

movement of Mines Vol III

10006 / 148 / 964
from July '45

IFC/elo

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation & Shipping Sub-Commission

21 February 1946

Tel : 478704

271/143/Tn 3

SUBJECT : Movement of wine by rail

TO : Mr. Cecchetti,
Movements Service
IV Section, IGR

1. With reference to the present ban placed on the movement of wine, to ~~the~~ destinations north of Florence, introduced to relieve the Bologna "bottleneck".
2. Now that the Via Spezia-Genoa line is completed you may consider it possible, to wholly or partially lift this ban.
3. As from 25 February, with the closing down of this Sub-Commission, the responsibility for lifting this ban will rest entirely with you, and you are requested to advise the Agriculture and Food Sub-Commission, Allied Commission, of your intentions in this respect.

For the Director


I.P. CLINGENS,
Captain, R.E.

5552

Copy to : Rail Division (Tn 4)
Agriculture and Food Sub-Commission
(your 51-2/FA dated 19 February '46 refers)

TEL. 478420

KJC/ig

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
Food & Agriculture Sub-Commission

51-2/FA

19 February 1946.

SUBJECT : Rail transportation Genova to La Spezia.

TO : HQ. A.C. Tn. & Shipping S/C (Attn. Capt. Clinging).

1. Some time ago a ban was placed upon the movement of wine in barrels by rail north of Florence because of the congestion in Bologna. It was understood that the opening of the Livorno-La Spezia-Genova line by relieving the congestion at Bologna might enable the above ban to be lifted.

2. You have advised us that the Livorno-La Spezia-Genova line is now functioning and we will appreciate it if you will request the I.S.R. to decide whether the time is now suitable for lifting the ban on the movement of wine in barrels north of Florence.

W. J. Legg
W. J. LEGG
Director

Copy for infor. to :
Alto Commissariato dell'Alimentazione, Rome
(Attn. Prof. De Mar

IFC/elc

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation & Shipping Sub-Commission

16 February 1946

Tel : 478701

271/241/Tn 3

SUBJECT : Movements of wine by rail
TO : Rag. Paolo Parmeggiani
Via Dezzeca No 7
Rome

1. With reference to your letter dated 5 February '46.
2. The movement of wine by rail in rail wagons other than tank cars is at present restricted in the northbound direction to Ancona on the east coast and Florence on the west coast.
3. The opening of the La Spezia-Genoa line in the very near future should ease this restriction.
4. With effect from 25 February '46 the movement of civilian traffic by rail will revert entirely to the Ministry of Transport. Your request should therefore be addressed to the 4 Sezione Movimento ISR.

For the Director


I.F. CLINGING,
Captain, R.E.

5300

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

ROUTING AND WORK SHEET

Each note must be numbered and each space completely filled in. THIS WORK SHEET MUST NOT BE REMOVED FROM THE CORRESPONDENCE TO WHICH ATTACHED UNTIL ACTION IS COMPLETED AND THEN FILED WITH FILE COPIES OF COMMUNICATION TO WHICH IT PERTAINS. A line will be drawn the full width of the page under each note.

SUBJECT: TRANSPORT OF WINE

No	Date	To	REMARKS	From
1.	15.2. 1946	Transportation S/C Rail Division (Attn. Cpt. Clinging)	As this appears to be a matter within the competence of your S/C we forward the attached letter.	 Capt. G.A.F. ROTHLEY Commerce (F.T.) Sub-Commission

PAOLO PARMEGGIANI
V. BIZZECCA 7 - ROMA

Roma, 5 Febbraio 1946

On. Commissione Alleata
Roma

Il sottoscritto, Rag. Paolo Parmeggiani
residente in Roma, V. Bizzacca 167, per conto e
nell'interesse della Spett. Unione cooperative Lavoratori
Italiani (U.C.L.I.) con sede in Milano, si permette di
far seguito alla richiesta avanzata presso Vostra On.
Commissione in data 16 Gennaio u.s. con la quale richiedeva
un maggior numero di carri ferroviari chiusi per il traspor-
to di vino dalle Stazioni di S. Pietro Vernotico, Quagnano,
Bariano e Salice Salentino (Puglie) per destinazione
alla Stazione di Milano. Stante l'impellente urgenza
di trasporto per la ragione che, il vino da tempo acquistato
può andare a male; l'immobilitazione di capitali ingenti
potrebbero andare perduti; la mancanza di rifornimenti
alle cooperative associate è cagione di proteste continue;
considerato che il numero dei vagoni richiesti con la doman-
da surrichiesta, stante le difficoltà dei trasporti ferroviari per
l'Italia del Nord, non ha potuto dare un esito favorevole,
si onora far domanda a Vostra On. Commissione, tanto
per un inizio di allievemento per la Spett. U.C.L.I. degli oneri
gravi che le fanno carico ed anche per contribuire al cont

