Unclassified E.O. 12356 Section 3.3/NND No. 785021

Block Tonnage for Civilian Traffic
By Rail

Declassified E.O. 12356 Section 3.3/NND No. 785021

Lian Traffic

10000/148 /1142

2158

Declassified E.O. 12356 Section 3.3/NND No. 785021

IMC/mb

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation Sub-Commission

Tele : Ext. 415

29 October 1945

468/64/Tn.3.

SUBJECT : Transfer of responsibility to the Italian Government

TO : G-4 (Mov & Tn) A.F.H.Q.

Cables 22-57-63 refer

Responsibility for the control of the movement of civilian traffic has now been almost completely handed over to the Italian Government. It was realised that when this took place some authority would be necessary to establish priorities of traffic to be moved and to co-ordinate movement by land and sea. A letter was written to the Prime Minister on this subject in July and a copy of this letter and subsequent correspondence is now sent for your information.

For the Chief Commissioner

P.J.

P.D.G. BUCHANAN,
Colonel

2159

Declassified E.O. 12356 Section 3.3/NND No. 785021

1	19/10	Econ.Sect.	Copy of original letter is now attached; it is regretted that this was previously omitted.	Tn.S/C Mov.Div.

Professor Parri's plan is a direct result of the letter of 6 July, and is in accordance with the general policy of returning responsibility to the Italian authorities. Taken by itself the plan appears to be far reaching, but it is in effect only one stage in the present developments and has been cleared with all interested authorities including AFHQ. The letter now put up for Chief Commissioner's signature has been seen and agreed personally by DQMG (Mov & Tn) AFHQ.

In view of the last paragraph of Parri's letter, minute 1 of 4 Oct. of the routing sheet and the last paragraph of the proposed letter to Parri, it is requested that this letter, if approved, be despatched as early as possible.

1585

G.D.P. BUCHANAN,
Colonel.

21600

Declassified E.O. 12356 Section 3.3/NND No. 785021

T R A N S L A T I O N

6 October 1945

SUBJECT : Regulations for civilian rail cars transport

468/65

DISTRIBUTION : Chiefs of I.S.R. lagation - Milan, Verona.
Chiefs of all Compartimenti
All Movements Sections

INFO : All Sections of Commercial and Traffic
General Inspectorate of Motorisation and Transport in Concession
Rolling Stock Service
Branch of Liaison of Rolling Stock Service

Folio 19 refers

Following the freedom of action granted by A.C. to our Administration, this order is issued with the butt to partially modify what has been disposed with circular M.340/14753/2 of the 26/6/45, as well as the with Service Order No.8/1945.

1) The last para of point 1, and the fifth of point II of the Service Order No.8/1945, are cancelled, and therefore stations can accept all bids which will be tendered to them, according to the regulations of said Order of Service and following circulars, forwarding them to the Movement Sections according to their existing orders.

1534

INSTRUCTIONS CONCERNING COMPARTIMENTI OF BOLOGNA - ANCONA - FLORENCE - ROME - NAPLES - BARI - REGGIO CALABRIA - PALERMO.

2) The programme for allotment of wagons for civilians must be shown in cars and not in tonnages (which has already been telephoned) and moreover from the following date, the movement will be speeded up in order of shortening the time involved between the tendering of bids and despatching of wagons.

3) Programmes must be compiled using the form attached (enclosure 1) which is a little different from the one which is at present in use and conforms

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3) Programmes must be compiled using the form attached (enclosure 1) which is a little different from the one which is at present in use and conforms with the new list of goods entlited to priority of movement. From period 15 - 21 October the development of the programme will be as follows : -

./.

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a) By Tuesday (9 Oct) bids must be transmitted from stations to Sezioni Movimento, by SE.FR.AL., State Institution, important firms managers of non state railways, Port Liaison Officers to the Movement Sections;

b) Movevement Sections, as soon as they have compiled the programme, (but not after Wednesady (10 Oct)), must telephone the same to the Central Movement Service, in the same way now in use, specifying the number of cars passing over the most important lines (enclosure 1) as well as the number of cars necessary for the traffic of the above mentioned programmes which concerns both the most important and the other lines of Compartimento.
Bologna Movement Section will compile a complete compartimental programme equal to the other Sections.
Palermo Section will compile a programme only for cars moving outside Sicily.

c) The Central Office, as soon as all items concerning the allotment of cars at hand (after examination) will communicate approval or alteration the same day (Wednesday 10 Oct.) or at the latest on Thursady morning (11 Oct.).

d) During Thursday (the 11th) Friday (12) and Saturday (13) Movement Sections will issue their programmes and the XB forms for the loading which will take place the following week (from 15 to 21 October).
If curtailing of the total programme should prove necessary, movement sections, unless contrary ordered, from the last items of priority list.
In case the curtailing should not be sufficient, sections will take care to reduce the intercompartimental programme, always starting from the last items of the priority list; of these variations the central office

Declassified E.O. 12356 Section 3.3/NND No. 785021

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In case the curtailing should not be sufficient, sections will take care to reduce the intercompartimental programme, always starting from the last items of the priority list; of these variations the central office must be advised by phone.

e) Movement Sections will send 10 copies of the programme to the central office of Movement Service and 1 copy to the interested Institutions.

Copies of the programme must be sent to the Central Office by the Sunday preceding the loading period.

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4) Forms XB must continue to be compiled in four copies also in future, from which one copy to remain at the station, one copy to the Sezione Movimento and two copies to be sent to the Central Office, one of which must be handed over to A.C.

5) Forms XB must be issued with the greatest care also for what concerns the priority list; to clearly point out the develpment of the movement and show the position of the deposited guarantees, both cashed or to be cashed. Therefore, who compiles the second part of XB form, must have precise instructions on the matter; the exact compiling of the XB forms will permit the quick control of superior offices.

6) Movement Sections will include in their programme the bids which are originated from the management of Secondary Railways, but only for those cars running over the I.S.R. lines, ignoring the internal service of said Railways.

The Section will then communicate the approved programmes to the above mentioned menagement for further develoment. 1539

7) In order that the weekly programme should be complete as much as possible, and therefore apt to show the exact indication of the rolling stock to be used, it is necessary that Movement Section should try to get also from the Port Clearance Officers (by the Tuesday) the loading programme for the next week which ought to be enclosed in the general programme.

8) The Central Office will continue to issue the programme concerning the weekly loading on the various lines; such programme will be communicated in due time to the Movement Section <u>for Action</u>.

9) With the intention to obtain the best utilisation of the rolling stock following regulations must be observed.

2 1 6 4

Declassified E.O. 12356 Section 3.3/NND No. 785021

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8) The Central Office will continue to issue the programme concerning the weekly loading on the various lines; such programme will be communicated in due time to the Movement Section <u>for Action</u>.

9) With the intention to obtain the best utilisation of the rolling stock following regulations must be observed.

a) A station, when ascertained the impossibility to complete the loading for the week as foreseen by the form XB, in cases where some of the Consignors fail to load the authorised wagons, or others do not present themselves for the loading, can now permit that the failed commodity may be substituted

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by an other, provided it is dealing with a new consignor who had already bidded with from M.224 and failed to obtain authorisation, and to finish; that this traffic is bound to follow the same itinerary without prepassing the unloading station asked by the former consignor.

b) when a case like the preceding, happens at a station, and the same has not bid for an equal itinerary, authorisation should be asked at the Movement Section which will grant it provided it is known that there is tonnages at disposal for the same itinerary. If needed the Movement Section can inform, for such news, the Central Office of Servizio Movimento.
On the preceding cases a) and b) stations must compile form XB on the second part, inserting a clear remark which must also be shown on Mod. M/141.

c) For any transport, for which authorisation has been granted it is allowed that the quality of commodity may be altered on condition that this should be asked at the Movement Sections in good time i.e. within Friday preceding the loading period, by the concerned consignors namely from Regional Commissioner of SE.PR.AL., if it is dealt with non rationed foodstuffs; Consorzi Agrari, 1534 if dealt with, grains flours or such, Monopolio Offices if it is dealt with Monopolio goods, etc.; and from civilians if it is dealt with transports bidded by them; with this system the cases in which wagons can be fully loaded with different commodity, will increase.

d) It is moreover allowed the cahnging of the loading and unloading stations, figured in the authorised transport at the following conditions :-

a) The request must reach the Movement Section not later than Friday of the week preceding the loading period;

b) The new loading station to be on the same line shown on the prospect (enclosure 1) used for the weekly allotment of wagons;

Declassified E.O. 12356 Section 3.3/NND No. 785021

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a) The request must reach the Movement Section not later than Friday of the week preceding the loading period;

b) The new loading station to be on the same line shown on the prospect (enclosure 1) used for the weekly allotment of wagons;

c) The new unloading station to figure in the same itinerary which the wagons already bequested should have been unloaded, in any cases, not further than the unloading station.

10) Due to sensible abridgement to the development of the programs, emergency bids should be avoyed.

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1521

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RULES CONCERNING THE COMPARTMENTS OF TURIN - MILAN - VERONA - VENICE - TRIESTE and GENOA.

11) Till further advise the Chiefs of the Delagations of Milan and Verona, taking care of the priority list (enclosure 2) will give direct orders for authorisation of transport of full loaded wagons, for civilians, in Region North of Bologna Compartimento paying good attention of the capacity of work on the most important transits, as well as efficiency of the lines, stations and traction means.
Movement service will be continually informed of the orders which may be issued.

12) Foreseen that the Bologna transit can only accept complete trains for Florence and further on, and further then Bologne via Rimini, and complete trains on local Bologna, the programme concerning that transit will be precisely given later on.

13) Movement Sections of the above mentioned Compartimenti must be well aware of the system of allotment of wagon in action within the other Compartimenti of Central and South Regions, as shown in this circular; in case of extention of this system. Copies of all regulations issued on this concern, will be forwarded to Movement Section of TURIN, MILAN, VERONA, VENICE, TRIESTE, and GENOA.

14) Copy of this circular will be forwarded by the respectives Movement Section, to all Menagements of Secondary Railways having exchange of materials with the I.S.R. - according the jurisdiction.of the Compartimenti in which they are situated.

