

Wagons - Seven Day Workings

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EAJ/ic

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

Tel. 843191/9582
Ref. AC/301/Tn 4

2nd October 1945

389/4

SUBJECT : Sunday Working
TO : Movements Division (for Major C.F. Constable)

Reference your ³³³~~330~~/90/Tn 3 dated Sept. 28th 1945.

1. Any adjustments in the loading programme which might be possible, would have the inevitable effect of restricting loading and movement.
The objective being to load and move the highest possible tonnage with the limited wagons capacity available, any action to restrict ~~loading~~ loading must be avoided.
2. There is no shortage of labour in Italy, while there is a shortage of wagons, the proposition is that labour should be employed on seven days per week and thus relieve the wagon shortage.
3. DMRS is strongly urging that there shall be no lag in Military Offloading on Sundays and it is up to the Civil side to uphold that policy.
4. Similarly, Sunday loading should be encouraged in order that wagons may work seven days per week.
5. While recognising that, in a few limited instances, it may be difficult or impossible to arrange seven days activity it is felt that in a greater proportion cases there is only the difficulty of custom or habit to overcome.

John May
Chief,
Rail Division

Copy to: DMRS (for Lt.Col. ~~Stubbins~~)
Gardner

(3) Military units employ a large
number of Civilians **6619** don't
work on Sundays
(5) Don't agree
BR 4/10

GFC/L

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

28 September 1945

Tele : 478704

333/90/Tn.3.

SUBJECT : Sunday workingTO : Rail Division (Tn.4.)

389/3

1. Reference your 1C/301/Tn.4., dated 25 September '45.
2. It is agreed that this undesirable state of affairs should be corrected, but this can only be done by the introduction of a seven day working week, or an adjustment in the loading programme.
3. With regard to a seven day working week, there are obvious reasons why this would be difficult, if not impossible to arrange in all Compartments, and it would appear, therefore, that this solution can be disregarded.
4. So far as any adjustment in the loading programme is concerned, a reduction would probably assist in a quicker wagon turn round, but this would seem to defeat one of the objects of the recent agreement for the abolition of the present bidding system (see para 1. this office letter 298/171/Tn.3. dated 24 Sept. '45).
5. Regulation of despatches to ensure minimum arrivals at destination stations on Saturdays and Sundays, might assist the problem, but this would in itself present another problem with which the I.S.R. would probably be unable to cope.

For Chief, Movements Division


C.F. CONSTABLE,
Major, R.E. 6618

EAJ/ic

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

25 September 45

Tel. 843191/9582
Ref. AC/301/Tn 4

SUBJECT : Sunday Working.

TO : Chief Movements Div.
(for Major Constable)

1. Reference is to your 333/85/Tn 3 dated September 7 and to my letter of the same date on the subject of wagon availability.
2. The offloadings on Sundays continues to decrease and DMRS has now taken up the question as per copy of letter attached.
3. The present situation is that there are 4327 wagons awaiting offloading, this is 1500 too many, and, until the policy of offloading on Sundays is adopted, this disability will remain.
4. Will you please see what can be done in this direction as far as Civil Traffic is concerned.

A. B. May
/- Chief,
Rail Division

6617

Subject: FREIGHT CAR DETENTION

To : C-4 (Mov & Tn)
AFHQ

ALCOM

Extreme concern is felt regarding the failure to off load cars at week and periods which is having a very serious effect on availability generally.

The following figures for the area BOLOGNA and South, covering the four weeks Aug 25 to Sep 16 show that due to little Sunday work being carried out, the number of cars underload increases by approximately 1,000 each Sunday.

No. cars on hand for off loading at 1700 hours	No. off loaded
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
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97	97
98	98
99	99
100	100

Sunday

Sunday

Saturday

Aug 25	3336	Aug 26	4398	1685
Sep 1	3601	Sep 2	4693	2017
8	3998	9	4565	1791
15	3413	16	4398	1685

It will be observed that during each week the backlog is reduced by 700/1000 cars all of which is again lost at the week end with the result that at the end of the four week period no improvement if the back log of wagons waiting off loading had been effected.

It would therefore appear that the present loading programme is approximately 1,000 cars per week above ability of consignees to handle, and unless some improvement in clearance of cars at week ends can be effected it is suggested that serious consideration should be given to cutting the loading programme accordingly.

For information the following is an analysis of the work performed in the various Compartimenti on Sunday 16 September.

Comp.	Number on hand from previous day.	Number received.	Number off loaded	Number on hand at close of work.	Average No. off- loaded daily Mon to Sat
ROMA	420	299	224	4956	269
ANCONA	284	338	91	531	257
FLORENCE	437	333	215	555	298
BOLOGNA	299	344	240	403	230
NAPLES	1397	738	489	1646	726
REGGIO	90	132	97	125	95
BARI	486	486	329	643	417
			1695	7398	2296

The following figures for the area BOLOGNA and South, covering the four weeks Aug 25 to Sep 16 show that due to little Sunday work being carried out, the number of cars underload increases by approximately 1,000 each Sunday.

No. cars on hand for off loading at 1700 hours

	Saturday	Sunday	Sunday
Aug 25	3336	Aug 26	4398
Sep 1	3601	Sep 2	4693
8	3998	9	4565
15	3413	16	4398
			1685
			2017
			1791
			1685

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BOLOGNA	299	344	240	403	230
NAPLES	1397	738	489	1646	726
REGGIO	90	132	97	125	95
BARI	486	486	329	643	417
	3413	2670	1685	4398	2296

form which it will be seen that whilst there is a general decrease the worst Compartimenti are ANCONA and NAPLES followed by FLORENCE, and it may be of some significance that these areas all dela with a considerable volume of military traffic.

signed: Suddaby
Lt. Col. RE
for Brigadier,
Director, Military Railway Service.

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

CHB/mb

7 September 1945

Tele : 478704

333/85/Tn.3.

SUBJECT : Sunday-Port Working

TO : Rail Division (Tn.4.)

1. It is understood that working of Ports on Sundays will in future be the exception rather than the rule.
2. The above information is passed to you in order that the necessary action can be taken regarding spotting of wagons for Port Clearances on Sundays. It is thought however, that this stay of work on Sunday may assist in the general overall distribution of wagons.

For Chief, Movements Division

C.H. Worthington
C.H. WORTHINGTON,
Major, R.E.

Copd to Shipping Beh: →

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