegar.
- 10- Monopoly items (excepted coarse salt) and raw materials for their manufacture, salts for pastoral industry and for commercial uses.
 - 11- Paper for newspapers, inks for printing, theatrical items, household implements.
 - 12- Chemical and natural fertilizers, seeds.
 - 13- Charcoal, fire wood; lignites; pit coal and other combustibles, fuels;
 - 14- Not eatable, oil and greases, lubricants in general, soaps, vaselines, chemical products excluded those mentioned in para 6, virgin olive-busks.
 - 15- Mineral pyrites in general.
 - 16- Materials for building constructions (priority to glasses, lockings and tiles).
 - 17- Timber in general excluded fire-wood and wood for building constructions.
 - 18- Materials, mechanisms and raw materials occurring to textile, chemical, metallurgical, naval and similar industries.
 - 19- Wine and mineral waters in general.
 - 20- Woods in general, not included in precedent paragraphs.

Note:-

Empty containers must be included among the items that they have to contain.

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1063

GRADUATOIA PER LA FORNITURA DEI RI

- 1 - Trasporti militari Alleati ed Italiani;
- 2 - Trasporti conto A.C.;
- 3 - Carri vuoti per il carico ai porti;
- 4 - Grano, orzo, grano turco, farina ed altri loro derivati; farina latte, latte condensato, sale da cucina, olii e grassi alimentari;
- 5 - Carni macellate, pollame e selvaggina viva, pesce fresco, latte e latticini freschi;
- 6 - Medicinali e materiale profilattico;
- 7 - Prodotti ortofrutticoli freschi e deperibili, salumi, formaggi secchi, marmellate, conserve alimentari, pesci salati;
- 8 - Bestiame da macello, polleria e selvaggina morta, uova;
- 9 - Zucchero, cereali, legumi e prodotti ortofrutticoli non compresi nei rispettivi precedenti punti 4.e 7, aceto;
- 10 - Generi di monopolio (escluso il sale da cucina) e materie prime per la loro fabbricazione, sali per pastorizia ed usi commerciali;
- 11 - Carta da giornali, inchiostri da stampa, effetti teatrali, masserizie;
- 12 - Fertilizzanti chimici e naturali, sementi;
- 13 - Carbone vegetale, legna da ardere, ligniti, carbone fossile ed altri combustibili, carburanti;
- 14 - Olii e grassi non commestibili, lubrificanti in genere, saponi, vaseline, prodotti chimici selusi quelli menszionati al punto 6, sanze ver-gini;
- 15 - Piritiee minerali in genere;
- 16 - Materiale per costruzioni edilizie (dando preferenza ai vetri ai ser-ramenti, alle tegole);
- 17 - Legname in genere esclusa la legna da ardere e quello per le ricostru-zioni edilizie;
- 18 - Materiali, meccanismi e materie prime occorrenti alle Industrie tessi-li, chimiche, metallurgiche, navali ecc;

- 6 - Medicinali e materiale profilattico;
- 7 - Prodotti ortofrutticoli freschi e deperibili, salumi, formaggi secchi, marmellate, conserve alimentari, pesci salati;
- 8 - Bestiame da macello, polleria e selvaggina morta, uova;
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- ramenti, alle tegole);
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- zioni edilizie;
- 18 - Materiali, meccanismi e materie prime occorrenti alle Industrie tessi-
- li, chimiche, metallurgiche, navali ecc;
- 19 - Vino ed acque minerali in genere;
- 20 - Merci in genere non comprese nei punti precedenti.

N.B. - I recipienti vuoti si devono comprendere nelle voci relative ai generi che debbono contenere

Qualora speciali circostanze del momento lo richiedessero, come ad eser i fertilizzanti nel periodo delle concimazioni, potranno essere tempo-

1082

mente avvantaggiati nella graduatoria.

(Ce)

THE MINISTRY OF TRANSPORTS

Rome 13 October 1945

Ref.: M.340/15/41/25.

SUBJECT: transports by car for account
of civilians.

TO : Director Th. Sub-Commission A.C.
R o m e

n°1 Enclosure.

I reply to your letter AC.292.1.1n.4 dated 21 September 45.

I agree that I.S.R. Administration has solicited freedom of action for change of bidding system so far in use.

But you must admit that this may not be done suddenly from one day to another, that is from 14 to 15 October.

It is needed that I.S.R., which has so far followed Allies' instructions, could keep on efficient control in car distribution in regard to the plants and rolling stock situation.

Therefore, gradually and according to the possibility, normalization will be reached, and this will bring to the equalization between northern and southern lines.

As you may see from attached circular concerning new instructions to be enforced on October 15, a remarkable improvement will be obtained by reducing the program of a week, this will greatly help the shippers.

The circular includes also some more instructions of a great advantage for the commerce, as for example: change of addressee, change of destination etc.

I assure you, Colonel, that I.S.R. Administration's aim is the complete freedom of transports, and this will be reached gradually and within the shortest time possible.

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The Minister
sgd.: Ugo Le Malfa.

Tr/al/18/10/42.

1061



IL MINISTRO DEI TRASPORTI

Roma, li 13 Ottobre 1945

N° M.340/18741/25

OGGETTO: Trasporti a carro
cento civili.

Al Sig. Direttore della
SOTTOCOMMISSIONE TRASPORTI A.C.

R O M A

All. - 1 -

- Rispondo alla Sua lettera A.C.292.1.Tn.4 del 27 settembre u.s.
- Sono d'accordo che l'Amministrazione delle Ferrovie dello Stato ha sollecitato la libertà di azione per addivenire alla smobilitazione del sistema di richiesta finora usato.
- Ella dovrà però ammettere che questo non può avvenire improvvisamente da un giorno all'altro, quale sarebbe dal 14 al 15 corrente.
- Occorre che l'Amministrazione, che finora ha eseguito le direttive degli Alleati, conservi ancora un efficace controllo nella distribuzione dei carri in relazione alla situazione degli Impianti e dei mezzi di trazione.
- Quindi, per gradi, secondo le possibilità, si andrà verso la normalizzazione, che porterà alla equiparazione fra le linee Settentrionali e quelle Meridionali.
- Come Ella potrà rilevare dalla circolare che Le unisco, concernente le nuove disposizioni che in materia di trasporti civili andranno in vigore dal 15 corrente, si avrà già un sensibile miglioramento col ridurre di una settimana la programmazione, ciò che apporterà un grande beneficio agli speditori.
- Con la stessa circolare si danno altre disposizioni, molto vantaggiose per il commercio, quali per esempio, cambio di destinatario, cambio di destinazione, ecc.
- Le dò assicurazione Signor Colonnello, che l'Amministrazione delle Ferrovie dello Stato tende all'assoluta libertà dei trasporti, alla quale avrà cura di arrivare gradualmente e nel più breve tempo possibile.

IL MINISTRO

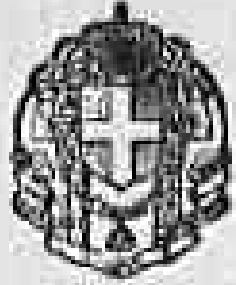
Ugo

TRANSLATIONMINISTRY OF TRANSPORTSRome, 20 Sept., 1945
Ref. M. 340/103/3SUBJECT: Transports by car for account of civiliansTO : Director In. Sub-Commission AC.
Rome.

1. In reply to your letter AC/292/1/In of 19 Sept. 1945.
2. On Sept. 20, with letter M. 312/103/3/21 I replied to yours AC/292/1/In. 4 dated Sept. 14, giving you detailed informations about the system that I.S.R. intends to adopt for the allocation of cars.
3. I would very much appreciate a note concerning your approval of this system because I think your letter, to which I am replying, has been written before receiving mine.

The Minister
Sgd.: LA MALFAtr/al/20/9/45.

1059



IL MINISTRO DEI TRASPORTI

Roma,

28 SET 1945

N.M. 340/18373/26

Oggetto: Trasporti a carro conto civili.

AL SIG. DIRETTORE DELLA SOTTOCOMMISSIONE TRASPORTI A.C.

R O M A

- 1 - Rispondo alla Sua lettera AC/292/1/Tn del 19 settembre u.s. -
- 2 - Il 20 settembre con nota n. M.312/18373/21 risposi alla Sua lettera AC/292/1/7n 4 del 14 settembre fornendole dettagliate notizie sul sistema che le Ferrovie dello Stato intendono di adottare per l'assegnazione dei carri.
- 3 - Prego di volermi significare se Ella approva questo sistema, ritenendo che la Sua lettera, alla quale rispondo, sia stata scritta prima che le sia giunta la mia.

IL MINISTRO

Ugo da Costa

1058

FD/ele

Agenda of Meeting at Ministry of
Communications on 2 Feb '45 at
10.00 hrs to consider a new
procedure of bidding for rail cars

1. Payment of carriage on AC and civilian stores.
2. Types of consignment notes in use, or to be used, at all stations and at Army or AC Warehouses.
3. Proposed new system to control bidding and movement of AC and Civilian traffic.
 - (a) Use of consignment notes and station records.
 - (b) Form XB as loading order and return of tonnage loaded.
 - (c) New type of labels and instructions for use.
 - (d) Responsibility of I.S.R. to ensure proper check and penalties for misuse of labels.
4. Provision of material and printing.
5. Date of commencement of new system (5Mar '45) ✓
6. Demurrage. ✓

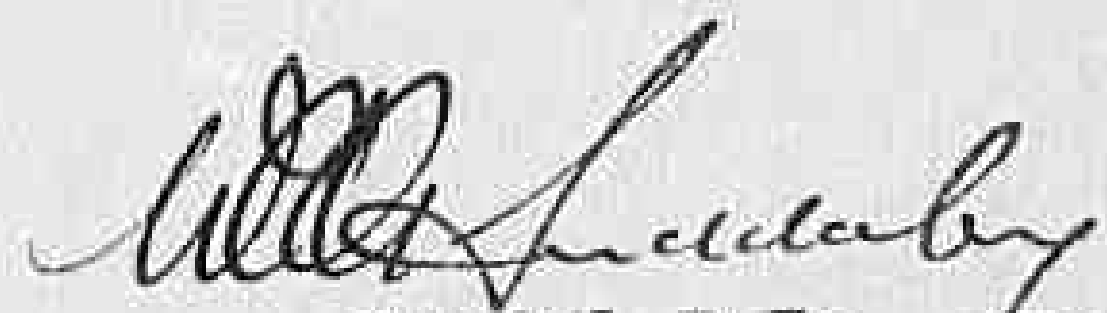
attach to
Traffic file Apr

1057

Tel. ROME 843191/5 (Firebox)
EXT 843119ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (DMRSI)Subject :- Additional Coach Trains 815/816.Tn.A.3(0)/19/3.9 September '45.To :- Transportation Sub-Commission, AC
(Rail Division)Copy to :- Supt Transportation.

Reference your AC/100/91 dated 8 September 45.

Several cases have occurred recently of the I.S.R. taking coaches out of military trains to strengthen civilian services (conversation Lt Col Suddaby - Ing Biondi 9 inst refers) and until these have been made good, and proof is forthcoming that this practice has ceased this HQ is not prepared to authorise any additional vehicles on civilian services



Lt Col R.E.

For Brigadier.

Director Military Railway Service.

1056

ACF/LML

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

Tel. 843238

Ref. AC/292/1/Tm4

19 September 1945

SUBJECT : Abolition of Bidding System.

TO : Dr. Ugo La Malfa,
Minister of Transports,
Rome.

1. Further to our AC/292/1/Tm4 of 14 September. It is felt that it may be of assistance to you if a fuller description is given of the system whereby Allied Commission will lay down priority traffic.

2. Allied Commission will define certain traffic as priority. This traffic will take priority after military requirements have been met and above all other civilian traffic. Priority traffic will be divided into three categories.

Category A.:--Continuing requirements e.g. all rationed foodstuffs, perishables, the output of lignite mines. This Category will be reviewed monthly.

Category B.:--Varying or seasonal requirements.
To be reviewed weekly.

Category C.:--Individual and emergency requirements.
To be notified as they arise.

All traffic not defined as priority will be free from control of Allied Commission.

3. The following returns and statistics will be required from the Italian State Railways:

(a) XEs for all traffic, including that traffic which is not in Categories A. B. C. These XEs must be rendered weekly to Movements Division (Rail) Transportation Sub-Commission and must include traffic from all stations.

(b) Copies of such loading programmes as IER may issue with 55

Minister of Transport,
Rome.

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- (b) Copies of such loading programmes as ISR may issue which be rendered to this Office for each loading period.

Adams
for Director

Copy New (Rail)

55

ACE/ic

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

Tel: 24,3238

Ref: AC/252/1/Am 4

14 September 45

SUBJECT : Abolition of Bidding system.