To all concerned please confirm.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

CFC/sic

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

16 October 1945

Tel : 478704

468/61/Tn 3

SUBJECT : Regulations for civilian rail cars transport

TO : Ministero dei Trasporti
Ferrovie dello Stato
Direzione Generale

1. With further reference to our letter 468/60/Tn 3 dated 11 October.

2. The tonnage allocations over the newly opened Milan-Piacenza - Bologna line are as follows :-

Northbound - 1500 Tons (nett) daily
Southbound - 2000 Tons (nett) daily

The above figures provide for any passenger train services which may be run in the future, such trains will be calculated on the basis of 450 tons (nett) per train. 1729

For the Director

C.F. CONSTABLE.
Major R.E.

CFC/mb

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tele : 478704

11 October 1945

468/60/Tn.3.

SUBJECT : Regulations for civilian rail cars transport

TO : Ministero dei Trasporti
Ferrovie dello Stato,
Direzione Generale.

1. With reference to your M.340/18743/25 dated 1 October '45.

2. So far as the Priority List is concerned, it is requested that this be amended to conform to the attached Priority List and that traffic be moved accordingly.

3. With regard to traffic in Northern Italy will you please note that the following lines will remain subject to AC/AMG control for the time being :-

(a) - The lines Verona - Bologna, and Milan - Piacenza (when open) 1528

(b) - Those lines in 13 Corps Area, i.e. East of, but excluding Padua and north Padua on the line Padua - Castelfranco.

4. Bids for movement southbound as in para 3 (a) will continue to be submitted to AC/AMG; for movement northbound bids may be submitted to your offices provided a capacity of 800 tons nett per day is not exceeded.

5. For movement as in para 3 (b) bids will be submitted to AMG 13 Corps.

For the Director

C.F. CONSTABLE.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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For the Director

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

1528

Declassified E.O. 12356 Section 3.3/NND No. 785021

APPENDICE 'A'

GRADUATORIA DELLE MERCI PER LA PRECEDENZA DI MOVIMENTO

1) Trasporti militari Alleati e Italiani.
2) Trasporti AC.
3) Vagoni vuoti per lo scarico dei porti.
4) Generi alimentari razionati o controllati : (cereali e loro farine derivate), riso, olii commestibili, sale, zucchero, conserva di pomodori, prodotti alimentari importati dagli Alleati.
5) Carne macellata, pollame, cacciagione, pesce fresco, latte e formaggi freschi, bestiame da macello, uova.
6) Medicinali.
7) Frutta e ortaggi freschi, generi deteriorabili, carne salata, formaggio duro, marmellate, conserve, pesce salato.
8) Generi alimentari vari (eccetto vino), non inclusi nei paragrafi da 4 a 8 incluso.
9) Generi di Monopolio (escluso sale) e materiale greggio necessario alla loro manifattura, sale pastorizio e sale per usi commerciali.
10) Carta e inchiostri da stampa, attrezzi teatrali, masserizie.
11) Fertilizzanti chimici e naturali.
12) Carbone vegetale, legna da ardere, ligniti, carboni da miniera, e altri combustibili, carburanti.
13) Olii e grassi (non commestibili), lubrificanti, saponi, vaselline, prodotti chimici, non inclusi tra quelli menzionati nel paragrafo 6, sanse.
14) Piriti e altri minerali.
15) Materiale da costruzione dando la precedenza ai vetri, serramenti, tegole.
16) Legname (esclusa legna da ardere e legname per ricostruzione).
17) Attrezzi tessili, chimici, metallurgici, navali, macchinario, materiale grezzo etc.
18) Vino e acque minerali.
19) Tutte le merci non menzionate nei paragrafi precedenti.

I vagoni vuoti vanno considerati nello stesso pagagrafo delle merci che si suppone debbano contenere.

1927

Declassified E.O. 12356 Section 3.3/NND No. 785021

pomodori, prodotti alimentari importati dagli Alleati.

5) Carne macellata, pollame, cacciagione, pesce fresco, latte e formaggi freschi, bestiame da macello, uova.

6) Medicinali.

7) Frutta e ortaggi freschi, generi deteriorabili, carne salata, formaggio duro, marmellate, conserve, pesce salato.

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17) Attrezzi tessili, chimici, metallurgici, navali, macchinario, materiale grezzo etc.

18) Vino e acque minerali.

19) Tutte le merci non menzionate nei paragrafi precedenti.

I vagoni vuoti vanno considerati nello stesso paragrafo delle merci che si suppone debbano contenere.

In alcuni casi quando speciali circostanze lo richiedono, come per esempio i fertilizzanti durante il periodo della fertilizzazione, possono temporaneamente migliorare la loro posizione nella graduatoria.

1627

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Declassified E.O. 12356 Section 3.3/NND No. 785021

468/57/Tn.3.

16 October 1945

My dear Mr. Prime Minister

I am grateful for your letter under reference 4291/II.I of the 1st Oct.

In general I agree with your proposals and the organisation you suggest. I consider it opportune for me to emphasize two points before the details of the scheme are discussed.

Firstly, the proposals in your letter and the handing over from Allied Commission of the control of movement in no way affects the present disposition and control of Italian shipping. This matter, as you are aware, is being dealt with separately.

Secondly, Allied Military requirements will continue to take priority over all other movement and no military move will be postponed unless agreement has been obtained from the necessary Allied Military Authority.

As the time is now ripe for the setting up of your proposed technical committee will you please inform its President that he should get in touch with the Transportation Sub-Commission of Allied Commission to work out the details as early as possible.

Yours very truly

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral USNR
Chief Commissioner

1526

Professor Ferruccio Parri
The President of the Council of Ministers,
Italian Government
Rome.

2176

Declassified E.O. 12356 Section 3.3/NND No. 785021

Copy
Translation.

The President of the Council of Ministers

n. 44291/11.1

Rome, 1st October 1945

My Dear Admiral,

in your letter 468/8/Tn 3 dated 6/7/45, you asked whether the Italian Government was able to organise railroad, sea and road transports, establishing an order of priority, and then controlling their execution, to see that it corresponds to the established programs.

After considering this question, I am of the opinion that the Italian Government can assume this task on the following conditions.

1) the administrations concerned should be given full freedom to dispose of the means of transport, thus avoiding interference with the various organisations, in the distribution as well as in the technical use of the means;

2) the fixed programs shouldn't be modified by regulations directly issued by local allied organizations to face sudden requirements not foreseen in the transport plans;

3) a permanent technical committee should be established in the Ministry of Transports, with the representatives of the F.S., Merchant Marine, General Inspectorship of the M.C.T.C. and Enac; with the following task;

a) to take in consideration the requests for transport drafted by the various Ministries and establish an order of priority in agreement with the Administrations concerned;

b) issue, in accordance with the available means, a monthly plan for railroad, sea and ordinary transports, coordinating them, so as to obtain the greatest possible efficiency, with the smallest possible waste;

c) control the carrying out of the program, making such modifications as may be thought necessary because of the situation or unforeseen requirements.

Of course, the Allied Authorities should also submit their requests for transport to the above mentioned Committee, and priority would be given to such military transports as couldn't be postponed, as well as to those destined to the alimentation of the civilian population.

To this end, the Allied Commission might appoint a representative to the Committee, if it deemed it advisable.

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This organiation, whose general features are mentioned, would enable us to take in consideration the transport of goods such as wine, oranges and lemons, fuel and minerals of national production, etc.. which are of a vital importance for regional and collective economy.

In fact, the responsible organisms of the Government must be entrusted with figuring out the requirements of such transports, because of the consequences of this problem, not only in the economic field, but also, and above all, because of the particular consequences of the present unemployment in the political field.

If you agree to the above mentioned proposals, it will be possible to proceed to the appointing of the technical Committee, whose President would be put in reletion with the organism appointed by the Allied Commission.

Waiting for your answer, I remain,

Yours very truly,

s. Ferruccio Parri

Admiral Stone
Chief Commissioner
Allied Commission

2178

Declassified E.O. 12356 Section 3.3/NND No. 785021

File 468/87

ANO MOVEMENTS VENICE FOR ACTION TO ALCON MILAN FOR FIXES
FOR HARRIS NOV REAR 13 CORPS TO ALCON TO VERONA FOR PRINSICO
FOR INFO
603 9 OcTOMER 45 PRIORITY

PARA ONE TO REFERENCE YOUR SIGNAL NOV TWO TWO DATED EIGHT
OCT TO

PARRE P, AND MOVEMENTS VENICE FOR ACTION TO ALCON MILAN FOR
FIXES FOR HARRIS TO NOV REAR BUS THEIR CORPS FROM HQ ALCON CITE
ACTTT PARRA TO

ADVISED THAT MOVEMENT IN OR THROUGH ONE THREE CORPS AREA SUBJECT
CONTROL BY ONE THREE CORPS CMA HAVE INSTRUCTED ITALIAN STATE
RLYS ACCORDINGLY PD ABLE CHARLIE MILAN LETTER ONE ZERO NINE NINE
SLANT NINE SLANT TW TWO SLANT M DATED TWO FOUR SEPT OUTLINES
EXISTING BOOKING PROCEDURE IN NORTH EXCEPT THAT LINE ALESSANDRIA
PIACENZA BOLOGNA NOT SUBJECT TO PRIOR CROSSING PD

1523

TRANSMISSION
538

G.F. FRANK
CPO USA
ADJT. ADJUTANT.

2 1 7 91

Declassified E.O. 12356 Section 3.3/NND No. 785021

245

NARA
NLT-84-18
10/10/91

76 MADA V MEVO IMPORTANT OVR 1

77 MEXS V MEVO IMPORTANT OVR 2

FROM AMG MOVEMENTS VENICE 081630A

TO ALCOM FOR TPTSC FOR WORTHINGTON

INFO ACTPT MILAN FOR HARRIS

MOV REAR 13 CORPS

ACTN VERONA FOR PRINSLOO

GR 115

MOV20 . UNCLD . SUBJECT IS CONTROL CIVILIAN RAIL TRAFFIC VENEZIA REGION . LETTER DIRECTOR GENERAL ISR M THREE FOUR ZERO SLANT ONE EIGHT SEVEN FOUR SLANT TWO FIVE DATED ONE OCTOBER ISSUED TO CAPI DEPEGAZIONE MILAN AND VERONA HAS GIVEN IMPRESSION TO VENICE COMPARTIMENTO THAT ISR MAY NOW ACCEPT AND MOVE CIVILIAN TRAFFIC IN NORTHERN ITALY WITHOUT MILITARY OR AC CONTROL PARA TWO AT MEETING WITH CAPO COMPARTIMENTO VENICE AND ONE EIGHT NINE OPERATING COY AND STAFF CAPTAIN RAIL 13 CORPS SIX ~~OCT~~ OCTOBER ISR WERE INSTRUCTED THAT ALL TRAFFIC MOVING IN OR THROUGH THIRTEEN CORPS AREA STILL SUBJECT TO CONTROL OF THIRTEEN CORPS PARA THREE REQUEST ISR ISSUE INSTRUCTIONS SOON TO CLARIFY SITUATION PD SIGNED COREY

081630A

SENT LHH AR

LAST OF 3RD LINE

CAPI RPT CAPI PLURAL MIM

RD NR 76 2129A AGR AR TKS.