TRANSLATION

Rome, 5 February 1946

TO / Allied Commission
Rome

The undersigned Rag. PAOLO PARMEGGIANI, living in Rome, Via Bezzecca No 7, charged by the "Unione Cooperative Lavoratori Italiani" (U.C.L.I.) Milan, begs to reiterate the request advanced to the A.C. on the 16th January '46 with which it is requested the allotment of a superior number of rail box cars to transport wine from S. Pietro Vernotico, Guagnano, Taviano and Salice Salentino to Milan.

Due to the urgent necessity to despatch wine, bought since a long time and bound to get decayed, and to the great immobilisation of capital which could get lost, the shortage of supply to the associated Cooperatives is cause of frequent protests.

Considered that the request of wagons bidden on the 16th January '46, for the difficulties of rail transports towards North Italy, did not give any result, the undersigned lodges a request to the A.C. for the allotment of same wagons, in order to allievate the enormous expenses of the Cooperatives and also to contribute to the standard of the prices we hope that A.C. will accept our bidding, for which we tank you very much.

PAOLO PARMEGGIANI
Via Bezzecca 7, Rome

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PAOLO PARMEGGIANI
Via Bezzecca 7, Rome

9317



SOCIETA PER AZIONI

DIREZIONE

TORINO

Corso IV Novembre, 300

22nd December 1945

To

TRANSPORTATION SUB COMMISSION
FOOD SUB COMMISSION

R O M E

WINE SUPPLY FOR WORKERS

Some time ago we have bought in Sicily and Puglia very large quantities of wine for a total of Ql. 50.000, with the hope to be able to convey these goods with enough speed.

Unfortunately, in practice, things have turned out in quite a different manner, owing to the many difficulties arisen to hamper transports.

To overcome these difficulties we should require:

- 1) the authorization to obtain a monthly train from Turin to Bari and return and a monthly train from Turin to Messina and return. These trains should be only formed by tank

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- 1) the authorization to obtain a monthly train from Turin to Bari and return and a monthly train from Turin to Messina and return. These trains should be only formed by tank-cars, which we have hired from private firms, so that we have no recourse to the cars at the disposal of the Italian State Railways;

- 2) since these trains cannot possibly be sufficient to transfer to Turin the monthly quantities needed, we should also require the assignation of five cars weekly from Puglia and as many from Sicily, provided these cars are allowed to proceed direct till Turin, in spite of the "no transit" order through the former Gothic line.

Our Company, that in the past has always sustained and is sustaining to-day big financial sacrifices in order to secure a minimum of improvement in the dietary of our workers, have good reason to fear that the shortage of wine -that has always been distributed at much lower price than on the open market- might possibly be a negative factor towards the maintenance of public order in a huge mass of 75.000 workers in such difficult political moment as the present.

We rely on the Transportation sub Commission Food sub Commission to make the transport necessities agree with the alimentary and political needs.

FIAT
SME



SOCIETA' PER AZIONI
am/

DIREZIONE

TORINO
Corso IV Novembre, 300

9th January 1946

SUBJECT: Conveyance of wine by rail from Sicily to Turin.

To: - HQ AC Transportation & Shipping sub-Commission,
- Movements Division, att. Major Berridge,
- Rail Division, att. Mr. Moss - Major Watson. ✓

With reference to your letter 271/235/Tn.3. of
21st December 1945.

1. We were partly acquainted with the facts mentioned in your letter and before we go into the reasons why we beg leave to insist in our request, we particularly wish to draw your kind attention to:

- a) all necessary permits from the Italian Authorities have been granted to us,
- b) even the FF.SS. (Italian State Railways) in consideration of our special position and in spite of the existing difficulties have agreed to help us as far as possible in this matter.
- c) all the wine is already lying in barrels at the various Stations in Sicily, awaiting loading. It cannot be despatched but in the original barrels.
- d) no transport whatsoever of empty barrels is requested.