TO : Dottor La Malfa
Minister of Transport
Rome

1. The last meeting of the Traffic Sub-Committee of the Allied Railway Board expressed itself in favour of the abolition of the present "Bidding" system for movement. It was the contention of the Allied Commission that if the restrictions necessarily imposed in the past could be withdrawn, there would be opportunity of much greater movement of freight traffic.

2. The decision of the Traffic Sub-Committee will be submitted for ratification at the Allied Railway Board Meeting on Thursday next, but in the meantime it is essential that Allied Commission be provided with proposals from the ISR as to how they will control freight movement if the Bidding system is withdrawn, and what alternative scheme, if any, will be introduced. The arrangements to cover the whole of Italy.

3. In order that the picture may be quite clear, the following are the essential points of the intended change:-

(a) Allied Military authorities will, through Military Railway Service at Headquarters, or locally with the GMD concerned, give details of the required military movement needed.

(b) The balance of freight cars and locomotive power will be available for the ISR to move civilian freight traffic, including such traffic sponsored by the Allied Commission as a priority.

4. We feel this will give a measure of freedom to the ISR to make for greater use of freight cars, including the operation of regular freight trains, and that the tonnage moved will increase considerably.

5. There are, of course, many very important factors to bear in mind. The various Sub-Committees of the Allied Commission have worked very hard for many long months to ensure the rebirth of Italian industry, agriculture and food supply. They are naturally concerned that a false sense of priority may spring up, and that ISR stationmasters may be persuaded to indulge in illicit movement of traffic which, whilst it may be profitable to the sponsors, is not of paramount importance to the Italian people as a whole. It is therefore proposed to submit to the ISR details of regular scheduled movements which must be made, such as lignite, perishable

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6. I am sure it is desirable to make failure to move such priority traffic in favour of other traffic a punishable offence, with a punishment of such severity as to discourage station officials from being influenced by *unfavourable* attempts to move the wrong type of traffic.
7. This is a great experiment, making use of the biggest steps forward in returning to the ISR the operation of the railroad, and every employee should be urged to do his utmost to prove the ability of the railroad to handle the traffic.

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8. Please arrange for the IIR to submit at the earliest possible moment such proposals as they have as to the manner by which the new arrangement, due for introduction in early October, can best be carried out to the satisfaction of all concerned.

R. P. Moss

for Director

Copy to: Movements (Rail) in S/C.

1053

CRW/mb

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

4 September 1945

Tele : 478704

350/77/Tn.3.

SUBJECT : Traffic Sub Committee Meeting, 11th September '45.

TO : Rail Division (Tn.4.)

1. The only item for discussion submitted by Movements Division is the withdrawal of the present bidding procedure.
2. May this item please be placed on the Agenda.

For the Chief Commissioner


C.R. WORTHINGTON.
Major, R.E.

ACP/lml

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

Tel. 843238
 Ref. AC/292/1/Tn4

28 August 1945

SUBJECT : Traffic Sub-Committee - Withdrawal of Bidding System.

TO : Chief, Movements Division.

1. On 25 May 1945 this Division submitted a suggestion that as part of the plan for returning Italian State Railways to normal as soon as possible, active attention should be given to the question of gradual withdrawal of the bidding system in Southern Italy.

2. It was felt that with the prospective decrease in military demands and the possibility of securing some freight cars from the North, there should be a trend in the direction of normal conditions, whereby, instead of civil need for movement being submitted to Military channels, the Military need would be submitted to the railway, and the balance of facilities for movement available would be solely the responsibility of ISR under AC or MRS supervision.

3. The matter was in fact mentioned at a subsequent meeting of the Traffic Sub-Committee, but at that time Lt. Col. Baker felt that the progress being made in securing additional tonnage from the military was satisfactory, and this Division therefore, withdrew the item for discussion.

4. It is now contended that the discussion by the Traffic Sub-Committee on this subject is now overdue, as we have reached the stage when the bidding system is actually preventing the movement of traffic which could be undertaken if a measure of freedom were granted to the ISR.

5. We have been approached by MRS who have felt that the facilities they can place at our disposal for movement of civilian freight between the South and the North are not being exploited to the fullest, and in other areas the delays caused by the requirements of the bidding system is also operating as a setback, rather than an inspiration to trade.

1051

- 2 -

6. It is therefore, intended to enter the suggestion on the Agenda of the Traffic Sub-Committee meeting, in the hope that the bidding system can at last be abolished in Southern Italy and some means of freedom returned to the ISR in the acceptance and forwarding of traffic.

R. P. MOSS
Chief, Rail Division

Copy to: DDERS

MINUTES OF SEVENTH MEETING

of the

TRAFFIC SUB-COMMITTEE
Allied Railway Board

Held in the Office of DDMRSI, 11 September 1945

MEMBERS PRESENT:

Colonel W. P. Wilson, Chairman.
Deputy Director, Military Railway Service-Italy.

Mr. R. P. Moss,
Chief, Rail Div., Tn Sub-Commission, Allied Commission.

Lt. Col. F. Jagger,
G-4, (Mov & Tn) AFHQ.

Major R. C. Worthington,
Movements Div., Tn Sub-Commission, Allied Commission.

Ing. Biondi,
Movements Section, Italian State Railways.

MEMBERS ABSENT:

None.

OTHERS PRESENT:

Lt. Col. W. A. G. Suddaby,
AD Tn (Ops), Military Railway Service-Italy.

Major A. C. Ping,
Rail Division, Tn Sub-Commission, Allied Commission.

Major R. G. Wilson,
DAD Tn 3 (O), Military Railway Service-Italy.

Captain H. H. Headlee,
Ry Car Sv Supt., Military Railway Service-Italy.

Captain M. Mulhauser,
G-4 (Mov & Tn), AFHQ.

1st Lt. G. T. Simpson,
G-4 (Mov & Tn), AFHQ.

- - O - -

All members of the Traffic Sub-Committee being present, meeting was called to order at 1430 hours, by the Chairman, Colonel W. P. Wilson.

Subjects discussed and decisions reached are as follows:

Minute a. ISR Scrap Depot at Pisa.
Reference Minute d. of Minutes of Traffic Sub-Committee Meeting, held 16 July 1945. Italian State Railways now advise that scrap depot at Pisa is to be used to sort scrap prior to dispatching same to the steel mills.

Inasmuch as the necessary trackage and space is available at Pisa, and there is no objection on the part of this Committee to the establishment of a scrap depot at this point, from an operating or traffic standpoint, this request is approved.

Minute b. Withdrawal of Bidding System in South Italy.
Introduced by Rail Division, Allied Commission. With the decrease in military traffic, and with the thought that every effort be made to return the rail lines in Italy to normal operation as soon as possible, definite steps should now be taken to bring about the withdrawal of the Bidding System in South Italy.

It is the recommendation of this Committee that the Bidding System be discontinued as of 1 October 1945, and the following procedure used.

The Military will make demands for the movement of military traffic through DMRS-I, who in turn will transmit to the Italian State Railways and be responsible for the priority movement of military traffic.

Allied Commission will furnish the Italian State Railways, direct, a priority commodity list, which may vary from time to time, and the Italian State Railways will assume full responsibility for compliance with the priority listing furnished by Allied Commission in the movement of traffic and the furnishing of equipment.

The Italian State Railways will furnish to Allied Commission, direct, any and all reports required by Allied Commission, covering the supply of equipment (wagons), and the movement of traffic.

Minute c. Method of Dealing with Applications for Civil Passenger Service on Newly-Opened Lines.

Introduced by Rail Division, Allied Commission. This refers particularly to lines being repaired for service under Allied Commission supervision, which when opened to service cannot be used until permission is granted by the Traffic Sub-Committee to establish service. This may mean a delay of two to three weeks, inasmuch as the Traffic Sub-Committee meets only once a month.

It was agreed to establish a "Time-Table Sub-Committee" to meet weekly, at 1430 hours every Thursday,

Minute c. (cont.)

to consider requests for civilian passenger service. All requests put forward to this Sub-Committee will provide for the furnishing of the necessary equipment to inaugurate the service. After approval by the "Time-Table Sub-Committee", approved requests will be referred to Chairman, Traffic Sub-Committee, for final approval.

Minute d. Requests Outstanding for Passenger Service.
Introduced by Rail Division, Allied Commission.
This covers requests for service on which action has not yet been taken.

1. Between Milan and Turin there is now established, in addition to the daily passenger service, a twice-weekly civilian passenger train. Inasmuch as no additional equipment is involved, request this service to be run every day.

This service is approved.

2. Request daily service between Bologna and Verona to connect with the Milan-Venice civilian passenger train. Equipment for this service is now available.

This service is approved.

3. The balance of the requests are to be referred to the "Time-Table Sub-Committee".

There being no further matters for discussion, meeting was adjourned.

W. P. Wilson
W. P. WILSON
Colonel, TC
Chairman.

ALLIED FORCE
MILITARY RAILWAY SERVICE - ITALY
HEADQUARTERS 774th RAILWAY GRAND DIVISION
OFFICE OF DEPUTY DIRECTOR

12 September 1945

337 DD

SUBJECT: Minutes of Seventh Meeting of Traffic Sub-Committee, Allied Railway Board.

TO: Lt. Col. F. Jagger,
G-4, Mov & Tn, AFHQ.

Major R. C. Werthington,
Mov Div, Tn Sub-Commission,
Allied Commission.

Mr. R. P. Moss, Chief,
Rail Div, Tn Sub-Commission,
Allied Commission.

Ing. Biondi, Movements Section,
Italian State Railways.

1. For your information and whatever action may be necessary, attached hereto are three (3) copies of Minutes of Seventh Meeting of Traffic Sub-Committee, Allied Railway Board, which was held 11 September.

W. P. Wilson
W. P. WILSON
Colonel, TC
Deputy Director

cc-Lt. Col. Suddaby
Major Ping
Major Wilson
Capt. Headlee
Capt. Mulhauser
Lt. Simpson

1049

ALLIED FORCE
MILITARY RAILWAY SERVICE - ITALY
HEADQUARTERS 7741 RAILWAY GRAND DIVISION
OFFICE OF DEPUTY DIRECTOR

A. P. O. 612

7 September 1945

337 DP

SUBJECT: Meeting of Traffic Sub-Committee.

TO: G-4, Mov & Tn, AFHQ.

Mr. R. F. Moss, Chief
Rail Div, Tn Sub-Commission, A.C.

Major R. G. Worthington
Movements Div, Tn Sub-Commission, A.C.

Ing. Biendi
Movements Section, I.S.R.

1. The seventh meeting of the Traffic Sub-Committee, Allied Railway Board, will be held in this office at 1430 hours, TUESDAY, 11 September.

2. The following subjects are on the agenda:

- a. Scrap Depot - Pisa.
- b. Withdrawal of Bidding System South Italy.
- c. Method of dealing with application for passenger service on newly opened lines.
- d. Requests outstanding for passenger service.
- e. Any subjects desired by Committee members submitted prior to or at meeting.

W. P. WILSON
Colonel, TC
Deputy Director

cc-Lt. Col. Suddaby
Major Ping
Major Wilson
Major London

Raffa Sant'Anna Papers p82

1047

MINUTES OF SIXTH MEETING

of the

TRAFFIC SUB-COMMITTEE
Allied Railway Board

Held in the Office of DDMRSI, 10 August 1945

MEMBERS PRESENT:

Colonel W. P. Wilson, Chairman.
Deputy Director, Military Railway Service-Italy.

Lt. Col. J. W. Baker,
Movements Division, Tn Sub-Commission, Allied Commission.

Mr. R. P. Moss,
Director, Rail Division, Tn Sub-Commission, Allied Commission.

Capt. J. A. K. Gray,
Liaison Officer, G-4, Mov & Tn, Allied Force Headquarters.

Ing. Biondi,
Movements Section, Italian State Railways.

MEMBERS ABSENT:

None.

OTHERS PRESENT:

Lt. Col. W. A. G. Suddaby,
AD Tn (OPS), Military Railway Service-Italy.

Major A. C. Ping,
Rail Division, Tn Sub-Commission, Allied Commission.

Major R. G. Wilson,
DAD Tn 3 (O), Military Railway Service-Italy.

Major R. C. Worthington,
Movements Division, Tn Sub-Commission, Allied Commission.

Capt. H. H. Headlee,
Ry Car Sv Supt, Military Railway Service-Italy.

- - o - -

Meeting was called to order at 1000 hours, 10 August, by Colonel W. P. Wilson, Chairman.

Mr. R. P. Moss, Director, Rail Division, Tn Sub-Commission, Allied Commission, took over Lt. Col. O. H. Lindberg's membership on this Committee.