RD NR 77 DC 2129

T R A N S L A T I O N

MINISTRY OF TRANSPORTS
ISR MOVEMENT SERVICE.

Rome, 5 October 1945.

Ref.: M/321.17180/332/01/67

your file: 468/42/Tn.3 of T3/8/45

N°1 Enclosure.

SUBJECT: Freight Movement by whole cars.

TO : Allied Commission AC.,
Tn. Sub-Commission
R o m e

Following your above reference, I transmit copy of instructions given to our central-southern Italy Offices for the acceptance of requests concerning amendments to the quality of freight to be shipped and the change of shipper and adressee stations.

Chief of Movement Service
BIONDI

1721

Tr/al/7/10/45.

Declassified E.O. 12356 Section 3.3/NND No. 785021

2181

Declassified E.O. 12356 Section 3.3/NND No. 785021

MINISTERO DEI TRASPORTI
FERROVIE DELLO STAT - DIREZIONE GENERALE
III SERVIZIO MOVIMENTO

Roma li 2 OTT. 1945 194

N. M.321.17180.332.01.67

Al N. 468.42.Tn.3 del 13.8.45

OGGETTO Trasporti a carro.-

All.N.1

COMMISSIONE ALLEATA
SOTTOCOMMISSIONE TRASPORTI
R O M A

In relazione alla segnalazione fatta con la nota a riferimento, mi pregio trasmettere copia delle disposizioni impartite agli Uffici periferici dell'Italia Centro-Meridionale perchè vengano accettate le richieste di modificazione alla qualità delle merci da spedire nonchè quelle relative al cambiamento della stazione mittente e destinataria.

IL CAPO DEL SERVIZIO MOVIMENTO

br.

1820

3708 - Tipo-Lito F. S. - Roma 9/1943

(1) Servizio...

2182

Declassified E.O. 12356 Section 3.3/NND No. 785021

Sem. Mag. Ba — Ufficio III

Allegato N. 1

alla lettera M 321/1780/332/01-67

del

Diretta alla Rappresentanza Alleata

Sotto commissione Trasporti

Roma

1519

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
FOOD SUB-COMMISSION

KJC/lg

5th October 1945.

TEL : 466
REF : 51-2/183/FOOD
SUBJECT : Movement of Civil Traffic ex Naples W/House & Naples Port.
TO : HQ. A.C. Transportation Sub-Commission
(Attn. Major CONSTABLE)

468/52

Folio 43 fifera

1. Please refer your letter 468-483/Tn dated 3rd August.

2. Enclosed is translation of a letter from the Federazione Italiana dei Consorzi Agrari dated 25th September which indicates some confusion in regard to the procedure set forth in your letter referred to above. In our reply to the Federazione (copy enclosed) we have tried to emphasize the fact that the procedure be utilized or not utilized at the discretion of the warehouse since the purpose was to prevent double handling of supplies when shipment ex ship was feasable.

3. We will appreciate it if you will write to the I.S.R. and make sure that there is no confusion on their part.

4. Our letter 51-2/183/FOOD dated 16th August referred to by the Federazione was merely a covering letter conveying a copy of your letter referred to above.

W. J. Lemmon, Maj
1519

FRANK E. TOSCANI
Lt.Col.F.A.
Director, Food Sub-Commission

Copy for information to: Federazione Italiana Dei Consorzi Agrari, Servizio Distribuzione Cereali; Farina e Pasta.

Spedita
Sig Cecinto

2185

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
FOOD SUB-COMMISSION

KJC/lg

5th October 1945.

TEL : 466

REF : 51-2/ /FOOD

SUBJECT : Movement of Civil Traffic ex Naples W/House & Naples Port.

TO : Federazione Italiana Dei Consorzi Agrari, Servizio Distibuzione Cereali; Farina e Pasta.

1. Please refer to your letter number COR-IC dated 25th Sept.

2. We believe that there has been a misunderstanding over the procedure explained in the letter of the Transportation Sub-Commission reference 468/43/Tn 3 dated 13th August. The procedure described in the above letter is a privilege that the warehouse 676 can utilize or not utilize as it sees fit. For example, if the warehouse has accepted bids for a certain tonnage by rail out of the warehouse and if a ship arrives in the port of Naples, the warehouse, if it wishes, can make shipment directly ex ship by cancelling an equivalent tonnage ex the warehouse. The exchange of tonnage ex ship for tonnage ex warehouse can be be made even though the exchange involves a change in the destination of the accepted tonnage.

3. We wish to make clear that the above procedure is a convenience that the warehouse may use or not use it it sees fit. The railway cannot order shipment ex ship if the warehouse wishes to ship ex warehouse or vice versa.

4. The original instructions were drawn up for Naples only. Whether the I.S.R. intends to apply it elsewhere we do not know, but if it is applied elsewhere it would be an advantage to you.

5. We are sending a copy of your letter to Transportation Sub-Commission along with a copy of this letter with a request that they clarify the matter with the I.S.R. in case there is any confusion.

1517

6. Please send a representative to our office 1st floor N.30 to discuss the procedure and to assure that no confusion remains.

R.J. Lunan, Maj.

FRANCO E. TOSCANI
Lt. Col. F.A.
Director, Food Sub-Commission

Copy for information to: HQ. A.C. Transportation Sub-Commission
(Attn. Major CONSABLE)

2186

Declassified E.O. 12356 Section 3.3/NND No. 785021

TRNSLATION

25th September 1945.

FEDERAZIONE ITALIANA DEI COSORZI AGRARI
Cereals Flour & Pasta

TO : HQ.A.C.,A.P.O. 394,
Food Sub-Commission,
ROMA.

Copy for information to:
Ministero Dell'Alimentazione,
ROMA.

Movement of Civil Traffic by railway from the warehouse of Naples E/O Port.

Refers your letter number 468/43/Tn 3 dated 13th August.

As the Service Movement of the Transport Ministry contrary to the agreement made in the following letter number 51-2/183/Food dated 16th August, intends putting into execution,as regards all merchandise and all ports,the instructions contained in letter dated 13th August for the shipment from Naples of imported food. We beg you to explain to the Ministry of Transportation the following:

1. that further to the above mentioned letter number 51-2/183/Food dated 16th August we are waiting further instructions that the Ministry of Food will issue with your approval;

2. that the procedure dated 13/8 is valid only for imported foods and limited to the port of Naples.

3. that the new procedure cannot be extended to all ports as it is impossible to deposit all the merchandise in warehouses.

4. that this system cannot be applied to cereals as the latter,except in Naples,cannot be deposited in warehouses and are mostly sent directly from the port.

1516

2187

Declassified E.O. 12356 Section 3.3/NND No. 785021

URE/elc

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel : 478704

22 August 1945

468/47/Tn 3

SUBJECT : Movement of Civilian Traffic by Rail

TO : Col. H.B. Thomson,
HQ Movements,
North West Italy

Dear Colonel,

Thank you for your letter of 9 August '45 addressed to Lt.Col. Baker, which he has passed to me to acknowledge, stating that he proposed to discuss the contents with you, when in Milan en route for England.

Trusting you are keeping well.

Yours S. [illegible]

Lieutenant

1515

FILE JWB/mb

(46)

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tele : Ext. 318

20 August 1945

468/46/Tn.3.

MOVEMENTS DIVISION RAIL - MEMORANDUM No. 5

Movement of Civilian Traffic by Rail
in North West and North East Italy

1. With the introduction of Phase II on 15 July '45 in the Area under Command HQ. 2 District, namely

Compartimento of LIGURIA
" " PIEMONTE
" " LOMBARDIA (less the Province of MANTOVA)

Province of PIACENZA
" " PARMA
} in the Compartimento of EMILIA

the movement of civilian rail traffic in that territory became the responsibility of the ALLIED COMMISSION.

2. AC. Rail Officers have been appointed to the staffs of Regional Transportation Officers, and an Advanced Echelon of Transportation Sub-Commission has been established at the Office of Representative of Chief Commissioner A.C., 16, via Bonaparte, Milan.

3. It is intended that the procedure for obtaining rail transportation on all lines North and North West of Bologna shall be simplified as much as possible. Regional Transportation Officers will co-ordinate all requests for transport, and will present all demands for rail accommodation for inter-Compartimenti traffic to Transportation Sub-Commission, Advanced Echelon, on Monday of each week; the latter will coordinate with the appropriate Military Movements Authority. Tonnages approved and notified by Transportation Sub-Commission Advanced Echelon, will be loaded as follows :-

(a) - Internal to Northern Italy, but not over the lines BOLOGNA-VERONA or BOLOGNA-PIACENZA, during the 7 day period commencing the following Monday.

(b) - Over the lines BOLOGNA-VERONA and BOLOGNA-PIACENZA, during the 7 day period commencing the following Monday week.

Traffic which is internal to any one Compartimento will be arranged by the local Regional Rail Officer in conjunction with the I.S.R. All demands which cannot be arranged locally will be referred to the Transportation Sub-Commission, Advanced Echelon.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Movement of Civilian Traffic by Rail in North West and North East Italy

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Compartimento of LIGURIA
" " PIEMONTE
" " LOMBARDIA (less the Province of MANTOVA)

Province of PIACENZA
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(b) - Over the lines BOLOGNA-VERONA and BOLOGNA-PIACENZA, during the 7 day period commencing the following Monday week.