To : - HQ 40 Transportation & Shipping sub-Commission,
- Movements Division, att. Major Berridge,
- Rail Division, att. Mr. Moss - Major Matson. ✓

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 - d) no transport whatsoever of empty barrels is requested.

2. Our position may be summarized as follows :
Our Company employs some 75,000 workers who, with their families, represent a total of about 300,000 persons. This huge mass of people mostly obtain their food supplies through the Co-operatives of FIAT Shops and Messes at very low prices. This action has the purpose of enabling our workers and their families to attain a standard of living as high as possible. Among the essentials for a popular meal there is wine which we supply to our workers at the price of 50 liras the litre, inclusive of all taxes, transport, etc. The same popular quality of wine on the open market costs now much more and is expected to cost still more shortly. Our action of keeping supplies and prices within the limits of need and of buying capacity of our workers can be continued only if we obtain our supplies direct from the origin as we have done till now with the full approval and assistance of the competent Authorities.
If we were put in the necessity of discontinuing these regular supply services, you may easily imagine the undesirable repercussions on this huge mass of people. Therefore this matter is to be considered of vital importance both for the Company and for



SOCIETA PER AZIONI

DIREZIONE

TORINO
Corso IV Novembre, 300

Mod. 3763

3. The quantities of wine to be transported in priority are :
8000 als. at Vittoria,
8000 " at Zuchino,
3000 " at Barcelona.
4. All this has been explained to Col. Deesmoore, Assistant to the Vice-President of the Economical Section of ILO in Rome who acknowledged the necessity of solving our problem; and in various conferences with Mr. Moss, and again in the Offices of the Rail Division also with the Representatives of the IRC it was agreed that until the general situation of transports does not change some facilities must be offered to our Company.
5. Our decision to approach the Vice-President was taken in order to remove red-tape difficulties of all sorts, and - as in para. 4 of the attached Memo to the General Director of the IRC - only your final consentment was actually required for even a partial solution of the problem.
6. In consideration of the above and of the fact that the Genoa-La Spezia rail line will be reopened in a few days, we kindly request you to consider :
a) the vestness of our Factories and the large amount of support we are giving to the national reconstruction.
b) all political and social moments on this problem referred to the huge number of people supplied through our Shops and Messes,
c) the difference from other applications for wine transport submitted by ordinary merchants.
7. We are sure that the decision as in para. 4 of your letter under reference has been taken without the knowledge of all the above details and we beg you to kindly review our particular case and expedite the necessary authorisation to the IRC for transporting our goods as requested.

REGOLAMENTAZIONE ADRIANO COMMISSIONE

280 394

Transportation & Shipping Sub-Commission

Tel: 478701

271/238/En.3.

SUBJECT: Transport of wine by rail from Sicily to Turin

TO: Mr. IVAN MARALIC, Via Bertoloni 1/1, Rome.

(for PIAT)

17 January 46

1. Reference your letter dated 3 Jan. 46 on the above subject it is regretted that owing to the continued shortage of available carrying capacity this S/C is unable to accede to your request.

2. In the first place, under present transport conditions, it is not

2. in the river place, under present transport conditions, it is not economically sound to consign wine over land when the obvious method is to consign by sea to Genoa or Savona for Turin. Application for allocation of shipping space should be made to SUPRAL of the exporting province concerned.

3. For your information the ferry at Villa S. Giovanni has a maximum carrying capacity of 168 cars a day most of which are utilised for transporting citrus fruit from Sicily to the mainland. It will, therefore, be seen the granting of your request would create the following position :-

- (a) Reduction in number of wagons allocated to the transport of citrus fruit - a perishable commodity.
- (b) Depletion of rolling stock in the South.
- (c) Reduction in line capacity to the North which would undoubtedly affect the acceptance of bids for the carriage of essential foodstuffs to the general public.
- (d) The right to other consignors to be granted similar opportunities to forward wine.

4. Your present system of help to your employees through co-operative messes and shops is admirable and is to be encouraged but, you will agree, in the light of the foregoing acquiescence to your request would virtually mean the subsidizing of your employees at the expense of other local inhabitants who are less fortunate insofar as, in the main, they lack the support of an organisation such as yours to look after their well being.

5. An improvement in Italian transportation facilities is expected in the near future with the opening of the La Spezia - Genoa route, and it is hoped that it will then be possible to give more sympathetic consideration to the question of the freer movement of wine by rail.