Major R. C. Worthington, Movements Division, Tn Sub-Commission, Allied Commission, was present. Major Worthington will represent Movements Division, Tn Sub-Commission, Allied Commission, at future meetings, vice Lt. Col. J. W. Baker.

Subjects discussed and decisions reached are as follows:

Minute a. Minutes of Allied Railway Board Meeting.

This Committee wishes to call to the attention of the Allied Railway Board that the final production of the minutes of the last Allied Railway Board Meeting, so far as the Traffic Sub-Committee is concerned, were not a true statement as to agreements reached at the Allied Railway Board meeting, nor the minutes approved by the Chairman of the Traffic Sub-Committee following the Board meeting. It is requested that corrective action be taken in this particular instance, and future minutes contain only decisions reached by the Allied Railway Board.

Minute b. Introduction of Civilian Passenger Service in North Italy.

Now that the Traffic Sub-Committee has the authority to establish civilian passenger service, as equipment and line capacity becomes available, it is felt that a definite program to work by, set up on a priority basis, should be followed. It is felt that there is now an unequal distribution of passenger service in Italy and it should be the obligation of the Minister of Transport, through the Italian State Railways, to request re-adjustment of passenger service to equalize this service. For example, in the Milan Compartimento, they have considerable passenger service and at the same time we have numerous requests for additional passenger service in that Compartimento, while we are all aware of how generally irregular and inadequate passenger service is in other parts of Italy.

It is agreed, that:

a. Allied Commission should introduce requests for passenger service to the Traffic Sub-Committee.

b. Allied Commission should get their requests for passenger service from the Minister of Transport through the Italian State Railways or some agency representing the Minister of Transport.

c. The Minister of Transport to set up a priority of passenger service desired, to be presented to the Traffic Sub-Committee through the Allied Commission.

d. The Allied Commission in making requests for passenger service should first arrange for providing equipment either through the Italian State Railways or by equipment released from military service.

Director, Rail Division, AC, made recommendation that a military pool and a civilian pool of passenger equipment be established, in order that the Italian State Railways may know what equipment they have to work with in allocating civilian traffic.

No action was taken by this Committee on the recommendation.

Minute b-1. Passenger Service - Rome to Alessandria.

Request for this service made by Allied Commission in order to afford rail communication between Rome and Milan, Turin and Genoa.

1046

Minute b-1. (cont.)

It was agreed that on or about 15 August this service would be inaugurated on the following basis:

- a. The Rome-Leghorn-Florence-Bologna civilian passenger train would be run daily, instead of tri-weekly, and extended to Alessandria.
- b. The Rome-Ancona-Bologna civilian passenger train would continue to be run tri-weekly, connecting at Bologna with the train running through to Alessandria.
- c. Sleeping car on Rome-Leghorn-Florence-Bologna train to be run through to Alessandria, and sleeping car on Rome-Ancona-Bologna train to be run through to Bologna.

Minute b-2. Passenger Service - Ancona and Bari.

Allied Commission introduced request for this service.

It was agreed that there was no objection to the present Bari-Pescara service being extended, if the Italian State Railways can make available necessary passenger equipment.

If this cannot be done, service to be inaugurated as early as possible by use of two diesel littorinas, coupled, which will be provided by the Italian State Railways.

Minute b-3. Passenger Service - Turin-Milan-Venice.

Allied Commission introduced request for this service.

At present, service is afforded between Turin and Milan, and it was agreed a daily service would be established between Milan and Venice as soon as equipment is available.

Minute b-4. Passenger Service - Rome and Reggio.

As soon as necessary equipment is made available, an additional daily service between Rome and Reggio will be inaugurated. The Chairman suggested, and it was approved, that an attempt be made to dig up one set of equipment at once and inaugurate an additional tri-weekly service between Rome and Naples to help ease the situation until the Rome-Reggio service can be established.

Minute c. Italian Troop Movement - Brindisi and Bologna.

Movements AFHQ stated they had request for a train to be run twice weekly, for the movement of Italian military personnel, between Brindisi and Bologna, and if possible passenger equipment is desired. Movement expected to cover about 2,000 personnel weekly.

It was recommended that plans be made to program this movement through AFHQ.

Minute d. Refugee Train Timings.

Movements, Allied Commission requests that definite timings be set up for the running of refugee trains in order that such timings can be put out in advance to all concerned for the proper handling of refugees, such as loading, feeding enroute, etc.

Italian State Railways and Military Railway Service to work out standard timetables for the movement of refugee trains, such information being passed to interested parties.

There being no further matters to discuss, meeting was adjourned.

H. P. Wilson
H. P. WILSON
Colonel, TC
Chairman.

file
and

ALLIED FORCE
MILITARY RAILWAY SERVICE - ITALY
HEADQUARTERS 774th RAILWAY GRAND DIVISION
OFFICE OF DEPUTY DIRECTOR

A. P. O. 512
7 August 1945

337 DD

SUBJECT: Meeting of Traffic Sub-Committee, Allied Railway Board.

TO:

Mr. R. P. Moss, Chief
Rail Division, Tn Sub-Commission
Allied Commission

Lt. Col. J. W. Baker
Movements Division, Tn Sub-Commission
Allied Commission

Capt. J. A. K. Gray
AFHQ Liaison Officer
Building

Ing. C. Biondi, Chief
Movements Division
Italian State Railways.

1. The sixth meeting of the Traffic Sub-Committee, Allied Railway Board, will be held in this office at 1000 hours, 10 August.
2. The following subjects are on the agenda:
 - a. Introduction of Civilian Passenger Service -North Italy.
 - b. Conveyance of Civilian Mail to the North.
 - c. Any subjects desired by Committee members submitted prior to or at meeting.

W. P. Wilson
W. P. WILSON
Colonel, TC
Deputy Director
(Chairman, Traffic Sub-Committee)

cc-Lt. Col. Suddaby
Major Ping
Major Wilson
Major London

MINUTES OF FIFTH MEETING

of the

TRAFFIC SUB-COMMITTEE
Allied Railway Board

Held in the Office of DDMRSI, 16 July 1945

MEMBERS PRESENT:

Lt. Col. T. P. Crymes, Acting Chairman,
Deputy Director-Operations, Military Railway Service-Italy.

Lt. Col. J. W. Baker;
Movements Division, Tn Sub-Commission, Allied Commission.

Lt. Col. O. H. Lindberg,
Chief, Rail Division, Tn Sub-Commission, Allied Commission.

Capt. J. A. K. Gray,
Liaison Officer, G-4, Mov & Tn, Allied Force Headquarters.

Ing. Biondi,
Movements Section, Italian State Railways.

MEMBERS ABSENT:

Colonel, W. P. Wilson,
Deputy Director, Military Railway Service-Italy.

OTHERS PRESENT:

Lt. Col. W. A. G. Suddaby,
~~AD Tn~~ Military Railway Service-Italy.

Major A. C. Ping,
Rail Division, Tn Sub-Commission, Allied Commission.

Major S. E. London,
Supt. Transportation, Military Railway Service-Italy.

In the absence of Col. W. P. WILSON, Chairman, meeting was called to order at 1000 hours by Lt. Col. T. P. CRYMES, Acting Chairman, and the business at hand was introduced to the members. Subjects discussed and decisions reached are as follows:

Minute a. Movement of Refugees and Displaced Persons:

Lt. Col. Baker introduced this subject, with the comment that although the movement of refugees is generally now proceeding smoothly, there is a considerable usage of refugee trains by non-refugees, and that although a limit of 1400 refugees per train is established and that number loaded on the train at originating terminal, upon arrival at destination terminal upwards of 2500 people are on these trains.

It was agreed that the Italian State Railways are to instruct all Stationmasters that the general public will not travel on refugee trains, and every effort will be made to keep them off these refugee trains, secondly that the establishment of civilian passenger service between Rome and Milan would be a big help along these lines, as it would give civilians the opportunity to travel legally through this territory.

Minute b. Civilian Passenger Service - Rome to Milan:

This subject was again introduced and considerable discussion as to its merits was had. Some of the highlights brought out are:

Northern Italy is full of industry anxious to help the South, but there is no means of contact between the North and South. Reasonable mail facilities are not being provided, and unless some passenger service is established the only alternative left to the people in the North is to crowd on refugee and military trains.

It was agreed that the recommendation of this sub-committee be:

a. The Rome-Leghorn-Florence and the Rome-Ancona tri-weekly service now in effect be extended to Bologna at once, and that one sleeper be added on each train for the accommodation of civilian traffic only. This extension would entail no additional rolling stock.

b. That on or about 1 August this service be changed to daily service, and the Rome-Florence via Leghorn train be extended to Milan.

Minute c. Method to be Adopted for Introduction of Additional Service in the North:

Rail Division, Allied Commission introduced this subject, with reference to instructions of Military Railway Service to Traffic Offices that all requests for additional civilian service would be made to Headquarters, Military Railway Service.

It was agreed that requests for additional service would be made by the Italian State Railways through the Allied Commission to the Traffic Sub-Committee for consideration. In cases of minor extensions, where no additional stock is needed and electric power is used, Military Railway Service will authorize same, if feasible, without consulting Traffic Sub-Committee.

Minute d. Italian State Railways Scrap Depot at Pisa:

Introduced by Chairman. Request has been received from ISR for the use of railway yard adjoining the stores depot at Pisa to store scrap coming from Central Italy.

It was agreed to defer this subject until next meeting asking the Italian State Railways to furnish more detail on the use of the yard. If it is to be used solely for scrap it is the opinion of this Committee that Pisa is not the proper location. Scrap should be moved directly to the steel mills or to a point nearer the steel mills.

Minute e. Block Tonnage and Increase of Italian State Railways Responsibility for Civilian Rail Movement.

In accordance with instructions from AFHQ, Allied Commission has arranged with the Italian State Railways to take over greater responsibility for the acceptance of bids, placing of cars, etc., with reference to civilian tonnage. In general, the scheme is working out remarkably well and the ISR have taken over in a first-class manner. One big difficulty is being encountered. Responsibility for the placing of wagons for civilian traffic has been placed with the Capo Compartimento and he is unable to meet the demands due to priorities laid down by Supt. Transportation, Liaison Officer, Joint Railway Controls and the RTO's. This is seriously affecting civilian loading. Whenever there is a shortage of wagons for military loading, a priority is set up and wagons are moved from one place to another without consulting Allied Commission. This leaves Movements, AC in the position that high-priority civilian freight is being held up, while at the same time other civilian freight, with perhaps lower priority, is being moved. Movements, AC, request that they be given a voice in the decision as to where cars are to be taken from when a priority is set up for military loading.

In order that a more smoothly operating car distribution system be established, it is the recommendation of this Committee that a JOINT WAGON CONTROL be set up in Headquarters, Military Railway Service, to consist of representative from Military Railway Service, Italian State Railways, Movements, AFHQ and Allied Commission, Rail Division, to insure that wagons are distributed to the Compartimenti to meet the loading programs, and that when a shortage of wagons develops, a priority can be set up, giving all concerned the opportunity to know what is taking place, and thereby giving Movements, AC, an opportunity to work out their own priority for civilian load

Minute f. ISR Time Table - Service in North Italy.

Introduced by Rail Division, Allied Commission. The new ISR time-table does not show service in north Italy.

At present, MRS and ISR are attempting to get the necessary information and the matter is being handled.

Minute g. Mixed Train Service.

Introduced by Rail Division, Allied Commission. AC is getting numerous requests from ISR for permission to attach box cars to certain freight trains for civilian passengers. Such requests have in the majority of cases been turned down by MFS when presented by AC. AC would like to introduce them to the Traffic Sub-Committee for consideration.

It was recommended that requests for this service should be made to this Committee by AC for each individual service.

2. There being no further business to be discussed, the meeting was adjourned. The Acting Chairman set a tentative date of 15 August for the next meeting. All concerned will be notified by letter, as per past practice.

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1042

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

468/1/Tn.9.