Traffic which is internal to any one Compartimento will be arranged by the local Regional Rail Officer in conjunction with the I.S.R. All demands which cannot be arranged locally will be referred to the Transportation Sub-Commission, Advanced Echelon.

4. Senior Transportation Officer at Bologna will submit requests in the same manner for all rail movement from stations in the Provinces of PARMA and PIACENZA.

5. As Phase II is progressively introduced in North East Italy, Transportation Sub-Commission Advanced Echelon will take over control of all civilian traffic, and will be responsible for maintaining closest liaison with HQ. Movements, North West Italy (later Movements North Italy) and Movements XIII

./.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Corps. Until Phase II is introduced in North East Italy, Regional Transportation Officer, Venezia Region, will continue to make all demands for Rail accommodation for civilian traffic on the appropriate Military Movements Authority. With the introduction of Phase II, Regional Transport ation Officer, Venezia Region will submit all demands to Transportation Sub-Commission Advanced Echelon, as in para 3 above.

6. The lines BOLOGNA-VERONA and BOLOGNA-PIACENZA will continue to be strictly controlled by AFHQ Priority of Movement Conferences. All demands for movement over these lines will be passed by Transportation Sub-Commission Advanced Echelon to Transportation Sub-Commission, HQ. Allied Commission, who will be responsible for ensuring bids are made at AFHQ Priority of Movement Conferences and for advising results to all concerned. Bologna will henceforth be regarded as the central exchange point between North and South Italy and in all cases Northbound and Southbound civilian traffic passing Bologna must be authorised by Transportation Sub-Commission, HQ. Allied Commission.

7. Transportation Sub-Commission Advanced Echelon will instruct the Italian State Railways and Railways in concession as to the priority for civilian loadings within the area each week, to ensure that the requirements of Regional Commissioners under disease and unrest programmes, and other AC sponsored traffic demands are met in full. It is proposed that any balance of capacity remaining, within the allocation for civilian traffic, shall be made available to commercial and private users for traffic internal to North Italy, at the discretion of the Italian State Railways.

8. All reports show that in the past, in spite of a relatively easy railway situation in the North, an undue proportion of traffic has been carried in road vehicles. All Transportation Officers are therefore instructed to make a thorough examination of their local situation, with the object of obtaining a maximum use of rail facilities to the relief of road transport.

9. This Memorandum increases the responsibilities of Transportation Sub-Commission Advanced Echelon, which were originally defined in this HQ's letter 211/3/Tn.1, dated 10 April '45. All concerned are requested to note accordingly.

For the Chief Commissioner

FRANK UPMAN
Director.

Declassified E.O. 12356 Section 3.3/NND No. 785021

2191

Declassified E.O. 12356 Section 3.3/NND No. 785021

DISTRIBUTION :-

Regional Commissioner, Liguria Region
Regional Commissioner, Lombardia Regione
Regional Commissioner, Piemonte Region
Regional Commissioner, Venezia Region
Regional Commissioner, Venezia Giulia Region
A.M.G. XIII Corps
Office of Representative of Chief Commissioner AC. Milan (attention Transportation Officer) (3)

Senior Transportation Officer AC. Bologne
Director General, Italian State Railways, Rome

Copy to :-

External
G-5 AFHQ (2)
G-4 (Mov & Tn) AFHQ (2)
D.M.R.S.
5 Army (for Transportation)
HQ. Movements, North West Italy (6)
Movements XIII Corps
Regional Transportation Officer, Liguria Region (3)
Regional Transportation Officer, Lombardie Region (3)
Regional Transportation Officer, Piemonte Region (3)
Regional Transportation Officer, Venezia Region (3)
Senior Transportation Officer AC, Ancona
Senior Transportation Officer AC, Bari
Senior Transportation Officer AC, Florence
Senior Transportation Officer AC, Naples
Senior Transportation Officer AC, Reggio Calabria
Senior Transportation Officer AC, Rome
AC. Port Liaison Officer, Leghorn
AC. Port Liaison Officer, Piombino

1213

Internal
Executive Commissioner
Economic Section
Agriculture Sub-Commission
Commerce Sub-Commission
Food Sub-Commission
Industry Sub-Commission
Transportation Sub-Commission (Tn.2.)
" " " (Tn.4.)
" " " (Tn.5.)
" " " (Tn.6.)

File 211/Tn.1.

JWB/mb

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tele : Ext. 318

13 August 1945

468/43/Tn.3.

SUBJECT : Movement of Civilian Traffic by Rail - Ex Naples Warehouse and/or Port.

TO : Director General, Italian State Railways, Rome
(Attn. 4 Sezione, Servizio Movimento, Ufficio Circolazione Veicoli)

1. In view of the lack of information concerning the arrival of shipping at Naples sufficiently in advance to permit normal bidding procedure, the present practice is to take all supplies into Warehouse and subsequently bid for Rail movement to cover final distribution.

2. This system involves a considerable amount of work so far as Warehouse records are concerned and also necessities double handling of a very large tonnage which may otherwise be avoided.

3. It has, therefore, been agreed that Federazione Italiana dei Consorzi Agrari will continue to bid as at present for traffic to be despatched from Warehouse, but, if suitable stores are at the time being discharged from a ship in Naples Port, the Federazione will cancel their demand for wagons at Warehouse and will request that an equivalent number of wagons be made available in the Port area for direct despatch to ultimate destinations. This will, of course, necessitate modification of the wagon distribution in the Naples area but provided the Federazione give the longest possible notice to the Capo Compartimento there should be no great difficulty in meeting their demands.

4. It has been agreed that alterations in the destinations of traffic can also be accepted on the understanding that such alterations will not entail movement of wagons over lines North or North West of Bologna.

5. Wagons diverted from Warehouse loading to Port loading cannot be considered as Port clearance but must be taken from the daily allocation to the Naples Compartimento for the movement of Civilian traffic in Italian Government Territory on the Mainland of Italy.

6. It is requested that you issue the necessary instructions to the Capo Compartimento at Naples.

For the Chief Commissioner.

Declassified E.O. 12356 Section 3.3/NND No. 785021

and/or Port.

TO : Director General, Italian State Railways, Rome
(Attn. 4 Sezione, Servizio Movimento, Ufficio Circolazione Veicoli)

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6. It is requested that you issue the necessary instructions to the Capo Compartimento at Naples.

For the Chief Commissioner.

J.W. BAKER, Lt. Col.

Copy to : Senior Transportation Officer, AMG Naples Commune
Food Sub-Commission
Rail Division (Tn.4.)
Ports & Warehouse Division (Tn.6.)

Food I/C requests that copy of this letter has been sent to Federazione Consorzi Agrari. (Dott. Corradetti).

Declassified E.O. 12356 Section 3.3/NND No. 785021

2194 declassified E.O. 12356 Section 3.3/NND No. 785021

WDD/mb

42

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

13 August 1945

Tele : Ext. 713

468/42/TR.3.

SUBJECT : Movement of Civilian Traffic by Rail

TO : Director General, Italian State Railways, Rome.

1. A Conference of Allied Commission Transportation Officers was held in Rome on 7th August '45, at which the following items were raised :-

(a) - Naples Compartimento
It was stated that once bids have been placed and accepted the Cape Compartimento does not permit any change in despatching or destination stations nor in the nature of the load. Transportation Officer reported that the traffic controlled by [illegible].A.I. was the traffic mainly affected.

It is recommended that the Cape Compartimento should be instructed to agree to any reasonable request to alterations in loading and/or destination stations, provided such requests are made sufficiently in advance of loading date and do not involve the carriage of goods to a point North of Bologna. This recommendation is made with a view to ensuring that rail capacity once programmed is not wasted and maximum use is obtained from wagons allocated to Civilian traffic.

(b) - Reggio Compartimento
(i) It was stated that Cape Compartimento reports instructions have been received from the Central Office in Rome that bids for "Merce varia" must not be accepted unless the consignor can state the exact weight of each commodity that he proposes to load. This places the consignor in a difficult position and it is considered that it should be sufficient if the exact weight of each commodity be declared on the completion of loading providing the total gross weight does not exceed the original bid. Will you please instruct the Cape Compartimento accordingly.

(ii) It was also reported that in the Reggio Compartimento delay was being caused in the off-loading of wagons due to the fact that Station Masters were imposing fines for under-loading wagons.

This, of course, is very unfortunate for the consignee who has no control over the quantity of goods loaded in the wagon at despatching point. If it is the intention to impose fines for under-loading or short-loading wagons such fines should be [illegible]

SUBJECT : Movement of Civilian Traffic by Rail

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It is recommended that the Cepo Compartimento should be instructed to agree to any reasonable request to alterations in loading and/or destination stations, provided such requests are made sufficiently in advance of loading date and do not involve the carriage of goods to a point North of Bologna. This recommendation is made with a view to ensuring that rail capacity once programmed is not wasted and maximum use is obtained from wagons allocated to Civilian traffic.

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For the Chief Commissioner

J.W. Baker

J.W. BAKER, Lt. Col.

Copy to : Rail Division (Tn.h.)
Senior Transportation Officer, AC. Naples
Senior Transportation Officer, AC. Reggio Calabria
File 450/Tn.3.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Subject :- Movement of Civilian Traffic by Rail.

H.Q., Movements,
NORTH WEST ITALY.
Tel :- BLENHEIM 162

To :- Lt. Col. J.W. Baker, MBE,RE,
Mov Div Rail Branch,
HQ AC Tn Sub Commission.

Ref :- Mov 3/3
9 Aug 45

Dear [illegible],

This is in reply to your 468/40//Tn 3 of 30 July 45.

I am sorry about the late response but I have been working at pressure on personnel train arrangements and simply have not had time to look at the points you raised.

You have, of course, seen my Mov 3/3 of 16 July addressed to MRS MILAN on the matter of Mil and AC Traffic arrangements in NW ITALY.

In this definition of procedure I made certain capacity demands to meet the immediate situation and indicated how much rolling stock would be needed to supply the lift. This was essential in order to ensure that the most important civil traffic movement, i.e. 8,000 tons imports through GENOA and SAVONA, would be covered as a difinite commitment.

But, (and rather a big BUT) I could not assess a hard and fast, or even an approximate tonnage to cover internal civil movements of an Agric. and Industrial nature. I could only take note of such essential civil traffic movements as had been jointly examined by Harry Talbot and myself.