C.F. BERLIER,<

TN. S/C

271/236

G/7060

JAN 100900

21-2A

081030

ROUTINE

HQ LOMBARDIA REGION LIAISON GROUP AC FOOD & AGRICULTURE DIVISION FOR
HANCOCK SIGNED RICHERT
FOOD MINISTRY TRANSPORTATION SERVICE ROME INFO HQ AC FOOD AND
AGRICULTURE SUBCOMMISSION ROME FOOD MINISTRY TRANSPORTATION SERVICE
LECCE

UNCLASSIFIED

Telegrams concerning movement of wine from southern to northern
Italy no longer required by this office.

AC DIST

INFO - ACTION

ACTION: FOOD MINISTRY TM.SERVICE ROME

INFO ACTION: TN S/C 2

CPE/mb

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation & Shipping Sub-Commission

235

Tele ' Ext. 514

271/235/Tn.3.

21 December 1945

SUBJECT : Conveyance by rail of wine from Sicily to Turin

TO : Mr. Badalio
Via Bertoloni 1/F, Rome
(For ELAT S.A. Torino)

With reference to your visit to this office on the above subject.

1. Instructions are in force at present to the

with reference to your visit to this office on the above subject.

1. Instructions are in force at present to the effect that wine in barrels will not be conveyed by rail North of Ancone, except that it may be despatched to Bologna if for consumption in that city.
2. To endeavour to meet the requirements of the northern regions arrangements have been made by the Minister of Transport in conjunction with the Minister of Food for a train of cistern wagons to run daily from Southern Italy via Bologna to the North. Application for space on this train must be made to the appropriate ~~authorities~~.
3. As explained to you by the Railway Company and confirmed by this office the railway operating difficulties through the bottleneck at Bologna are considerable and even although severe restrictions are imposed there is not enough line capacity to cater for the necessary essential high priority traffics. Wine is priority 13 in the agreed priority list.
4. In view of these conditions it is not possible to make an exception to the standing instructions in order to permit wine to be conveyed from Sicily in barrels on ordinary rail wagons as far as Turin.
5. It is expected that the La Spezia - Genoa line will be opened in the first half of January 1946. The opening of the line should ease the rail communications between the North and South and the general question of the conveyance of wine will be reviewed then.

50311

C.H.S.
C.H. HERRIDGE,
Major, R.M.
Chief, Movements Division

TRANSLATION

PRO MEMORIA FOR THE DIRECTOR GENERAL

The representatives of the FIAT firm have requested to be able to transport wine from Sicily and Puglia to Turin, using the special convoys of wine tank cars, or utilising ordinary railway wagons of Italian State Railways.

As far as the Railway Coy is concerned, the following must be noted :-

- 1) - due to the fact that the maximum capacity of the Villa S. Giovanni ferry is 168 cars per day, if the train service is utilised for transporting wine the allotment of cars for transporting citrus fruit would have to be reduced by a corresponding number of wagons and this could cause lively protests on behalf of the Sicilian consignors; and it would not always be possible to ensure the special train in Sicily owing to the exceptional deficiency of coal.
- 2) - The operating of the convoy from Sicily and Puglia, especially at the present time cannot be assured due to the continuous restrictions imposed on traffic via Bologna. ^{As from} to the 6th of December the acceptance of all traffic for Bologna and beyond Bologna has been suspended, except for Military traffic, foodstuffs and fuels.
- 3) - The limited capacity of Bologna-Piacenza line and the condition of the stations at Bologna do not even permit the handling of special traffic such as foodstuffs, firewood, and other fuel to which must be given absolute priority at the present time.
- 4) - The supply of few cars per week for wine in barrels or in tanks, either from Sicily or Puglia, could be granted to the FIAT firm, provided that the Allied Commission cancel the instruction prohibiting transport by ordinary wagons for localities on the North of the ex Gothic line.

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for THE CHIEF OF THE
MOVEMENTS SERVICE

Copia

APPUNTO PER IL SIG. DIRETTORE GENERALE

Roma 13 Dicembre 1945
N. 312/24641/B

I Rappresentanti della Società 'Fiat' hanno richiesto di poter effettuare trasporti di vino dalla Sicilia e dalle Puglie per Torino, valendosi di apposite tradotte di serbatoi, oppure utilizzando carri comuni F.S.