SCHEDULE OF RAIL CAPACITIES ALLOCATED TO CIVILIAN
MOVEMENT COMMENCING 1 JULY 45

Proposed

LINE		ALLOCATION	
a	b	c	d
No.	SECTION	Freight Traffic Net Tons per Week	Passenger Trains and Refugee Trains Additional
92	Reggio-Salerno	4000	7
92	Salerno-Reggio	4000	7
95	Reggio-Metaponto	3500	7
95	Metaponto-Reggio	3500	7
94	Metaponto-Salerno	4500	3
94	Salerno-Metaponto	4500	3
91	Foggia-Caserta	4000	7
91	Caserta-Foggia	3000	7
89/90	Naples-Rome	17500	7
89/90	Rome-Naples	7000	7 + 9
50	Rome-Leshorn	14000	3
50	Leshorn-Rome	17500	3 + 2
218/219	Leshorn-Frato/Florence	14000	3
218/219	Frato/Florence-Leshorn	4200	3 + 2
65	Rome-Orte	4900	3
65	Orte-Rome	9800	3 + 7
65	Orte-Arezzo	2100	1 3
65	Arezzo-Orte	7000	1 3
65	Florence-Bologna	1750	2
65	Bologna-Florence	1750	2
57	Orte-Falconara	7000	2 3
87	Falconara-Orte	7000	3 2 + 7
86	Ancona-Bologna	7000	3 2
86	Bologna-Ancona	2100	3 2 + 9
86	Foggia-Ancona	3500	3
86	Ancona-Foggia	3500	3 + 2

N.W. AND N.E. ITALY

50	Genoa-Alessandria	25200	
50	Alessandria-Genoa	2800	
50	Alessandria-Turin	8400	
50	Turin-Alessandria	5000	
	Alessandria-Milan	16800	
	Milan-Alessandria	8400	

89/90	Caserta-Rome	17500	2
89/90	Naples-Rome	7000	7 + 9
50	Rome-Naples	14000	3
50	Rome-Lehorn	17500	3 + 2
218/219	Lehorn-Rome	14000	3
218/219	Lehorn-Prato/Florence	4200	3 + 2
65	Prato/Florence-Lehorn	4900	3
65	Rome-Orte	9800	3 + 7
65	Orte-Rome	2100	1 3
65	Orte-Arezzo	7000	1 3
65	Arezzo-Orte	1750	2
65	Florence-Bologna	1750	2
65	Bologna-Florence	7000	2 3
87	Orte-Falconara	7000	3 2 + 7
87	Falconara-Orte	7000	3 2
86	Ancona-Bologna	2100	3 2 + 9
86	Bologna-Ancona	3500	3
86	Foggia-Ancona	3500	3 + 2
86	Ancona-Foggia		

N.W. AND N.E. ITALY

50	Genoa-Alessandria	25200	
50	Alessandria-Genoa	2800	
50	Alessandria-Turin	8100	
50	Turin-Alessandria	5000	
	Alessandria-Milan	16800	
	Milan-Alessandria	8400	
	Milan-Verona	8400	
	Verona-Milan	2800	
	Bologna-Verona	1400	
	Verona-Bologna	3500	
	Venice-Villach	2800	
	Villach-Venice	1400	
	Venice-Verona	1400	
	Verona-Venice	1100	
	Trieste-Udine	700	
	Udine-Trieste	700	

NOTE : * Civil Passenger Trains in NW and NE ITALY not planned. Institution of such services will be dependent coach and coal availability.

JWB/mb

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

Tele : 478704

27 June 1945

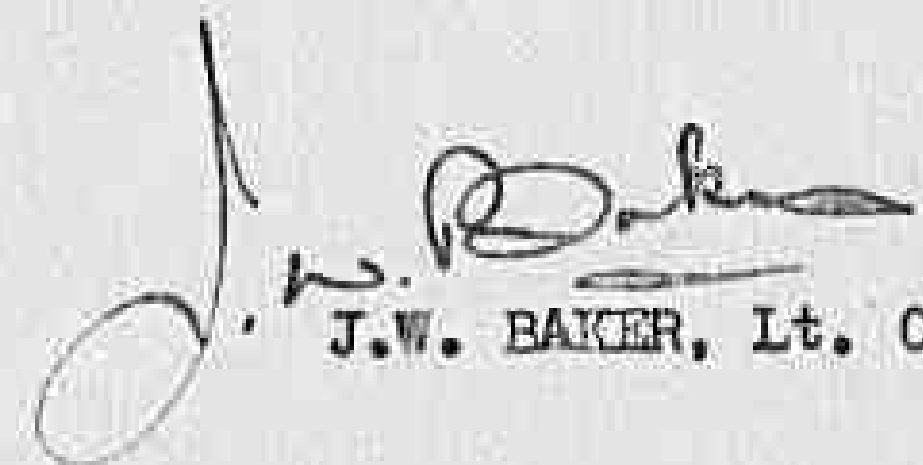
350/49/Tn.3.

SUBJECT : Traffic Sub-Committee,
Allied Railway Board

TO : Rail Division (Tn.4.)

1. Will you please arrange for following items to be tabled for discussion at the fifth meeting of Traffic Sub-Committee :-
 - (a) Movement of Refugees and Displaced Persons
 - (b) Block Tonnages and increase of I.S.R. responsibility for civilian rail movement.

For Chief, Movements Division


J.W. BAKER, Lt. Col.

1040

ACP/AC

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

26 June 45

tel. 843238
Ref. AC/100/Tn 4

SUBJECT : Train Service Florence-Bologna, Ancona-Bologna.

TO : Lt. Col. Baker
Movements (Rail) in Sub-Comm. HQ AC

1. Some concern is felt at the difficulties arising in respect of recommendations and decisions of the Traffic Sub Committee.

2. The Chairman of the Allied Railway Board, when the five working Sub-Committees were formed, particularly emphasised that they were expected to decide, within the knowledge that their special qualifications permitted, on all matters, and where differences arose, the Allied Railway Board would give the decision.

3. At the two last meetings, unanimous decisions have been made by the Traffic Sub-Committee. The first was in favour of a passenger train into Florence, and only after this recommendation had been submitted did AFHQ raise objection.

More recently, requests for civilian passenger services into Bologna, agreed by the Traffic Sub Committee as a recommendation to the Allied Railway Board, have been subjected to post mortems by AFHQ G-4 Mov & Tn, and it is now learned objections are raised.

4. AFHQ G-4 Mov & Tn is represented on the Traffic Sub-Committee, presumably to voice the opinion of G-4 Mov & Tn and seek deferment of discussion on items which may require their further investigation.

5. The Traffic Sub-Committee is obviously losing the power vested in it, and, unlike the other working Committees, it cannot apparently consider its decisions as binding.

6. The question of the services into Bologna is a most important one, and worthy of special attention. AC made an appeal for the staff who

of recommendations and decisions of the Traffic Sub Committee.

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4. APHQ G-4 Mov & TN is represented on the Traffic Sub-Committee, presumably to voice the opinion of G-4 Mov & TN and seek deferment of discussion on items which may require their further investigation.

5. The Traffic Sub-Committee is obviously losing the power vested in it, and, unlike the other working Committees, it cannot apparently consider its decisions as binding.

6. The question of the services into Bologna is a most important one, and worthy of special attention. AC made an appeal for the Bologna-Ancona service after talking at Bologna with MRS staff, who would welcome it to clear the yards of "hangers on". The Bologna-Florence service was offered by MRS as a logical sequence to the extension into Florence.

7. Neither of the lines are loading anything like to capacity, and no additional rolling stock is needed, so that no argument as to the possible effects on military movement would appear to be valid.

8. APHQ is concerned with the Disease and Unrest Policy, and it is felt that this service, which would have brought mail conveyance from Rome and Bari into Bologna for the north is of paramount importance.

././.

1039

= 2 =

"Bidding" for mail-traffic is not possible, a swift and regular clearance is essential, and only passenger trains can offer this form of movement.

9. - Our present help to the Communications Sub-Commission in their major programme of mail distribution are mail vans to Florence-on the tri-weekly passenger trains, and one mail van a week through to Forlì.

10. - People who can write, and get replies, are more inclined to stay put until travel facilities are better, and the speedy development of the mail programme would help the refugee problem.

11. It is felt-that-same urgent action is necessary to endeavour to convince AFHQ that the passenger services to Bologna are an urgent-need, and-that the recommendations of the Traffic Sub-Committee-are not made-willy-nilly, but after-careful thought and considerations of all the aspects of a subject in-which AFHQ has indicated it is deeply interested, the prevention of disease and unrest.

Arthur May
Director
in Chief, Rail Division

MINUTES OF FOURTH MEETING

of the

TRAFFIC SUB-COMMITTEE
Allied Railway Board.

Held in Office of DEMRSI on 16 June 1945.

MEMBERS PRESENT:

Colonel W. P. Wilson, Chairman,
Deputy Director, Military Railway Service-Italy.

Lt. Col. J. W. Baker,
Movements Division, Tn Sub-Commission, Allied Commission.

Lt. Col. O. H. Lindberg,
Chief, Rail Division, Tn Sub-Commission, Allied Commission.

Captain R. Gray,
Liaison Officer, G-4, Mov & Tn, Allied Force Headquarters.

Ing. Riondi,
Movements Section, Italian State Railways.

MEMBERS ABSENT:

None.

OTHERS PRESENT:

Major A. C. Ping,
Rail Division, Tn Sub-Commission, Allied Commission.

Major R. G. Wilson,
DAD Tn 3 (O), Military Railway Service-Italy.

Major S. E. London,
Supt. Transportation, Military Railway Service-Italy.

Meeting was called to order at 1000 hours by the Chairman, and the business at hand was introduced to the members. Subjects discussed and decisions reached are as follows:

Minute a. Establishment of Scrap Depot:

The Italian State Railways have approached Military Railway Service for the establishment of a scrap dump yard at Santa Severa on line 50. Formerly this location was a coal depot and it is considered unlikely it will be rehabilitated for that purpose. The area is 15 acres, fenced, with six sidings and has necessary facilities for accommodation of personnel. It is ideally situated away from any populous area and is not served by roads. At present a portion of the area is occupied by more than 100 units of rolling stock the majority of which are to be scrapped.

It was agreed that a central scrap depot for Italian State Railways was essential and this sub-committee has no objection to it being located at this point, from an operation and traffic standpoint. Necessarily, the tonnage for this scrap movement will have to be bid through the POM by MRS Stores.

Minute b. Gradual Withdrawal of Bidding System-Southern Italy.
Introduced by Allied Commission.

Allied Commission representatives agreed that in view of developments since submitting this request, they are withdrawing same.

Minute c. Civilian Passenger Service - Rome to Milan:
Introduced by Allied Commission. It is highly important that consideration be given to establishing some kind of civilian passenger service from Rome (capital city of Italy) to Milan (Italy's next largest city).

It having already been arranged for the Italian State Railways to assume the responsibility for operation of all the lines in Northern Italy, it is the recommendation of this sub-committee that:

a. The Rome-Leghorn-Florence and the Rome-Ancona tri-weekly service now in effect be extended to Bologna at once, and that one sleeper be added on each train for the accommodation of civilian traffic only.

b. On or about 1 August this service be changed to daily service, and the Rome-Florence via Leghorn train be extended to Milan.

There being no further matters to discuss meeting was adjourned.

W. P. Wilson
W. P. WILSON
Colonel, TC
Chairman.

PGM/ic

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

8 June 1945

Rel. 843238

Ref. AC/292/1/Tn 4

SUBJECT : Civilian passenger trains Rome-Milan

TO : Col. W.P. Wilson DMRS
 Chairman Traffic Sub-Committee
 Allied Railway Board

1. - May the question of civilian-passenger trains-Rome-Milan be tabled for discussion at the next meeting of the traffic Sub-Committee.

W.P. Wilson
 For Director

Copy to: Movement's Rail Tn Sub-Comm. HQ AC
 (refers Lt Col Baker's 350/41/Tn 3.)

JWB/elc

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

Tel : 478704

6 June 1945

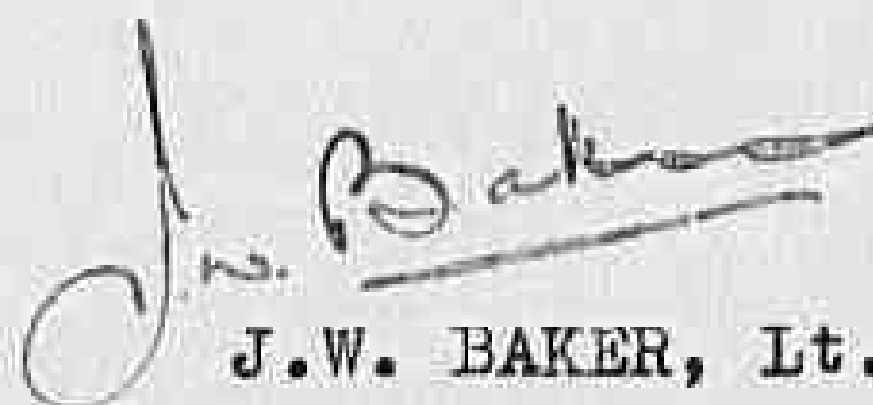
350/41/Tn 3

SUBJECT : Traffic Sub-Committee
Allied Railway Board, Italy

TO : Rail Division (Tn 4)

1. Please arrange for the question of Civilian Passenger Trains Rome-Milan to be tabled for discussion at the next Meeting of the Traffic Sub-Committee.
2. As was announced at recent Staff Conference, bid has been made on AFHQ for 5 Trains weekly, commencing 1 July '45.
3. The object of discussing the matter at the Traffic Sub-Committee meeting is to ascertain ability of I.S.R. to operate any Road Link, for passengers and baggage, which may be necessary.