I found that the rolling stock position as reported by MRS was equal, with a little over, to the capacity required for port clearance, plus a very small internal civil movement.

MRS has not yet been able to answer my request, as per para 6(b) of my letter under ref., for an all-in capacity statement in terms of line restrictions and rolling stock. The result is that at this moment I cannot give a capacity for civil traffic which would be acceptable to MRS.

I will be in a position to form certain conclusions with reasonable accuracy as soon as the recent wagon census figures are issued.

Unofficially I am sure that MRS is unduly conservative about the NW ITALY wagon state. For one thing the ISR Traffic rep. in MILAN states that the figure should be about 20,000 wagons. He may, of course, be miles out and not yet fully aware of the actual losses due to war action.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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On the other hand the ISR has been turning out 500/600 wagons per week from repairs for 6/7 weeks and is still keeping up the score. So, I think, unless dear old MRS is counting the same wagons twice, or including the repair pool in the running pool, there should be 3,000 added to the 10,800 wagons estimated as available on 16 July.

13/Aug

#98 # TN2

10.8.45.

...../2

Declassified E.O. 12356 Section 3.3/NND No. 785021

If there are now even 13,800 wagons available this raises the civil lift by approx. 4,000 t.p.d., i.e., an overall civil lift of say 15,000 t.p.d. of which say 8,000 t.p.d. will be imports.

You must not quote my cock-shie as it is a cast at a target veiled by much Italian verbage and technical hoo-ha.

The Italians - bless them - think they can lift 30,000 t.p.d. or more, but their appreciation of cold facts is somewhat lacking. I prefer my estimate of 15,000 t.p.d. I will let you know if I see any firm grounds for revising my opinion.

I would be glad to know what your AC Tn organisation will be "in these here parts."

I. As regards AC Tn Staff.

II. As regards all Italy Wagon Control.

III. What AC Tn proposes to do to prevent a large scale ball-up.

Yours sincerely

R. Thorough

P.S. I will fix Oliver and yourself in state if you will give me a few days notice of your arrival.

1509

Letter & Enc. There is no word of wagons enemy results or even if no loss been taken.

Further, some of the wagons that are making weekly do come

Declassified E.O. 12356 Section 3.3/NND No. 785021

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II. As regards all Italy Wagon Control.

III. What AC Tn proposes to do to prevent a large scale ball-up.

Yours sincerely

RJThorneycroft.

P.S. I will fix Oliver and yourself in state if you will give me a few days notice of your arrival.

1509

Letter & Enc. There is no word of wagon census results as yet even if no loss has been taken.

Further, some of the wagons out of repair weekly do come out of recorded running stock so the increase over 10,800 cannot be calculated at 500 per week.

RJT.

Declassified E.O. 12356 Section 3.3/NND No. 785021

JWB/mb

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

468/40/Tn.3. 30 July 1945

SUBJECT : Movement of Civilian Traffic by Rail.

TO : Lt. Col. G.B. Thomson, M.B.E., R.E.,
Q (Movements)
HQ. 2 District.

Dear Tommy,

You may have heard there have recently been two interesting and lively Conferences in Rome on the subject of line capacities.

The old idea has gone by the board and M.R.S. have said the total capacity of the railway south of Verona must be based on the loading of just over three thousand wagons per day, inclusive of all Port Clearances and Personnel/Refugee trains requiring box wagons. This came as rather a shock to G-4 (Mov & Tn) but at both conferences Brig. Fellowes was on his best form. However, it has meant a re-allocation of capacities and during the month of August, Allied Commission has been allocated only 800 wagons per day for the movement of civilian traffic south of Bologna, inclusive of all refugee trains ex Verona which necessitate the use of box-wagons and inclusive clearance of Ports of Piombino, Civitavecchia and Reggio Calabria.

It is proposed that all capacities in N.W. and N.E. Italy be based also on wagon availability and that also in these territories civilian traffic be allocated so many wagons per day. In your territory we shall, of course, be faced with heavy docks clearance programmes and nobody can even guess at this stage what demands Industry will be making on rail.

There is a difference of opinion as to total number of wagons now available in N.W. Italy. M.R.S. say just over 10,000 all types and steadfastly refuse to listen to any other figures which may be quoted by I.S.R. through Mov channels.

Brig. Fellowes has the matter in hand on his level, but it seems we shall not have anything really reliable until the result of the census is known.

As you know I am in class 13 for release (27 Aug - 9 Sept. in England) and I was hoping this question would have been settled, so

Declassified E.O. 12356 Section 3.3/NND No. 785021

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HQ. 2 District.

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Brig. Fellowes has the matter in hand on his level, but it seems we shall not have anything really reliable until the result of the census is known.

As you know I am in class 13 for release (27 Aug - 9 Sept. in England) and I was hoping this question would have been settled, so that I could leave Charles Worthington with a clear run.

My object in writing is to ask that you let me have a D.O. letter as soon as you can make any firm appreciation of the situation. This to serve as a guide for my planning. We shall obviously have to be guided by what G-4 (Mov & Tn) will permit, and any info you can give will not be quoted in Conference unless you can give the O.K. If

./.

Declassified E.O. 12356 Section 3.3/NND No. 785021

there are, in fact, surplus wagons in the North, we obviously need them in the South, but with Genoa only just opening we are only now beginning to get things moving.

In order that Harry Talbot can go as soon as his class is called, I have agreed to send up Frank Constable for a couple of weeks. This will give Peter Symons, who must be the successor to Harry, a chance to find his feet. It will also serve the very useful purpose of giving Charles Worthington somebody at HQ. who knows the form in the N.W.

I had thought of going home by sea but the difficulties are too great. I shall therefore be seeing you in due course in Milan. George Oliver, a good friend of many years, will be with me. I understand Lt. Cols. and above are fixed up in hotels while awaiting papers and trains, but that Majors and below must go to some camp or other. Can you possibly arrange something whereby Oliver (Major) and I can get fixed in a decent hotel and travel home on same train ? Shall be grateful of your assistance.

Yours Ever.

1507

Declassified E.O. 12356 Section 3.3/NND No. 785021

2203

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-commission

JWB/bjs

INTER OFFICE MEMO

468/39/Tn.3
Tel. Ext 318

26th July 1945

SUBJECT. Block tonnage for civilian traffic by rail

TO. Rail Division (Tn.4)

39

1. The attached copy of memorandum 468/Tn.3 dated 23rd July 1945 and prepared by Major J.F. Duthie is forwarded for information, and such action as you may think necessary.

2. Under the existing allocation of 800 wagons per day, to include one refugee train per day we should have a net availability of 765 wagons for civilian stores. An average loading of 15 tons per wagon will produce approximately 90,000 tons per week. However, to take advantage of any non-common user wagons which may be available and to make provision for the traffic which will not be ready for loading on dates scheduled, it is our intention to programme between 110,000 and 120,000 tons per week. This cannot be considered as over-bidding or over-programming, but is merely to provide a certain latitude within the various Compartiments to meet any unexpected surplus of wagons in one area, when a definite shortage exists in another.

1506

J.W. BAKER, Lieut. Colonel
for Chief, Movements Division.

FD/elc

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

Tel : 478704

23 July 1943

468/Tn 3

SUBJECT : Block Tonnages

TO : Lt.Col. J.W. Baker

1468/38

1. Reference the new method of allotting tonnage for military and civil traffic, the following points occur to me :-

(a) Military traffic is inflexible and probably largely unbalanced at all times and especially so when formations are moving or special convoys loading. This unbalancedis probably causing a good deal of special running of trains of empties.

(b) AC traffic is to some degree flexible and can be planned to balance up military loads, so giving improved wagon user i.e. larger tonnage per wagon kilometer, which the military are apt to call, mistakenly, longer turnround.

2. (a) M.R.S. efforts to correct wagon ~~disposal~~ distribution by running of empty specials, (a waste of wagons in any case) will probably not be successful in keeping wagon supply equal to demand in every locality.

(b) In the past this has not been very important to AC since, with over-programming in every compartimento, an extreme shortage of empties in one place was certain to be balanced by high percentage of loadings elsewhere.

(c) If, however, programmes are budgetted exactly to overall available lift there is a danger that, following a period of unusual military movement, there might be more wagons in a locality than there were orders for loading of civil freight. In other words bad loading in Naples would not, as it is now, be compensated by higher than

Declassified E.O. 12356 Section 3.3/NND No. 785021

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(c) If, however, programmes are budgetted exactly to overall available lift there is a danger that, following a period of unusual military movement, there might be more wagons in a locality than there were orders for loading of civil freight. In other words bad loading in Naples would not, as it is now, be compensated by higher than usual loadings in Reggio or Bari and empties would not be utilised.

(d) It therefore seems essential :-

(i) That M.R.S. gives AC a forecaste of wagon supply in each compartimento for each 7 day period, after studying the military programme, so that, so far as possible, civil programmes can be adjusted to avoid large movements of empty stock.

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(ii) That AC continues to programme 15% in excess of total wagons allotted so,as to ensure taking up any unexpected surplus wagons in any one area, and again avoid last minute adjustments of wagon position by empty running.

(e) It must be remembered that military and civil programmes, unlike peacetime civil traffic, change completely at 2400 hrs every Sunday - a wagon situation which may be suitable for the end of week loadings on Saturday and Sunday may not meet the loading orders for Monday morning. Obviously wagon controllers cannot completely re-set the board every Sunday night.

(f) Below is example of how waste of empties might arise if AC do not programme for more than the number of wagons allotted to each compartimento.

Comp-artimento	Program old style	Actual lift	Revised Program No of wag. based on col. 3	Actual wagon lift available during period	Resulting lift	Loss or Gain
A	100	45%	45	50	45	+ 0
B	100	50%	50	55	50	+ 0
C	100	65%	65	55	55	- 10
D	100	55%	55	60	55	+ 0
E	100	50%	50	45	45	- 5
	500	265	265	265	250	- 15

3. Under the new system mal-distribution of wagons will continue owing to exceptional conditions; the total number of wagons available will not alter and the total lift will be the same. The only change is in the method of programming and we must be careful that, by limiting our programme to an exact number of wagons in each compartimento, we do not continue to suffer from shortage in some areas whilst failing to take advantage of the temporary surplus in others.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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J.F. DUTHIE,
Major

Declassified E.O. 12356 Section 3.3/NND No. 785021

2208

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-commission

JWB/bjs

Tel. Ext 318

24th July 1945

468/37/Tn.3

SUBJECT. Control of civil traffic by rail

TO. Major H.C. Talbot,
Transportation Sub-commission (Advanced Echelon)

Dear Harry.