Per quanto riguarda la parte ferroviaria, si osserva quanto segue :-

- 1) dato che l'attuale potenzialità massima del traghetto di Villa S.G. e' di 168 carri al giorno, nei giorni in cui si effettua la tradotta per il vino l'assegnazione di carri per i trasporti di agrumi dovrebbe essere ridotta di tanti carri quanti sono i serbatoi che compongono la tradotta, e questo potrebbe causare vivaci proteste da parte degli speditori siciliani e non sempre sarebbe possibile assicurare la tradotta speciale in Sicilia per la nota deficienza di carbone;
- 2) l'effettuazione di tradotta dalla Sicilia e dalle Puglie, specialmente in questi momenti non può essere assicurata dato le continue limitazioni che impone il transito di Bologna. Dal giorno 6 corr. mese e' sospesa l'accettazione di tutti i trasporti per Bologna ed oltre, fatta esclusivamente eccezione per trasporti militari, generi alimentari e combustibili solidi e liquidi;
- 3) la potenzialità molto limitata della linea Bologna-Piacenza e le condizioni delle stazioni di Bologna non permettono lo sfogo dei trasporti di speciale interesse come quelli alimentari, legna da ardere, combustibili in genere ai quali deve essere data assoluta precedenza, nell'attuale momento.
- 4) Si potrebbe accordare alla Società 'Fiat' la fornitura di pochi carri alla settimana

1 2 8 8
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- 4) Si potrebbe accordare alla Società Fiat la fornitura di pochi carri alla settimana per vino in fusti ed in serbatoi sia dalla Sicilia che dalle Puglie, sempre che la Sottocommissione Alleata abroghi la disposizione che vieta i trasporti in carri normali per località poste al Nord della ex linea Gotica.

5340
IL CAPO DEL SERVIZIO MOV

copy

FIAT
Societa' per Azioni
Direzione

Torino
Corso IV Novembre, 300

TO : THE ALLIED MILITARY
HEADQUARTERS
ROMA

Mister IVAN BADALIC - Via Bertoloni 1/P - ROMA - was charged by us with the organisation and the transport of the wine necessary to Fiat's workers.

By consequence, we beg you to grant the wagons for the transport of the wine in casks, directly from Sicily to Turin, without the present limitations in force of which the aforesaid transports are limited to the gothic line.

We declare that this wine is distributed directly from the Fiat in its own shops (at the price of 50 lire per litre, duty included, for wine at 10 degrees) to its workers, we are beyond 70.000 and who are expecting for this wine which much interest, as there are many difficulties new for purchasing it on the public market.

We thank very much in advance and remain, Yours sincerely.

FIAT
SEZ. AUTOCENTRO
un Vice Direttore

CFE/mb

TRANSPORTATION & SHIPPING SUB-COMMISSION

INTER OFFICE MEMORANDUM

Tele : Ext. 514

6 December 1945

271/233/Tn.3.

SUBJECT : Movement of wine in casks

TO : Rail Division (Tn.4.)

File 232
Reference year 10/129/Tn.4.

1. It is considered that there should be no relaxation of the instructions for the movement of this wine. It is agreed that any relaxation for these particular firms would establish a precedent and would probably result in a free movement of wine in casks from South to North.
2. The opening of the Lagnhorn-Geneva line during the early part of January will ease the rail situation and it is suggested this question should be reconsidered when that line is open.
3. As far as road transport is concerned some relaxation of present instructions is envisaged so that methane and charcoal burning vehicles may be permitted to circulate freely and an amendment to Road Memo No. 3 is about to be issued and this will indicate the date when the new regulations will become effective. It is suggested that this information should not

1. Reference your 51-2/FOOD dated 17 November '45. The current procedure for the movement of wine by rail is contained in Movements Division (Rail) Memorandum No 7 dated 20 Nov '45, subject to the restrictions mentioned in my 271/218/Tn 3 dated 3 November 45 to the Rail Division, Transportation Sub-Commission (copy to you).

2. During the winter months these restrictions will have to be maintained in regard to the movement of barrelled wine by rail as any delays and washouts on the Bologna-Milan, and Bologna-Verona lines will react on the rail bottle-neck at Bologna.

3. The Leghorn-Genoa line is due for completion during the first two weeks in January and the opening up of this line should permit of these present restrictions being partially or wholly lifted.

4. As regards the movement of wine by road the bann is still in force. A meeting was recently held with ENAC and this subject is now under discussion. The shortage of P.O.L. is still the retarding factor and unless an increased allotment can be obtained it is unlikely that the bann can be lifted in the immediate future.

5. You will be kept advised of any changes affecting the transportation of wine.

For the Director

I.P. CLINCING,
Captain, R.E.