For Chief Movements Division


J.W. BAKER, Lt.Col.

1035

PGM/lc

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

1 June 1945

Tel. 843238
Ref. AC/292/1/Tn 4

SUBJECT : Bidding System

TO : Col. W.P. Wilson, EMRS
Chairman Traffic Sub-Committee
Allied Railway Board

1. May the subject of "gradual withdrawal of the bidding system for Southern Italy", be placed on the agenda of the next Traffic Sub-Committee for discussion.

Merritt H. Taylor
For MERRITT H. TAYLOR
Director

Copy to: Movements Rail Tn Sub-Comm. (refers yours 298/79/Tn 3 of 29 May).

1034

Ext. 318

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

HJS/eh

298/79/Tn 3

29 May 1945

SUBJECT: Traffic Sub-Committee

TO : Director, Transportation Sub-Commission

1. Reference the attached letter, I can see no objection to the matter being brought up with the Traffic Sub-Committee, so long as a member of the Movements Division is present at the sub-committee meeting.
2. Paragraphs 2 and 3 do not fully agree, as in paragraph 2 the Chief, Rail Division states that "the movement of civilian commodities would be solely the responsibility of ISR under AC and/or MRS supervision after military needs have been met," and in paragraph 3 states "what civilian passengers and goods are carried in addition (to military traffic) is solely the concern of the Railway."
3. So long as Italy comes within a defined military area and the SACMED is responsible for preventing disease and unrest, AC must know in broad terms what civilian traffic is passing.



M. J. SIEFT, Colonel

1 Incl: Ltr 25 May 45,
AC/292/1/Tn 4

1033

ACP/1c

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

298/79/TH3

Tel. 843238
 Ref. AC/292/1/Tn 4

25 May 1945

SUBJECT : Traffic Sub Committee.

TO : Director
 Tn Sub-Commission, HQ AC

1. As part of the plan for returning Italian State Railways to normal as soon as possible, I am inclined to think we should give active attention to the prospect of gradual withdrawal of the Bidding system in Southern Italy.

2. With the prospective decrease in military demands and the possibility of securing some rolling stock from the North, it is felt that there should be a trend in the direction of normal conditions, whereby, instead of civil need for movement being submitted to Military channels, the Military need would be submitted to ISR channels, and the movement of civilian commodities would be solely the responsibility of ISR under AC and/or MRS supervision after military needs have been met.

3. This would conform with the usual method of working. In England, for instance, the Railway meets with the Military authorities, receives full details of the Moves desired, and ensures satisfactory operation. What civilian passengers and goods are carried in addition is solely the concern of the Railway.

4. - Permission is sought to enter this item in the Agenda of the Traffic Sub Committee in an exploratory way, for the purpose of obtaining discussion.

O.H. Lindberg
 O.H. LINDBERG LA 1632 R.E.
 Chief,
 Rail Division.

ALLIED FORCE
MILITARY RAILWAY SERVICE - ITALY
HEADQUARTERS 774th RAILWAY GRAND DIVISION
OFFICE OF DEPUTY DIRECTOR

A. P. O. 512
14 May 1945

SUBJECT: Traffic Sub-Committee Meeting, Allied Railway Board.

TO: Lt. Col. J. W. Baker, Movements Division,
Tn Sub-Commission, Allied Commission.
Lt. Col. G. W. Brown, G-4, Mov & Tn, AFHQ.
Lt. Col. O. H. Lindberg, Chief, Rail Division,
Tn Sub-Commission, Allied Commission.
Ing. Biondi, Movements Section, Italian State
Railways.

1. Regular monthly meeting of Traffic Sub-Committee, Allied Railway Board, will not be held during the month of May.

2. It is requested that any members having matters they wish discussed forward them to the Chairman in time for discussion at the next meeting, which will be held in the early part of June.


W. F. WILSON
Colonel, TC
Chairman.

cc-Deputy Director-Operations, MRS-I.
AD Tn 3 (C), MRS-I.
Liaison Officer, G-4, Mov & Tn, AFHQ - Bldg.
Maj. A. J. Ping, Rail Division, Tn Sub-Commission, AG.

1031

1. Meeting was called to order at 1430 by the Chairman, and the first subject brought up for discussion were the minutes of the last meeting. The following points were high-lighted:

a. Minute a. Civil Passenger Service North of Rome:

Allied Commission has written to G-5 AFHQ with regard to this service, but at present no answer has been received.

Military Railway Service has received inquiry from G-4 AFHQ in regard to equipment and tonnage on lines involved, and answer was given that necessary equipment would be available by 30 April, that Line 50 was operating at capacity and that the proposed service Rome-Arezzo-Ancona could be handled in addition to the present tonnage. Matter will be progressed further upon receipt of instructions from AFHQ.

b. Minute c. Movement of Small Packages by Rail.

Movements Allied Commission to go ahead with the Italian State Railways and put arrangements into effect, establishing this service.

c. Minute f. Passes.

The minutes of meeting held, with Major Ping as Chairman, were approved by all concerned and decision reached by this Committee that sponsoring service would screen applications for passes and if approved pass application on to nearest Movements Area Headquarters, who will either grant or refuse permission. If permission is granted, the application will be returned accompanied by a pass issued by Movements. Request AFHQ to issue a directive to the services outlining procedure to be followed.

d. Minute g. Pilferage.

Pilferage on military freight trains, though it has declined to some extent, still continues to be one of the major problems confronting us. All steps possible are being taken and the matter will continue to be vigorously handled by all concerned.

2. New matters discussed, as listed in the agenda, and decisions reached are as follows:

a. Converting Italian State Railways Workers' Trains to Civilian Passenger Trains.

Allied Commission introduced this subject with the view of converting existing I.S.R. workers' trains to civilian passenger trains, with accommodations on these trains for I.S.R. workers -- in order to give increased passenger service to civilians without increasing train service.

It was agreed that these trains could be converted to civilian passenger trains, but it was understood by Allied Commission and Italian State Railways that the consist of the trains would not be changed, without permission from Military Railway Service, that accommodations would be set aside for I.S.R. workers and that the I.S.R. would be enabled to sell tickets and collect fares from civilians riding the trains.

b. Civilian Passenger Service, Bari-Ortona:

Allied Commission introduced this subject and were told that equipment was not available for the establishing of this service. However, I.S.R. will reassign present equipment in civilian passenger trains and will produce four coaches from existing I.S.R. sources in Bari.

This was approved and Allied Commission will submit to Military Railway Service information as to equipment and service desired.

c. General Provision of Rolling Stock for Civilian Passenger Service:

Allied Commission introduced this subject in an effort to replace box cars now used on civilian passenger trains with coaches. The Chairman made the statement that "Passenger stock is going to be used primarily, first, last and always for military traffic where needed." Allied Commission referred to the number of two or three axle passenger cars which cannot be used on the main line, but which can be used on branch line moves and replace box cars. These cars are in need of minor repairs only.

It was agreed that these cars could be used if some arrangements could be made to set up an outside shop to repair these cars. It was decided to let Bari go ahead as far as possible to relieve box cars with two axle cars which are not in good condition and the Military Railway Service to review the situation in the Rome Area and try to replace box cars with this type of equipment on the branch line trains out of Rome.

d. Warrants for Military Traffic:

Italian State Railways desires to have a freight warrant for each car of military freight moved.

It was agreed that if the Italian State Railways desires these warrants they could make them out, provided that military traffic is not delayed.

e. Diesel Cars for Allied Commission:

Allied Commission has made arrangements for bringing over to the mainland two diesel cars for use of Allied Commission officials and would like space for storage of same.

It was agreed that the cars could be stored at the 760th Railway Diesel Shop at Littorio. Military Railway Service to arrange for movement and storage at that point.

f. Publicity - Opening of Lines 219, 220 and 217, Florence Area.

Allied Commission introduced this subject. The Director General, I.S.R. would like some publicity given to the opening of these lines.

It was agreed that no objections could be raised by this Committee but that he would have to submit his statements to the Director, Military Railway Service.

3. Action as directed will be taken by representatives concerned without further advice.

W. P. Wilson
W. P. WILSON
Colonel, TC
Chairman. 1028

BEST COPY POSSIBLE

ALLIED FORCE
MILITARY RAILWAY SERVICE - ITALY
HEADQUARTERS 774th RAILWAY GRAND DIVISION
OFFICE OF DEPUTY DIRECTOR

A. P. O. 512

8 April 1945

37 10

SUBJECT: Meeting of Traffic Sub-Committee, Allied Railway Board.

TO: Lt. Col. G. H. Lindberg, Chief, Rail Section, In Sub-Commission,
Allied Commission.
Lt. Col. J. E. Baker, Executive Division, In Sub-Commission,
Allied Commission.
Major H. M. Brown, ASIS, Executive Liaison Officer.
Ing. Bianchi, Italian State Railways.

1. Confirming telephone conversation date. The third meeting of the Traffic Sub-Committee, Allied Railway Board, will be held in this office at 1430 hours, Thursday, 22 April.

2. The following subjects will be discussed:
a. Converting I.R.S. workers' trains to civilian passenger trains.
b. Civilian passenger service, April - October.
c. General provision of rolling stock for civilian passenger trains.
d. Minutes of meeting held in connection with Messrs and Ferraris.
e. Any subjects desired by Committee members submitted prior to or at meeting.

E. P. WILSON
Colonel, US,
Deputy Director

Lines 217 }
219/220 } Publicity
Naples Control Board

1027

TRANSPORTATION SUB-COMMISSION,
(RAIL DIVISION)
c/o Transportation Increment
C.W.F.

Tel. 343-38
Ref. AC/292/A/Tn 4

27 March 1945

TO : Col. W.P. WILSON, SMRS
Chairman,
Traffic Sub-Committee

SUBJECT : Passes and Permits .

1. In accordance with instructions from Traffic Sub-Committee, a Meeting has been held on this subject, and details of the Findings are included in the Minutes attached.

Arthur May
A.C. FERG, Major

Copy to : Lieut. Col. Baker, Mov Division Tr Sub-Comm. HQ AD
Major Howes, Mov Liaison SMR
Major London, SMR
Major Halden, SMR.

MINUTES OF MEETING HELD ON THURSDAY 22ND MARCH 1945 IN CONNECTION
OF PASSES AND PERMITS FOR THE CONVEYANCE OF
CIVILIANS BY MILITARY TRAINS.

PRESENT: Major A.C.Ping, Allied Commission (Chair)
Major D.Howe, Movements AFHQ Liaison Officer with MRS
Major S.E.London, Military Railway Service
Capt. C.R.Holdom, Military Railway Service

Terms of Reference:

Minute 2f of Traffic Sub-Committee Meeting of Allied Railway Board, held on 3 March 45, and reading as under:-

"PASSES. The Chairman stated that the problem of passes is still confronting us. He suggested that we appoint a sub-committee to set up an organisation to handle passes and permits. It was unanimously agreed that Major Ping be appointed Chairman with Major London and Capt.Holdom as members. The Chairman to call upon the ISR and Movements AC for assistance".

1. The Sub-Committee desires to emphasize that where civilian train services exists, it is undesirable that Italian civilians should be permitted to use military facilities. The Sub-Committee views its function as being to clear up certain difficulties where circumstances make it desirable for certain Italian civilians to travel by military train in pursuance of duty on behalf of the Allies, etc. and not to promote facilities for the general movement of civilians by such means.

2. The following decisions were registered and their adoption is recommended by the Traffic Sub-Committee:-

(a) All Italian Armed Forces, Prisoners of War, Nursing Services, should apply to MHLA, for bulk or individual movement.

(b) All Italian for whom individual movement is desired by a Branch of the Allied Forces (including AC) in the interest of Allied War Effort.

Where there is a desire by a Branch of the Allied Forces (including AC) for the individual movement of Italian

It was unanimously agreed that Major Ping be appointed Chairman with Major London and Capt. Holdom as members. The Chairman to call upon the ISR and Movements AC for assistance".

1. The Sub-Committee desires to emphasize that where civilian train services exists, it is undesirable that Italian civilians should be permitted to use military facilities. The Sub-Committee views its function as being to clear up certain difficulties where circumstances make it desirable for certain Italian civilians to travel by military train in pursuance of duty on behalf of the Allies, etc. and not to promote facilities for the general movement of civilians by such means.