Thanks for your letter 370/M/TN2/ADV, dated 21st July 1945.

I shall be very interested to hear of the final capacities for the various lines in N. Italy which are given by M.R.S. The capacity must of course be based on wagon availability, and at a recent conference the availability of wagons in the North West was discussed, and M.R.S. would not listen to the figure quoted by I.S.R. Until the census is complete I am afraid all calculations must be based on the official figures given by M.R.S.

Replacements for Webb and Strand have been ordered to move to Piemonte region. I am sure you will like Strand who did an exceedingly good job on the rail side in Naples, and Webb should be quite capable of handling the job in Turin. As I mentioned to you on the phone today, Captain Coombs will be reporting to Genoa during the next few days.

As regards yourself, I can see no other solution to the problem than that Peter Symons becomes your successor. Peter may not be a fully trained movements officer, but he is at least a highly intelligent man, and, I am sure, will take a great interest in the work. I have told Colonel Thomas that I am prepared to send Major Constable to Milan for two to three weeks after which he must return to Rome. By sending Constable to you it will at least ensure that you are able to leave when called forward. Peter Symons should

Declassified E.O. 12356 Section 3.3/NND No. 785021

Tel. Ext 318

468/37/Tn.3

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Yours sincerely,

Johnnie

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2210

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-commission

Tel. Ext 318

25th July 1945

468/36/Tn.3

SUBJECT. Increase of I.S.R. responsibility for civilian rail movement

TO. See distribution.

1. Reference this H.Q. letter 468/9/Tn.3 dated 25th June 1945.

2. A.F.H.Q. have allotted 800 rail wagons per day to cover civilian movement on the mainland of Italy south of Bologna. This allocation must include all refugee trains for which box wagons are necessary, and clearance by rail of the ports of Piombino, Civitavecchia and Reggio. Docks clearance from ports under military control is not included and will continue to be carried out under military arrangements as at present.

3. This H.Q. in conjunction with the central office of Italian State Railways will decide on the allocation to be made to the various Compartimenti, and will indicate to the Italian State Railways any priorities for movement which may be necessary.

4. This definite allocation of railway wagons for civilian movement should show an increase in tonnage actually moved, and every effort must be made to ensure that all wagons placed are in fact loaded by consignors. Serious instances of failure on the part of consignors to load will be reported to this H.Q. immediately, and action will be taken with the proper authorities.

For the Chief Commissioner

MERRITT H. TAYLOR
Director

Declassified E.O. 12356 Section 3.3/NND No. 785021

DISTRIBUTION

Senior Transportation Officer, AC, Ancona
" " " " Bari
" " " " Florence
" " " AMG, Naples Commune
" " " AC, Reggio
" " " " Rome

Copies to

G-5 A.F.H.Q. (2)
G-4 (Mov & Tn) A.F.H.Q. (2)
D.M.R.S.
Executive Commissioner
Economic Section
General Direction, Italian State Railways
Planning Staff (Tn 2)
Rail Division (Tn 4)
Ports and Warehouse Division
AC Liaison Officer, Bari
" " " Naples
" " " Civitavecchia
" " " Piombino
" " " Leghorn
Transportation Sub commission (Advanced Echelon) (for info)

2212

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub- Commission

JWB/bgs

FILE
35

Tel. Ext 318

25th July 1945

468/35/Tn.3

SUBJECT. Control of civilian traffic by rail

TO. Director General, Italian State Railways,
Rome

1. Reference this H.Q. letter 468/8/Tn.3 dated 25th June 1945.

2. At a recent meeting between representatives of A.F.H.Q., Allied Commission and Military Railway Services, it was decided to modify the existing agreement regarding line capacities and their allocation between military and civilian movement.

3. It has been decided that movement by rail must be fixed on the basis of loading a certain number of wagons daily in Italian Government territory. It has been agreed that 800 wagons per day will be allocated for the movement of civilian traffic on the mainland of Italy south of Bologna during the month of August 1945. This total of 800 wagons per day must include those refugee trains for which box wagons are necessary, and must also include port clearances from Piombino, Civitavecchia and Reggio, but will not include docks clearance traffic from ports under military control. Civilian supplies discharged at military controlled ports will continue to be cleared to local depots or warehouses under military arrangements as at present.

4. With this definite allocation of 800 wagons per day to civilian movements, it will be necessary for the I.S.R., in conjunction with Rail Division of Transportation Sub-commission and Military Railway Service to ensure proper distribution in order that maximum use may be made of the transportation available.

For the Chief Commissioner

MERRITT H. TAYLOR,
Director.

2213

Declassified E.O. 12356 Section 3.3/NND No. 785021

Copies to

G-5 A.F.H.Q. (2)
G-4 (Mov & Tn) A.F.H.Q. (2)
D.M.P.S.
Executive Commissioner
Economic Section
Senior Transportation Officer , AC, Ancona
" " " " Bari
" " " " Florence
" " " " Reggio
" " " AMG Naples Command
" " " AC, Rome
Planning Staff (Tn 3)
Rail Division (Tn 4) (2)
Transportation Sub-commission (Advanced Echelon) (for info)

2214

Declassified E.O. 12356 Section 3.3/NND No. 785021

34

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
(Advanced Echelon)
APO 394

370/M/TN2/ADV 21st July 1945

TO : Lt.Col.J.W.Baker
Movements Division
Transportation Sub-Commission
HQ Allied Commission
APO 394

SUBJECT : Control of Civil Traffic by Rail.

Dear Colonel,

Many thanks for your letter of 16 July 45, reference 468/30/Tn.3, enclosing copies of letters 468/8 & 9/Tn 3 dated 25 June 45.

With regard to the allocation of block tonnages in this area, I feel that they should be based on the availability of wagons to get a true picture; you will have seen by now the letter sent by HQ Mov.N.W.Italy to MRS, Mov.3/3 dated 16 July 45 which gave in Appendix 'A' estimated tonnages for military and civil traffic. These were worked out by Tommy and myself on the basis of 10,800 wagons being available for all purposes in the N.W. and allowed for peak tonnages from Genoa/Savona. This figure of 10,800 was given by MRS, but the ISR 2 days ago stated that the number was nearer 20,000 which is probably correct. A complete census is being taken, but until more definite information becomes available, I think the tonnages given in that Appendix 'A' should stand. They missed out Milan-Verona 1000 tons and Verona-Milan 7000 tons (civiliana) which should be added.

As lines east of Bologna are still subject to AFHQ POM, it leaves us where we were, but I agree with you that all Northern Territory should come under this Advanced Echelon as soon as possible.

I received the copy of your signal to Saunders, but he is kicking against parting with either Webb or Strand until he gets another officer; so far as this office is concerned I can carry on alone for the time being, but Strand will be wanted here in the near future to be with my successor.

Yours sincerely,
Harry.

HCT/vb.

Subject :- MILITARY and AC Rail Traffic Arrangements NORTH WEST ITALY.

H.Q., Movements,
NORTH WEST ITALY.
Tel :- BLENHEIM 162

To :- Distribution below.

Ref :- Mov 3/3
16 Jul 45

1. INFORMATION.

(a) As you are aware the procedure for initiating the movement of MILITARY and CIVIL traffic by railways has been revised by AFHQ.

(b) The carrying capacity of the railways in the SOUTH has been worked out on a basis of line restrictions and availability of rolling stock.

(c) Capacity has been sub-divided as under

(i) MILITARY
(ii) AC

2. POLICY.

(a) Block allocations in terms of tonnage per week over all lines affected have been allotted separately to

1199

(i) MILITARY
(ii) AC

(b) MILITARY traffic will be arranged with the railways by Movements through MRS channels on the same basis as at present and continues to have PRIORITY over all traffic.

(c) AC traffic will be arranged independently with the railways through AC Transportation channels within the CIVIL allocation.

3. METHOD. The same procedure will be adopted in NORTH WEST ITALY w.e.f. 16 July 45.

(a) MILITARY TRAFFIC. Movements North West Italy will control all MILITARY traffic including US ARMY traffic in North West Italy.

(b) Lines affected are - all lines NORTH of LA SPEZIA (MR P 6610)incl. and WEST of PARMA, BRESCIA, EDOLO (MR A 1738) and TIRANO (MR A 1543) all incl.

(c) US ARMY TRAFFIC. US Transportation 5 Army will bid through Movements North West Italy for all traffic out of and into North West Italy area as defined above.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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(c) US ARMY TRAFFIC. US Transportation 5 Army will bid through Movements North West Italy for all traffic out of and into North West Italy area as defined above.

(d) AC TRAFFIC. AC Tn MILAN will control the loading of civil traffic within the capacity allotted.

(e) EXCEPTIONAL MILITARY TRAFFIC. In the event of MILITARY traffic requirements rising above the block tonnages allotted, Movements North West Italy will inform AC Tn MILAN and the CIVIL block tonnages will be reduced accordingly.

(f) EXCEPTIONAL CIVIL TRAFFIC. AC Tn MILAN may apply to Movements North West Italy for an increase in the CIVIL allotment in an emergency. If MILITARY allocation is NOT being fully taken up, the spare capacity will be released to AC Tn.

...../2

Declassified E.O. 12356 Section 3.3/NND No. 785021

4. CAPACITY.

(a) Appendix "A" shows the main railway routes over which MILITARY and CIVIL traffic will flow.

(b) Capacity is required on the following basis :-

(i) MILITARY maintenance traffic showing Passenger trains required for MEDLOC.

(ii) Import tonnages through GENOA and SAVONA up to 8000 t.p.d. Of this 800 t.p.d. is MILITARY maintenance. The balance is CIVIL traffic which includes peak tonnage of 6000 tons Coal per day.

(iii) Internal CIVIL movement of essential traffic the extent of which is NOT yet established.