2. The following decisions were registered and their adoption is recommended by the Traffic Sub-Committee:-

(a) All Italian Armed Forces, Prisoners of War, Nursing Services, should apply to MMLA, for bulk or individual movement.

(b) All Italian for whom individual movement is desired by a Branch of the Allied Forces (including AC) in the interest of Allied War Effort.

Where there is a desire by a Branch of the Allied Forces (including AC) for the individual movement of Italian personnel in the interest of the war effort or the economy of the country, the sponsoring Branch ^{at the} Allied Force should investigate the applications to ascertain if there are reasonable grounds for recommending travel by military train.

Such applications will then be passed forward to the nearest Movements Area Headquarters, who will either grant or refuse the necessary permission. If granted, the application will be returned accompanied by a pass

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issued by Movements HQ. The pass will be honoured by RMO's and train guards.

It is recommended that in preparing passes for issue, Movements should have in mind the desirability of a durable card pass for issue to Postal Officials, Guardia di Finanza, whose journeys with mails are performed regularly.

(c) Individual applications.

Numerous applications are received in respect of Italian civilians who for various reasons desire to reach a town served only by military railway. It is recommended that all such applications be declined.

(d) Movement of workers by military trains provided for the purpose.

It is recommended that a standard card pass/work permit be used where workers are conveyed free whilst working directly for allied forces. The use of paper passes is unsatisfactory. The form of permit already approved by Movements AFMC to be adopted, and the card used in Bari District is recommended at the type to be used. In accordance with terms of reference of the Allied Resources Board, a separate Committee is meeting to determine the question of application of free pass system to civilians under this heading.

(e) Movement of workers by military trains when not falling under provision of paragraph 7, but sponsored by AC as essential to the maintenance of minimum needs of the area.

AC to agree with MRS the number of passengers to be carried by the military workers train.

During the temporary period when the area is restricted for movement, AC officer to issue passes similar in character to that approved under para (f).

The committee supports the contention that for all civilian workers not coming within paragraph f, civilian passenger train facilities should be introduced at the earliest possible moment in order that the appropriate fares shall be paid by the travellers.

all such applications be declined.

(d) Movement of workers by military trains provided for the purpose.

It is recommended that a standard card pass/work permit be used where workers are conveyed free whilst working directly for allied forces. The use of paper passes is satisfactory. The form of permit already approved by Movement Area to be adopted, and the card used in War District is recommended at the type to be used. In accordance with terms of reference of the Allied Resources Board, a Resource Committee is meeting to determine the question of application of free pass system to civilians under this heading.

(e) Movement of workers by military trains when not falling under provision of paragraph 7, but sponsored by AC as essential to the maintenance of minimum needs of the area.
AC to agree with MRS the number of passengers to be carried by the military workers train.
During the temporary period when the area is restricted for movement, AC officer to issue passes similar in character to that approved under para (f).
The committee supports the contention that for all civilian workers not coming within paragraph f, civilian passenger train facilities should be introduced at the earliest possible moment in order that the appropriate fares shall be paid by the travellers.

(f) Permits for being on Railway Company's premises.
Sole authority to permit civilians to be on railway company's premises to be vested in Director, Military Railway Services. MRS to advise the type of permit to be used for such purposes.

(g) In certain cases the ISR under direction of MRS operate worker's trains for the conveyance of ISR workers only. It will be the responsibility for AC to negotiate with MRS for the conveyance of any other essential civilian workers by that train. MRS to be the issuing authority. It is realized that such demands are few, and that it is preferable to establish where possible a separate coach for civilians on such trains.

Ministry of Transports
ISR General Direction
Mov Dept.

Roma, 22 March 1945
M.211/2639/41-B

Sub/ Rail Communications
Roma-Livorno.

To: Tn S/Commission AC
Rail Division.

1. Reference is made to the second meeting of the Traffic Sub-Committee, Allied Railway Board, as to the operation of civilian services on the lines North of Roma.
2. In accordance with the order of precedence laid out during said Meeting, we beg to submit a scheme for the operation of one couple of trains btw. Roma and Livorno, according to following approximate schedule:

	dep	1800	Livorno	arr	0630	
arr	1831	dep	1837	Collesalvetti	arr	0552
"	1951	"	2001	Vada	"	0432
"	2014	"	2024	Cecina	"	0411
"	2124	"	2134	Campiglia	"	0255
"	2258	"	2308	M.Pescali	"	0120
"	2330	"	0115	Grosseto	"	2355
"	0224	"	0239	Orbetello	"	2339
"	0433	"	0458	C.Vecchia	"	2032
"	0730	"		Roma		1800

To meet local exigencies it might be possible that other stops will have to be established.

3. We await that S/Commission's decision and in the meantime we want to point out that the trains should accommodate at least 480 passengers (6 coaches) and that the service should be operated daily. We moreover suggest that, having the train the character of a local one, the booking of the tickets ought not to be subjected to restrictions at least at the beginning, as an experiment.

Sgd G.DI RAIMONDO
Director General



MINISTERO DEI TRASPORTI
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 11

N. M. 211-2639-41 B

Al N.

del

Servizio Movimento

OGGETTO

Comunicazioni tra
Roma e Livorno.

Alla Sottocommissione Trasporti
dell'A.C. Divisione Ferroviaria
R O M A

ALLEGATO N.

- I)- Si fa riferimento a quanto convenuto nella 2^a riunione del Sottocomitato del Traffico, circa l'istituzione di servizi per civili sulle linee a Nord di Roma.
- II)- Si sottopone intanto secondo l'ordine di precedenza stabilito dal predetto Comitato, il progetto di massima per l'istituzione di una coppia di treni fra Roma e Livorno, regolato dal seguente orario approssimativo:

	p. 18.00	Livorno	A a. 6.30	
a. 18.31	" 18.37	Collesalvetta	" 5.52	p. 5.58
" 19.51	" 20.01	Vada	" 4.32	" 4.42
" 20.14	" 20.24	Cecina	" 4.11	" 4.21
" 21.24	" 21.34	Campiglia	" 2.55	" 3.05
" 22.58	" 23.08	M. Pescali	" 1.20	" 1.30
" 23.30	" 1.15	Grosseto	" 23.55	" 1.00
" 2.24	" 2.39	Orbetello	" 22.39	" 22.44
" 4.33	" 4.58	C. Vecchia	" 20.32	" 20.47
a. 7.30		V Roma		p. 18.00

Oltre alle fermate sopraindicate si fa riserva di includerne delle altre per soddisfare le diverse esigenze locali.

- III)- Si resta in attesa di conoscere quale decisione sarà presa a riguardo avvertendo che il numero complessivo dei posti dovrebbe essere di 480 (6 carrozze) e che il servizio dovrebbe essere giornaliero, e da-

./.

Subject: Civilian Passenger Facilities

Rerth of Rome.

Military Railway Service,
Italy.

Tel: Firebox - 49
Outside line 843332.

M.A. 1/217.

18 March 1945.

To:

H.E.
Minister Cerabona.
Rome.

Dear Mr Minister.

With reference to your letter dated 3 March 45 on the above subject.

1. I wish to assure you that the question of the provision of additional civilian passenger train services has been kept constantly in mind and has also been the subject of frequent discussion with the Allied Commission and with Allied Force Headquarters.

2. Before civilian passenger traffic can be re-instituted there are a number of factors which require careful consideration, and I would draw your particular attention to the following:--

- (a) Available line capacity after military operational and minimum civilian freight traffic demands have been fulfilled.
- (b) Security and the need to control movement of civilians particularly in the forward areas.
- (c) The desirability of allowing civilians to move into areas, particularly those near the theatre of operations, where accommodation problems are already extremely acute. The situation in ANCONA is a good example.
- (d) Availability of passenger stock.

Although every effort is being made to salvage and repair all available stock, the quantity likely to be forthcoming is very limited indeed and in fact at the time of writing there is none spare. It is however expected that more will be ready for operation by the end of the month.

3. Provisions in the case of items 2 (b) and (c) will be made

With reference to your letter dated 9 March 45 on the above subject.

I wish to assure you that the question of the provision of additional civilian passenger train services has been kept constantly in mind and has also been the subject of frequent discussion with the Allied Commission and with Allied Force Headquarters.

Before civilian passenger traffic can be re-instituted there are a number of factors which require careful consideration, and I would draw your particular attention to the following:-

- (a) Available line capacity after military operational and minimum civilian freight traffic demands have been fulfilled.
- (b) Security and the need to control movement of civilians particularly in the forward areas.
- (c) The desirability of allowing civilians to move into areas, particularly those near the theatre of operations, where accommodation problems are already extremely acute. The situation in ANZAC is a good example.
- (d) Availability of passenger stock.

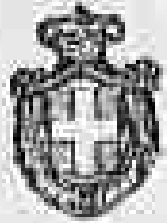
Although every effort is being made to salvage and repair all available stock, the quantity likely to be forthcoming is very limited indeed and in fact at the time of writing there is none spare. It is however expected that more will be ready for operation by the end of the month.

Decisions in the case of items 2 (b) and (c) will be made by the General Staff; A.C., after consultation with this Staff, are referring the matter to Allied Force Headquarters and I understand you have already received a reply from A.C. to that effect.

May I also take this opportunity of sending you my most sincere regards.

W. D. Waghorn
(W. D. WAGHORN),
Brigadier,
Director, Military Railway Service,
Italy.

Copy to: Transportation Sub Commission,
Allied Commission,
Rome.



IL MINISTRO DEI TRASPORTI

Rome,

3 MAR 1945

100/10

Dear Mr. Taylor,

Some time ago a request has been forwarded to the Allied Authorities for the authorization of a passenger service on the Roma-Ancona line.

An account of war exigency the request was not granted.

At present, unless the situation remains the same, will it be possible to examine the request from the point of view of the economic and industrial necessities of the Italian population, which is anxious to reorganize the reconstruction of the country.

The Roma-Ancona line, contemporaneously unites the Nord to the South, and the Adriatic to the Mediterranean sea, and, therefore includes the interests of various regions.

I am to beg you to consider the matter and the possibility to operate one train daily, or, if this is not possible, to adjoin carriages to the military train that is operating on the above said line.

Very grateful for your interest and will appreciate your good advice in the matter.

Yours sincerely

1020



IL MINISTRO DEI TRASPORTI

Roma,

Caro Taylor,

diverso tempo fa si ebbe a richiedere alle Autorità Alleate l'autorizzazione per servizio viaggiatori sulla Roma-Ancona.

Per le superiori esigenze belliche la richiesta non fu accolta.

Ora la situazione se non è molto mutata consente però poter riesaminare la richiesta alla luce delle nuove necessità della popolazione civile italiana, che si avvia verso la ricostruzione del Paese.

Da questo fiorire di lavoro in mezzo a tante distruzioni nascono necessità di scambi fra le diverse regioni, che, oltre ad avere varie economie hanno pure forme industriali non uguali.

La linea Ancona Roma, in particolare, interessa zone importanti oltrechè costituire l'unica trasversale che attualmente unisca contemporaneamente il Nord con il Sud e l'Adriatico con il Mediterraneo.

Per tutto quanto sopra prego Lei perchè intervenga con i Suoi buoni uffici a far sì che venga concessa l'autorizzazione ad effettuare un treno sia pure periodico fra le due città e, ove ciò non fosse possibile, ottenere l'aggiunta di qualche vettura ai treni militari che si effettuano sulla predetta linea.

Grato per quanto farà e per le notizie che in merito si compiacerà darmi, colgo l'occasione per porgerLe i miei cordiali saluti

Merrit H. TAYLOR
Director Transportation Sub-Commission
Commissione Alleata

R O M A

Via Veneto

1019

MINUTES OF SECOND MEETING

of the

TRAFFIC SUB-COMMITTEE
Allied Railway Board

Held in Office of DDMRSI on 3 March 1945

MEMBERS PRESENT:

Col. W. P. Wilson, Chairman,
Deputy Director, Military Railway Service, Italy.
Major D. M. Howes,
G-4, Mov & Tr, Allied Force Headquarters.
Lt. Col. O. H. Lindberg,
Chief, Rail ~~Division~~, Tn Sub-Commission, Allied Commission.
Ing. Biondi,
Movements Section, Italian State Railways.

MEMBERS ABSENT:

Lt. Col. J. W. Baker (absent-sick) represented by:
Major R. C. Worthington,
Movements Division, Tn Sub-Commission, Allied Commission.