5. GENERAL.

(a) It is thought that the limiting factor in railway capacity will be availability of rolling stock. In round figures the present position is understood to be

(i) Open Types	(High Sides)	8200
" "	(Low Sides)	1000
Covered Types		1600
TOTAL		10800

1798

(ii) It is noted that wagons released from repairs at the rate of 500 per week are expected but it is NOT known how long this output may continue.

(b) To clear imports on a basis of 8000 t.p.d. by rail, by 12 tons per wagon, by a turnround time of 10 days it is thought that approx 6500 wagons will be required.

(c) This leaves about 4300 wagons for MILITARY and CIVIL internal traffic movements. It will be possible to meet MILITARY requirements easily as these will be small once redeployment of personnel and clearing up of railheads has been completed. The balance should be adequate for the movement of ESSENTIAL CIVIL traffic at present offering.

(d) Estimates for MILITARY personnel trains are shown with tonnages in Appendix "A" but no provision has been made for CIVIL passenger trains.

6. CONCLUSION.

(a) Please confirm whether the block tonnage allocations and Passenger train requirements can be met.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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6. CONCLUSION.

(a) Please confirm whether the block tonnage allocations and Passenger train requirements can be met.

(b) Please give an estimate of the all-in capacity of the lines in question in terms of Tonnage and Passenger trains in the light of line restrictions and the availability of rolling stock.

W.B. Thomson

Lt. Col., R.E.,
(G.D. THOMSON).
H.Q., Movements, NORTH WEST ITALY.
for Col. Q(M)

GDT/MCH

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

Distribution :-

To: MRS MILAN (10)

Copy to : G-4 (Mov & Tn) AFHQ (4)
HQ AC Tn Sub Commission, Mov Div Rail Branch (for Lt. Col. BAKER) (2)
AC Tn MILAN (for Major TALBOT) (6)
Mov MILAN (6)
Mov TURIN (2)
Mov GENOA (6)
Mov Rear 8 Army (2)
Mov NORTH EAST ITALY (2)
Mov LO 3 District (1)
HQ Mov ROME (2)
HQ Mov NAPLES (2)
HQ Mov BARI (2)
HQ Mov TARANTO (2)
HQ 2 District (2)

2220

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APPENDIX "A"

	LINE No.	MILITARY PASSENGER TRAINS	MILITARY TONNAGE	CIVIL TONNAGE	REMARKS
GENOA - MILAN	61	7	1400	21000	Line open to ARQUATA, thence via line
MILAN - GENOA	"	7	1000		" " " " " " "
MILAN - ALESSANDRIA	61 - 66	-			
ALESSANDRIA - MILAN	""	-			
MILAN - TURIN	53	7	700	3500	
TURIN - MILAN	"	7	700	3500	
MILAN - DOMODOSSOLA	54	35		1400	Line 53 to NOVARA, thence line 56 via
DOMODOSSOLA - MILAN	"	35		1400	" " " " " " " "
MILAN - CHIASSO	60	14		2100	
CHIASSO - MILAN	"	14		2100	
MILAN - VERONA	53	21	700		
VERONA - MILAN	"	21	4000		
MILAN - BOLOGNA	65	-	700		Expected to open by end of Aug 45. Tra
BOLOGNA - MILAN	"	-	100		" " " " " " " "
GENOA - ALESSANDRIA - TURIN	50	-	700	11000	
TURIN - ALESSANDRIA - GENOA	"	-	300		
SAVONA - TURIN	108	-		7000	Line closed to S.GIUSEPPE DI CAIRO, t
TURIN - SAVONA	"	-			" " " " " "
SAVONA - ALESSANDRIA	108 - 119	-		14000	" " " " " "
ALESSANDRIA - SAVONA	""	-			" " " " " "

NOTES :- 1. Provision has NOT been made for captured enemy material which will NOT be a heavy commitment when 1000/1500 wagons now underload are released.

2. Provision has been made for 5 daily MEDLOC trains via DOMODOSSOLA. This includes allowance for ambulance trains and occasional hospital trains.

3. Civil tonnage covers 8000 t.p.d. imports through GENOA, SAVONA and VADO, plus 2000 t.p.d. inter movement of essential traffic.

4. The immediate availability of wagons would appear to be adequate for these commitments.

Ind
5.8.45

2221

Declassified E.O. 12356 Section 3.3/NND No. 785021

LINE No.	MILITARY PASSENGER TRAINS	MILITARY TONNAGE	CIVIL TONNAGE	REMARKS
61	7	1400	21000	Line open to ANCONA, thence via lines 50 - 57 - 58.
"	7	1000		" " " " " " " " " "
61 - 66	-			
"	-			
53	7	700	3500	
"	7	700	3500	
54	35		1400	Line 53 to NOVARA, thence line 56 via AROMA.
"	35		1400	" " " " " " " " " "
60	14		2100	
"	14		2100	
53	21	700		
"	21	4000		
65	-	700		Expected to open by end of Aug 45.Traffic is moving via VERONA meantime.
"	-	100		" " " " " " " "
- TIRRH	50	-	700	14000
- GENOA	"	-	300	
105	-		7000	Line closed to S.GIUSEPPE DI CAIRO, thence open via ALESSANDRIA.
"	-			" " " " " " " " " "
106 - 119	-		14000	" " " " " " " " " " to ALESSANDRIA.
"	-			" " " " " " " " " "

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ent of essential traffic.

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2222

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Il Direttore Generale
delle Ferrovie dello Stato

Rome 12 July 1945

M. 3/10

32

SUBJECT: Wagon Supply

Dear Major Ping,

I have carefully examined your letter nr.AC/301/Tn.A dated 9 July 45 and I have interested, on its account, Cav.GROSSETTI (Inspector Principal I.S.R.) who is in charge of the Wagon allotment for civil traffic.

As you know, the I.S.R. will be charged with the Wagon Supply starting from 16 July 45 and, consequently the A C and the pertaining Allied Military Offices are responsible for wagon allotment necessary for the transportations which have been carried on till now. Therefore no complaints about lack of wagons have been addressed to you.

All the I S R depending Movements Sections have received detailed instructions to communicate us at once every difficulties which may result in wagon allotment according to the assigned tonnage and every time we shall be unable to settle the above said difficulties, we shall immediately advise the Transportations Sub-Commission, A C.

DIRECTOR GENERAL I.S.R.
P.to Ing. G. di Raimondo

Major PING
Transportations Sub-Commission AC
(Rail Division)
c/o Transportation (Br) Main
C.M.F.

22231

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation Sub-commission

JWB/bjs

17th July 1945

Tel. Ext 318

468/31/Tn.3

SUBJECT. Tonnages for civilian freight

TO. Rail Division.

1. Ref your AC/100/Tn4 dated 8th July 1945. Every effort is being made to avoid any elaborate bidding system in the north, and it is hoped that there will be a certain amount of free movement.

2. Regional Transportation Officers will submit a weekly demand on Transportation Sub-commission (Advanced Echelon) for rail movement required. The coordinated demands for N.W. Italy will be discussed by Transportation Sub-commission at the weekly traffic meeting held between G Movements, I.S.F., and Allied Commission. G Movements will be aware of all military demands and it is thought that the capacities available will be sufficient for all traffic. Any capacity not utilised will be available to I.S.F. for general trade in the north west territory.

3. A definite and official policy for the north west territory cannot be established until we are aware of A.F.H.Q. intentions, and the tonnage capacity which will be allocated to civilian movement.

1195

J.W. Baker

J.W. BAKER, Lieut. Colonel
for Chief, Movements Division.

JWB/mb

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tele : 478704

16 July 1945

468/30/Tn.3.

SUBJECT : Control of Civil Traffic by Rail

TO : Major H.C. Talbot,
Transportation Sub-Commission (Adv. Hch.)

Dear Harry.

I am enclosing copies of this H.Q. letters 468/8 & 9/Tn.3., dated 25 June'45, for your personal information. A meeting will be held on 18 July to discuss revision of the block tonnages for civilian traffic in Italian Government Territory for month of August 1945. I will see you are kept informed of any revision.

I am also attaching copy of proposed block tonnages to be allocated over main routes in N.W. and N.E. Italy. This again is for your personal information as so far we have not got down to any serious discussion on this point, but I should appreciate your views urgently.

I find phase II has only been introduced in 2 District territory, i.e. the Regions of Liguria, Piemonte and Lombardia (less province of Mantova), together with the provinces of Parma and Piacenza (of Emilia Region). The lines Bologne - Verona, Verona - Brenner and all lines East of Verona are still subject to AFHQ POM. An instruction to Regional Commissioners in N.W. Italy, on the lines we discussed, is being drafted.

I arranged with Col. Thomas to repeat to you a signal sent to Piemonte Region, in which we proposed Lt. Webb should be appointed Rail Officer in Turin and that Lt. Strand should report to your Office in Milan. Two additional Movement Officers, both Captains, are reporting in a day or so. One of these will be sent to Genoa and the other to you. The Officer who is sent to you will be expected to take over from you on your departure. He will not have long with you, so please tell him all you can in the short time available. 1193

When all these moves are completed, N.W. Italy should be adequately covered by Rail Officers, and I have great hopes that we shall be able to introduce the working procedure we discussed.

Transportation Sub-Commission (Adv. Hch.) will undoubtedly have to cover all Northern Territory ultimately, but we must first put our house in order in the N.W.

Yours Sincerely

Declassified E.O. 12356 Section 3.3/NND No. 785021

Transportation Sub-Commission

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Yours Sincerely

J. V. Baker

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Declassified E.O. 12356 Section 3.3/NND No. 785021

/mb

PROPOSED SCHEDULE OF RAIL CAPACITIES TO BE ALLOCATED TO CIVILIAN TRAFFIC

N.W. and N.E. Italy

a	LINE b	ALLOCATION c	d
No.	SECTION	Freight Traffic Net Tons per Week	Passenger Trains and Refugee Trains Additional
50	Genoa-Alessandria	25200	
50	Alessandria-Genoa	2800	
50	Alessandria-Turin	8400	
50	Turin-Alessandria	5000	
	Alessandria-Milan	16000	
	Milan-Alessandria	8400	
	Milan-Verona	8400	
	Verone-Milan	2800	
	Bologna-Verona	1400	
	Verona-Boloeme	3500	
	Venice-Villach	2800	
	Villach-Venice	1400	
	Venice-Verona	1400	
	Verone-Venice	1400	
	Trieste-Udine	700	
	Udine-Trieste	700	

2227

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Allied Force Headquarters
G-4 (Mov & Tn)
Tel: Freedom 320

Mov 3/363/3

13 Jul 45

4687/9

Subject: Allocation of Block Tonnages for Civil and Military Traffic - ITALY.