OTHERS PRESENT:

Col. J. E. Guilfoyle,
Commanding Officer, 701st Railway Grand Division.
Lt. Col. R. P. Moss,
Deputy Director-Operations, Military Railway Service, Italy.
Major R. G. Wilson,
AD Tn 3 (O), Military Railway Service, Italy.
Major A. C. Ping,
Rail Section, Tn Sub-Commission, Allied Commission.
Major R. C. Worthington (representing Lt. Col. Baker)
Movements Division, Tn Sub-Commission, Allied Commission.
Capt. Irvine Lynch,
Tn Sub-Commission, Allied Commission.

1. The Chairman briefly explained the authorization and mission of the Traffic Sub-Committee, Allied Railway Board, for the benefit of the new representatives present.

2. Listed below are the subjects discussed and decisions reached as to action to be taken.

a. CIVIL PASSENGER FACILITIES, NORTH OF ROME: Originated by Tn. Sub-Commission, Allied Commission, Lt. Col. O. H. Lindberg's letter, 17 February 1945.

It was agreed that the Allied Commission would obtain permission from the Area Commanders involved to operate trains for civilian passengers into and out of Ancona and Leghorn. Pending approval of the Area Commanders concerned, and also G-4 (Mov & Tn) AFHQ, civilian passenger train service on alternate days is to be established between Rome and Leghorn on or about 1 April 1945 and between Rome-Arezzo and Ancona at a later date.

b. MINUTES OF SPECIAL SUB-COMMITTEE: (Control of AC Sponsored and Approved Civilian Traffic).

The minutes as submitted and action taken by the sub-committee were approved.

c. MOVEMENT OF SMALL PACKAGES BY RAIL: Originated by Major Worthington, Movements, AC. At the present time, it is the practice for shippers to bid for cars, and then accept packages for movement at enormous rates to fill these cars. The Allied Commission would like to put a stop to this practice, and in order to bring about this result it was agreed that LCL freight would be loaded in cars and these cars would be handled to main terminals, such as Naples, Rome, Leghorn, etc. The I.S.R. Commercial Section and Allied Commission to work out the details.

d. LEAVE TRAVEL ARRANGEMENTS, ITALIAN CIVILIAN TECHNICIANS ATTACHED TO ALLIED MILITARY UNITS: Originated by Major Worthington, Movements, AC. Request has been received by AC from RLF, Bari Division, to provide transportation for Italian civilians attached to RLF, who are going to Rome on leave. Movements, AC approached AFHQ to allow these civilians on military passenger trains, but this request was denied. Also, Italian military personnel are not allowed to travel on military trains, but must ride civilian passenger trains.

It was agreed that Major Howes would take the matter up with AFHQ.

e. MINUTES OF FIRST MEETING OF TRAFFIC SUB-COMMITTEE:

The Allied Railway Board has accepted and approved the minutes of the first meeting of the Traffic Sub-Committee.

f. PASSES: The Chairman stated that the problem of passes is still confronting us. He suggested that we appoint a sub-committee to set up an organization to handle passes and permits. It was unanimously agreed that Major Ping be appointed Chairman with Major London and Capt. Holden as members. The Chairman to call upon the ISR and Movements, AC for assistance. Both British and American will provide what staff is necessary.

g. PILFERAGE: The Chairman introduced this subject, stating that pilferage is still a major problem and every effort must be made to curb the situation. Col. Wilson recommended to Major Howes that Movements, AFHQ eliminate entirely the guard cars on all trains, because train guards not only ride in these cars instead of guarding the train, but also permit unauthorized civilians to ride in these cars.

Major Howes reported that since the last meeting, 250 additional personnel have been added to the train guards.

Major Ping reported that the ISR are training police and are in a position to help out in guarding trains on Lines 89 and 90.

The ISR are again to bring pressure on their trainmen to keep unauthorized civilians off of military freight trains.

h. OPERATION OF REGULAR AND SPECIAL MILITARY PERSONNEL TRAINS:

Major Howes introduced the subject of leave, LLP and reinforcement trains operating ahead of schedule, arriving at meal points 4 and 5 hours ahead of schedule, with the result that trains move on to next feeding point for meals causing a great deal of food wastage and other difficulties.

It was brought out that although facilities for 650 to 700 troops are requested and provided on these trains, that only 400 and 500 troops are actually using these facilities, resulting in cars running empty.

In order to correct both situations, it was agreed that Major Howes would take up with AFHQ the matter of either reducing the number of cars in the trains or filling them up with troops. When an answer is received from AFHQ, the matter of schedules will be considered and trains will be operated as near on time as possible. If a train arrives at a meal point early, the train will wait at the meal point until the meal is served.

3. Action as directed will be taken by representative members concerned without further advise.

W. F. Wilson
W. F. WILSON
Col. TC
Chairman

CWM/elc

INTER-OFFICE MEMORANDUM

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation Sub-Commission
(Movements Division - Rail)

Tel : 473704

350/11/Ta 3

SUBJECT : Traffic Sub-Committee
Allied Railway Board Italy

TO : Director, Transportation Sub-Commission

26 February 1945

*for SFC
to be
approved
by the
Director
26 Feb.*

your approval is sought for discussion of the following matters at the second meeting of the Traffic Sub-Committee :

(a) Movement of small packages by rail.

- (i) At the present time there is no procedure laid down for the movement of small parcels, personal unaccompanied luggage etc by rail.
- (ii) The Firm of Gondrand have been bidding for wagons for the conveyance of mixed goods under the groupage system from Rome to Sicily and this traffic has been passing.
- (iii) Whilst the movement of parcel traffic may be open to abuse, it is felt that some procedure for movement of this traffic should be laid down.

(b) Wagon position - Sicily.

- (i) Whilst the present daily balance figures between mainland and Sicily is more or less currently maintained, the previous high losses, to the mainland, have not been recovered. The position in Sicily is causing large quantities of grain to accumulate at the Ports due to the inability to move inland by rail and at the same time sulphur and citrus fruit movement to Ports for shipment are being held up.
- (ii) The additional coal allotment of 2000 tons has been asked for March and until further notice, it being stated that if for any reason traffic did decline, coal adjustments could be made. At the present time any decrease in tonnage hauled is due to shortage of wagons.
- (c) Italian civilian technicians attached to R.A.F. or other Allied Military Unit - leave Travel arrangements.
 - (i) A request from No 110 M.U. R.A.F. Brindisi has been received to convey 30 Italian technicians each fortnight from Brindisi to Rome for the purpose of spending one week's leave.
 - (ii) Generally, can special arrangements be made for conveyance of such personnel on civilian trains at present in operation and

your approval is sought for discussion of the following matters at the second meeting of the Traffic Sub-Committee:

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 - (ii) Generally, can special arrangements be made for conveyance of such personnel on civilian trains at present in operation and what fare will apply.

1016

C. R. Worthington
C.R. WORTHINGTON
Major

for

M.J. SIEFF, Col.
Chief, Movements Div.

C O P Y

ACP/ic

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
C/o Transportation Increment,
C.M.F.

Tel: 843238
Ref: AC/292/1/Tn 4.

12 February 45

TO : Col. W.P. Wilson DDMRS
Chairman, Traffic Sub-Committee
Allied Military Board

SUBJECT: Shortage of Freight Cars - Calabria and Sicily.

1. Attached hereto is a copy of a report from Major Matson of this Headquarters, who has been sent specially to Calabria to look in to the difficulties in freight car supply.
2. May the matter be tabled for discussion at next meeting of Traffic Sub-Committee please?
3. In view of the importance of the matter both in respect of military and civilian movement, it is hoped that the subject may be discussed at an early date.

O.H. LINDBERG,
Lt. Col. R.E.,
Chief, Rail Division.

1 Copy file 19

1015

100/6

ACF,

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL DIVISION)

C/o Transportation Increment

*Attach to
Traffic Sub Committee Papers*

Tel. 843238

Our Ref. AC/100/Tn 4

17 February 45

TO : Col. W.P. Wilson,
DDMRS,
Chairman, Traffic Sub-Committee

SUBJECT : Civilian passenger facilities.

1. AC desires to raise the question of the provision of civilian passenger facilities on the trains north of Rome, particularly to Arezzo, to which point Minister Cerabona has unsuccessfully asked for services in the past.

2. The desire is expressed for services based on the urgent need for furthering economic relations in the provinces north of Rome, and it is asked that if complete civilian trains cannot be assigned, some coaches might be attached to existing military trains for the use of civilians.

O.H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Division.

1014

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 894
TRANSPORTATION SUB-COMMISSION

MET/eb

Phone 489081

AC/100/65/Tn 4

15 February 1945

Dear Mr. Minister:

I have received your letter of 13 February about a service on the
Arezzo-Rome line, and am referring it with a special recommendation to
the Traffic Committee of the Allied Railway Board. I will let you know
what is decided as soon as possible.

Yours very truly,

M. H. Taylor

MERRITT H. TAYLOR
Director

cc: SOS/Tn 1 file

His Excellency
The Minister of Transport,
Francesco Cerabona
Ministry of Communications Building
Piazza della Croce Rossa
Rome

1013

Traduzione

IL MINISTRO DEI TRASPORTI

Rome,

13 FEB 1945

Dear Taylor,

Pressure is being made from all sources for the institution of a passenger train on the line Arezzo-Roma, and if not obtainable please examine the possibility of adding some carriages to the Allied Military train.

The request has a fundamental rightness in regard to the northern population that has no means whatsoever of connection with the southern, and therefore, the impossibility of a reprisal of commercial relations, so much necessary for the living of the same population.

In view also of the fact that many people who are compelled to travel and encourage and give increment to organizations of the moment, which are expensive and not honest.

According to what is said above, I beg you to use your influence on the matter in order that the request be granted.

I would much appreciate your advice.

Yours very truly

Cerabino

1012



IL MINISTRO DEI TRASPORTI

Roma,

13 FEB 1945

Caro Taylor,

vengono fatte premure da ogni parte perchè sulla linea Arezzo Roma venga istituito un treno per civili e, ove ciò non fosse ottenibile, esaminare la possibilità di aggiungere qualche vettura ai treni militari alleati.

Le richieste hanno giusto fondamento in quanto le popolazioni del Nord non hanno nessun mezzo per collegarsi con quelle del Sud e di contro, necessita per la ripresa dei rapporti economici, che si stabiliscano fra le popolazioni stesse quei rapporti di scambio tanto necessari alla vita delle medesime.

Senza dire poi che in casi di assoluta ed inderogabile necessità le singole persone interessate sono costrette a ricorrere ai mezzi di fortuna per giungere a Roma incrementando ed incoraggiando in tal modo quelle organizzazioni del momento molto onerose e poco oneste.

In relazione a quanto sopra, prego Lei, perchè, con il Suo autorevole intervento, sia concesso quanto viene vivamente richiesto.

Gradirò conoscere i Suoi intendimenti.

Cordiali saluti

F.to Cerabona

Mr. Merrit H. TAYLOR
Director of the Transportation
Sub - Commission Allied Commission

R O M A

Via Veneto

1011

S E C R E T

MINUTES OF FIRST MEETING

of the

TRAFFIC SUB-COMMITTEE
Allied Railway Board

Held in Office of DDMRSI on 1 February 1945

MEMBERS PRESENT:

Col. W. P. Wilson; Chairman,
Deputy Director, Military Railway Service, Italy.

Lt. Col. J. W. Baker;
Movements Division, Tn Sub-Commission, Allied Commission.

Lt. Col. G. W. Brown,
G-4, Mov & Tn, Allied Force Headquarters.

Lt. Col. O. H. Lindberg,
Chief, Rail Section, Tn Sub-Commission, Allied Commission.

Ing. Biondi,
Movements Section, Italian State Railways.

MEMBERS ABSENT:

None.

OTHERS PRESENT:

Col. J. E. Guilfoyle;
Commanding Officer, 701st Railway Grand Division.

Lt. Col. R. P. Moss,
Deputy Director-Operations, Military Railway Service, Italy.

Major R. G. Wilson,
DAD Tn 3 (O), Military Railway Service, Italy.

Major A. C. Ping,
Rail Section, Tn Sub-Commission, Allied Commission.

S E C R E T

1010

SECRET

1. The Chairman briefly explained the authorization and mission of the Traffic Sub-Committee, Allied Railway Board. He stated that the Traffic Sub-Committee was appointed and authorized by the Allied Railway Board for the purpose of co-ordinating the military and civil rail traffic requirements with a view to making the maximum use of available facilities; to co-ordinate the allocation of power and stock in order to accomplish this; to agree to procedure for control of civilian traffic and to co-ordinate the handing over of operation of lines from Military Railway Service to Italian State Railways and control from Military Railway Service to Allied Commission.

2. Listed below are the subjects discussed and decisions reached as to action to be taken.

a. CIRCULATION PERMITS AND/OR PASSES FOR CIVILIAN EMPLOYEES OTHER THAN I.S.R. OR M.R.S.:

It was agreed that the Services would make request for Circulation Permits and/or Passes to the Capo Compartimento, who would then issue pass or ticket. If any doubt arose in the mind of the Capo Compartimento as to the validity of the request, he would take the matter up with the local Allied Commission Transportation Officer.

action
4/28/42 The Allied Commission is to issue a directive to all Areas, other than the forward Areas, as to this decision.

Two forms of permits are to be issued, one to allow civilian employees to enter railway property, and the other to authorize them to ride trains.

b. CONTROL OF CIVIL TRAFFIC:

The question of civil traffic was discussed and it was agreed that there was no complaint on the control exercised by the Italian State Railways over civil passengers, but that there was considerable difficulty encountered at Naples, particularly, by military personnel forcing their way on to the Rome-Naples civil passenger train.

To remedy this situation, the following action is to be taken. The Italian State Railways will construct necessary barriers to control the passengers at Naples, and G-4, Mov & Tn, AFHQ, will furnish RTO representative to be present at the loading of the train to assist Italian State Railway employees in keeping unauthorized military personnel off this train. The same will apply at Rome Terminal.

action
4/28/42 The Allied Commission has a quota authorized to ride this train and their personnel will carry travel warrants. The Allied Commission is to furnish the Italian State Railways with a copy of this travel warrant so that the employees of the Italian State Railways may become familiar with it and allow those authorized military personnel to ride the train. The Allied Commission will also post signs at both Naples and Rome when this train is being loaded stating that train is for civilian passengers only and that unauthorized military personnel will not be permitted to board the train.

Military Railway Service personnel are authorized to ride on any train, any place, any where, and they are furnished with a pink pass, which gives them that authority, and it will be recognized by the Italian State Railways and RTO's as authorization to ride civilian passenger trains.

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S E C R E T**c. UNAUTHORIZED CIVILIANS RIDING FREIGHT TRAINS AND NON-CIVILIAN PASSENGER TRAINS:**

A major problem is presented by the number of unauthorized civilians riding freight and non-civilian passenger trains. At the present time, the Italian State Railways are taking steps to train civilian police to act as train guards to keep unauthorized civilians off of trains.

The Italian State Railways raised the question if their employees, on official business, could travel on any train with a white, pink or yellow pass and it was agreed that they could travel on any train, except ambulance trains, as long as they were on duty.

d. RETURN TO CONTROL OF ITALIAN STATE RAILWAYS ALL RAIL LINES IN THE NAPLES COMPARTIMENTO:

The Chairman stated that it would be necessary to return to the control of the Italian State Railways all rail lines in the Naples Compartimento, and in answer to a direct question by the Chairman the Italian State Railways stated they were in a position to assume the responsibility for all rail operations, maintenance, etc., in the Naples Compartimento, relieving entirely all Military Railway Service forces, provided they get sufficient rolling stock and materials are provided for repairs and maintenance, by 1 March 1945.

The Military Railway Service will be responsible, G-4, Mov & Tr, AFHQ, will govern. In case G-4, Mov & Tr, AFHQ experience any difficulty, they will appeal to Military Railway Service. It is expected transfer will be made on 1 March 1945. Military Railway Service will be in an advisory capacity until 15 March 1945. It is anticipated that all Military Railway Service troops will be out of the Naples Compartimento on or about 15 March 1945.

e. OPERATION OF LINE 90 BY ITALIAN STATE RAILWAYS:

The Chairman stated that it is proposed to turn Line 90 over to the Italian State Railways for operation also on 1 March 1945. In this connection it was suggested that during the next twenty-eight (28) days every effort be made to complete the doubling to Caprano and extend the passing loops south of Caprano to 2,000 feet, or 60-car capacity. Construction to be done by the Italian State Railways, with the Military Railway Service assisting in furnishing materials.

Military Railway Service will assist the Italian State Railways in furnishing material necessary to set up Line 90 for steam operation generated by coal. The Italian State Railways immediately to make decision and directions as to where and what facilities they require. It will be necessary that this study be made immediately so that Military Railway Service can assist in assembling necessary material to help the Italian State Railways get set up.

The Italian State Railways stated they were in a position to assume this additional responsibility.

f. OPERATION OF LINE 89 WITH STEAM GENERATED BY COAL:

In answer to a direct question by the Chairman the Italian State Railways stated they could operate Line 89 with coal provided they were furnished with good British or American coal, and they could handle nine (9) trains in each direction, with an average of 450 net tons per train.

A decision will be given to the Italian State Railways within the next few days regarding the kind of power to be used on Line 89, either diesel or steam.

SECRETg. CAPACITIES OF LINES 89 AND 90:

It was agreed that although 8,790 tons (present rated capacity of Lines 90 and 89) is not the maximum theoretical capacity of these two lines, but considering cars and power available, 8,790 net tons would be considered the maximum requirement for these lines.

If G-4, Mov & Tn, AFHQ, desires to move more traffic, they will advise Military Railway Service.

h. PROVISION OF DIESEL CARS FOR ITALIAN STATE RAILWAYS AND ALLIED COMMISSION OFFICIALS:

Diesel Car No. 96 is assigned to the Italian State Railways for their use. There are no other diesel cars available.

It was decided that the Allied Commission would furnish a Diesel Car from Sicily for their use, and they would make application for schedule and timings to G-4, Mov & Tn, AFHQ.

i. RAIL MOVEMENT OF ALLIED COMMISSION CIVILIAN TRAFFIC:

The question of a suggested procedure for bidding, labeling and obtaining general information on the rail movement of Allied Commission civilian traffic was brought up, as well as demurrage on civilian traffic, prepaying of charges, etc.

It was decided that this matter would be discussed and considered by a Sub-Committee of this Committee and Major F. Duthie was appointed Chairman of this Sub-Committee. Allied Commission representatives, Italian State Railways representatives and Col. L. C. Pannell of the Military Railway Service were to meet at 1000 hours, 2 February 1945, in Lt. Col. O. H. Lindberg's office for discussion and decision. Report of findings of this Sub-Committee and action taken will be reported to this Committee.

j. OPERATION OF DIESEL CAR SERVICE, ROME-NAPLES-BARI VIA LINE 89:

To enable Chief Officials of the Italian Government to travel between points listed above, it was requested that Diesel car service be provided, once a week or so, for these Officials.

Rather than put an extra train on the road once a week, it was agreed that the matter would be held in abeyance until a comfortable car, (a sleeper or other good car) could be provided and this car would be run on a regularly scheduled passenger train for the use of these Officials. It was stated that passenger service was to be established Rome to Naples via Formia as quickly as stock is available, with service now provided between Rome and Naples via Line 90 on alternate days.

k. CAR SUPPLY:

The all-important question of car supply was brought up and thoroughly discussed. A few cases in point of misuse and abuse of transportation were brought up and the following decisions were reached:

Military Railway Service are to make a determined effort to see that no cars are delayed in loading or unloading by MRS Stores, and will check on all abuses of transportation.

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SECRETk. CAR SUPPLY: (Cont)

G-4, Mov & Tr, AFHQ are to make a thorough check to determine whether all traffic that is moving is necessary. Lt. Col. G. W. Brown is to promote another directive limiting holding of cars to twelve (12) hours.

The Allied Commission is at present drawing up a draft of instructions to be put out to all Regions and Provincial Headquarters on the subject of prompt loading and prompt dispatching of cars and they are likewise to make a determined drive in an effort to keep the cars moving.

All cases of abuse of transportation, or holding of cars, are to be handled with the Services involved.

The Italian State Railways will make it known to all their Stationmasters that there is an acute shortage of cars and all consignees or receivers of freight must release the cars immediately and the cars must be reported and ready for movement to the Movement Section so that we can increase the number of miles per day per car. Also the Italian State Railways are to emphasize to Stationmasters the importance of maximum loading of cars.

All concerned will assert every effort possible on the car situation, keeping foremost in mind the car supply problem.

1. DELAY TO PERISHABLE FOODSTUFFS:

Lt. Col. J. W. Baker brought to the attention of the Committee the delays encountered in the movement of perishable foodstuffs and the damage and spoilage resulting to the lading.

It was decided that Operations-MRS and Allied Commission are to work out the problem of a schedule for a special train of perishable foodstuffs to be run.

n. PILFERAGE:

Another major problem with which we are confronted is pilferage from and robbery of trains, and it was agreed that action must be taken at once to put a stop to it.

G-4, Mov & Tr, AFHQ is attempting to get an increase in guards on trains.

The Italian State Railways are to apply to the Minister of Interior for help in the form of additional protection for trains. They will also make a special effort to stop unauthorized civilians from riding freight trains.

The Military Railway Service and Italian State Railways are at present working on lighting facilities for all principal yards, in an effort to do away with pilfering of cars in yards. Yard guards have been supplemented with Italian State Railways police in the Rome Area and arrangements have been made for special guards.

3. Action as directed will be taken by representative members concerned without further advice.

W. P. Wilson
W. P. WILSON

Col. TC
Chairman

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ACP/1c

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL SECTION)
C/o Transportation Increment
C.M.F.

Tel. 843238
Ref. AC/292/1/Tn 4

26 January 1945

TO : Lt. Col. W.P. Wilson D.D.M.S.
Chairman
Traffic Committee
Allied Railway Board

SUBJECT : Allied Railway Board- Traffic Sub-Committee.

1. AC desires to submit for consideration the following items:

1. Provisional of Diesel Cars for use of Ministero, ISR & AC Officials.
2. Operation of a Diesel Car service Rome-Naples-Bari via Line 89 to enable Ministero & Provincial Officials to visit the seat of Government.
3. Difficulties arising from freight car shortage in Sicily.
4. Long period of transit of perishable foodstuff between Bari-Reggio-Rome resulting in as much as 50% wastage.

O.H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Section.

TO : Lt.Col. W.P. Wilson D.DMRS
Chairman
Traffic Committee
Allied Railway Board

SUBJECT : Allied Railway Board- Traffic Sub-Committee.

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O.H. LINDBERG
Lt.Col. R.E.,
Chief, Rail Section.

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ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DEPUTY DIRECTOR, ITALY

A.P.O. 512
27 January 1945

SUBJECT: Meeting of Traffic Committee, Allied Railway Board.

TO: Lt.Col. O. H. Lindberg, Chief, Rail Section, Tn Sub-Commission, A.C.
Lt.Col. G. W. Brown, G-4, Mov & Tn, AFHQ.
Lt.Col. J. W. Baker, Movements, Rome.
Ing. Biondi, Italian State Railways.

1. The first meeting of the Traffic Committee, Allied Railway Board, will be held in this office at 0930 hours, 1 February 1945.

2. The following subjects will be discussed:

- Inch 1st*
- a. Passes and/or Circulation Permits for persons other than military or I.S.R.
 - b. Control of civil traffic.
 - c. Return to control of I.S.R. of all rail lines in the Naples Com-
partment.
 - d. Return of Line 90 to I.S.R. control and operation.
 - e. Facilities for operation of steam power on Lines 89 and 90.
 - f. Capacities of Lines 89 and 90.
 - g. Provision of Diesel Cars for use of Ministero, I.S.R., and A.C.
 - Officials.
 - h. Operation of Diesel Car service Rome, Naples, Bari via Line 89.
 - i. Car Supply.
 - j. Delay of perishable foodstuff.
 - k. Any subjects desired by Committee members submitted prior to or
at meeting.

W. P. Wilson
W. P. WILSON
Col. T.C.
Chairman
Traffic Committee.

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JWB/elc

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division - Rail)

Tel : 478704

25 January 1945

350/3/Tn 3

SUBJECT : Traffic Sub-Committee
Allied Railway Board Italy

To: Director.

1. Your approval is sought for discussion of following items at first Meeting of Traffic Sub-Committee :-

(a) Perishable Traffic (Fruit & Vegetables) to Rome.

Recent investigation by Lazio-Umbria Region brought to light that this traffic is an undue length of time on rail. Instances quoted :-
Cauliflowers ex Bari Area 7/8 days 40/100% wastage.
Fruit & Veg. ex Calabria 14/15 days 25/60% "
Quicker services are essential.

(b) Wagon position in Sicily.

Military traffic alone during period 22-28 Jan '45, requires 250 Box cars out of Sicily. Balance of rolling stock is not working efficiently. Sicily continually report unable meet all commitments.

We have obtained an increase of 2000 Tons coal for Sicily on monthly basis. Unless rolling stock position is adjusted we shall not be able to produce the increase in tonnage hauled to warrant additional coal allotment.

J.W. Baker
J.W. BAKER
Lt. Colonel

OK
W. J. Baker
Director

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