To : DMRS
HQ Allied Commission
Tn Sub Commission

Copy to: Tn (A)
Mov 1/6
Mov LO DMRS

As arranged at the meeting on the above subject held in ROME on 15 Jun a further meeting to review the position will be held at 1400 hrs 18 Jul in the office of DMRS.

Will you please arrange to be represented at this meeting.

E.L. JAGGER, Lt. Col.
for Brigadier,
DDMG (Mov & Tn).

1791

19/3

ACP/af

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

Tel.: 843236

Ref.: AC/100/Tn.4

8 July 1945

H68/28

SUBJECT: Tonnages for Civilian freight.

TO : Chief,
Movements Division.

1. The request received from the Minister in respect of introduction of specified freight trains to cover the allotted civilian tonnage finds favour with us, and we intend to proceed with the MRS in endeavouring to get these established as soon as ISR supply some schedules to form a basis for discussion.

2. The North, however, is a different proposition, and before we get embroiled in the matter, it is felt that some agreed plan of action is desirable.

3. We want to avoid a bidding system if we can, but that doesn't indicate that we can agree unfettered movement of any given commodity at the present time. Apart from rolling stock and coal difficulties, we are going to have quite heavy traffic lines feeding lines on which bidding is required, and a number of equally heavy lines linking important points where the line capacity will never be reached.

4. The Minister's first demands for civilian freight trains are between Turin-Milan, Milan-Verona, Bolzano-Verona, Domodossola-Arona-Novara, and later Verona-Mestre and Verona-Bologna . This free movement is excellent for trade if the facilities for movement are there, and there is likely to be quite heavy use of a couple of freight trains a day on such lines.

5. Before we proceed any further, however, your policy on the matter is required.

for Chief,
Rail Division.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Rail Division.

17/7.

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2230

Declassified E.O. 12356 Section 3.3/NND No. 785021

AFHQ CITE FHGDM FHTPN

1648 11 JULY 45 PRIORITY

IN CLEAR PD

PARA ONE PD SYSTEM OF ABLE CHARLIE CIVILIAN TRAFFIC MOVING IN ACCORDANCE WITH BASIC TONNAGE ALLOCATIONS AGREED GEORGE FOUR MOV AND TN AND MILITARY RLYS SERVICE COMMENCED JULY TWO PD

PAREN TO AFHQ CITE FHGDM FHTPN FROM HQ ALCOM CITE ACTPT PAREN

THESE BASIC TONNAGES BASED ON ANTICIPATED WAGON AVAILABILITY PD ANTICIPATED MOVEMENT NOT MATERIALISED GENERALLY DUE WAGON SHORTAGE PD

PARA TWO PD FOR PERIOD JULY TWO DASH EIGHT TRAFFIC PROGRAMMED AND TRAFFIC LOADED FROM RETURNS AT PRESENT AVAILABLE IS AS FOLLOWS PD ALL FIGURES IN TONS PD FLORENCE COMPARTIMENTO INCLUDING LINE FIVE ZERO PROGRAMMED ONE THREE EIGHT SEVEN NINE LOADED SIX ONE FIVE SEVEN PD REGGIO COMPARTIMENTO PROGRAMMED ONE TWO NINE THREE EIGHT LOADED FIVE TWO TWO ZERO PD FIGURES FOR OTHER AREAS NOT YET AVAILABLE BUT INDICATIONS ARE MOVEMENT MUCH LOWER THAN PROGRAMMED PD

PARA THREE PD FIGURES FOR WHICH NON LOADING WAS ONE ZERO ZERO PER CENT DUE TO FAILURE TO SUPPLY EMPTIES AS FOLLOWS PD EX NAPLES SIX SEVEN SIX THREE PROGRAMMED TWO EIGHT FIVE ONE LOADED THREE TWO FOUR PD LIGNITE EX GIUNCARICO CONVEYED IN COMMON USER WAGONS PROGRAMMED THREE NINE SIX EIGHT CMA FOUR EIGHT SEVEN LOADED PLUS EIGHT NINE SEVEN TONS LOADED IN HOPPER WAGONS PROVIDED BY SOLVAY PLANT ROSIGNANO PD GRAIN LOADING LINE EIGHT

Declassified E.O. 12356 Section 3.3/NND No. 785021

SEVEN AND SIX FIVE PROGRAMMED THREE TWO EIGHT ZERO LOADED TWO ZERO ONE ZERO PD

PAR FOUR PD REFUGEE TRAINS FROM BOLOGNA JULY EIGHT CANCELLED BY MOVEMENTS NO ROLLING STOCK PD

PARA FIVE PD CAN IMMEDIATE ACTION BE TAKEN TO ENSURE REASONABLE ALLOCATION WITHIN WAGONS AVAILABLE ALL PURPOSES FOR ABLE CHARLIE TRAFFIC PD OTHERWISE NECESSARY FURTHER CURTAIL CIVILIAN LOADINGS AGAIN WHICH MOST UNDESIRABLE AT PRESENT AS THESE PROGRAMMES ALREADY SEVERELY SCREENED PD

COPY TO RAIL DIV
ECONOMIC SECTION
FOOD SC
INDUSTRY SC
COMMERCE SC
AGRICULTURE SC
UNRRA
TRANSPORTATION SC

1789

336

C R Woolbridge Jr
Lieut

NICHOLAS PIOMBINO
CWO. U.S.A.
Asst. Adjutant

FD/elc

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel : 478704

12 July 1945

468/25/Tn 3

SUBJECT : Civilian Rail Loading Programmes

TO : Director General,
Italian State Railways,
Ministry of Transport, Rome

1. Reference 468/3/Tn 3 of 25 June 45, it has been the practice to limit the total tonnage of accepted bids to figures which it seemed possible to move in the light of local conditions and wagon supply.

2. Under the new arrangement, when AFHQ has allotted definite tonnage allowance over certain lines, which are based not only on physical line capacities but also on wagon availability, it is obviously proper to accept and programme, in every period, maximum tonnage allotted over all lines.

3. However, on lines where no basic tonnage has been allotted, i.e. for internal compartimento traffic, it will still be necessary to use discretion as to the total of bids which can be accepted. If this is not done bids will be accepted far beyond the possibility of movement with consequent disappointment to bidders and disorganisation of commercial exchanges. Furthermore wagons required for the main lines, on which basic tonnage allotments exist, will be absorbed by this local or internal compartimento movement.

4. Previously, in Bari Compartimento, a scale of tonnages for local traffic, approved by Military Movements, existed, but, in other Compartimenti, AC Transportation Officers used various methods for reducing loading programmes to reasonable figures and the Capi Compartimenti may require some guidance as to the correct procedure under the new arrangements.

1487

Declassified E.O. 12356 Section 3.3/NND No. 785021

TO : Director General,
Italian State Railways,
Ministry of Transport, Rome

1. Reference 460/9/Tn 3 of 25 June 45, it has been the practice to limit the total tonnage of accepted bids to figures which it seemed possible to move in the light of local conditions and wagon supply.

2. Under the new arrangement, when AFHQ had allotted definite tonnage allowances over certain lines, which are based not only on physical line capacities but also on wagon availability, it is obviously proper to accept and programme, in every period, maximum tonnage allotted over all lines.

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5. Will you therefore issue instructions to the Sezione di Movimento to the effect that :-

1487

Declassified E.O. 12356 Section 3.3/NND No. 785021

(a) On lines where basic tonnage has been allotted by AFHQ, bids will be programmed up to the maximum figure allowed ;

(b) bids for internal compartimento movement will be limited to tonnages within the possibilities of local traffic conditions having due regard to the priority requirements of main line traffic.

M.J. SIEFF, Colonel

Copy to : Senior Transportation Officer, AC Bari
" " " MG Naples Command
" " " AC Florence
" " " AC Ancona
" " " AC Reggio

1486

Declassified E.O. 12356 Section 3.3/NND No. 785021

2.2.3.5

Declassified E.O. 12356 Section 3.3/NND No. 785021

268/23

T R A N S L A T I O N /gs

Following letter Nº M. 340/14753/2 of the 26/inst; regarding "Rules concerning rail transports for civilians" we communicate that the official of Servizio Movimento as at point 2nd of the Circular, is "Ispettore Principale Guido Ceccotti, who will sign therefore every orders regarding the allocation of tonnage.

We beg to acknowledge receipt of this letter.

GENERAL DIRECTOR.

Folio 19 refers

1185

AC. HQ. Tn. S/c Mov - Rail

Ministero dei Trasporti
Ferrovie dello Stato
Direzione Generale

Roma, li 3 Luglio 1945.

M.312/15038/2-25

O G G E T T O

Dirigenza Ufficio Centrale per l'esecuzione dei trasporti a carro per conto civili.

Capi Compartimento p.n. Sezioni Movimento - Sezioni Commerciale e del Traffico FIRENZE=ANCONA=ROMA=NAPOLI=BARI=REGGIO CALABRIA=PALERMO

Servizi TUTTI in SEDE

Servizio Materiale e Trazione FIRENZE

Nucleo di Collegamento del Servizio Materiale e Trazione SEDE

A seguito della lettera n°.M.340/14753/2 del 26 Giugno u.s. relativa alle "Norme per l'esecuzione dei trasporti a carro per conto civili", comunicasi che il Funzionario del Servizio Movimento [redacted] di cui al punto 2 della Circolare è l'Ispettore Principale CECCOTTI Guido, il quale perciò firmerà le disposizioni relative all'assegnazione del tonnellaggio.

Prego accusare ricevimento della presente.

Il Direttore Generale

1484

Declassified E.O. 12356 Section 3.3/NND No. 785021

2237

Declassified E.O. 12356 Section 3.3/NND No. 785021

4 68/22

N/617

6 July 1945

468/5/Tn 3

My dear Mr. Prime Minister:

I should like to invite your attention to the following points in connection with the Italian transport systems and the traffic they carry.

As the demand for transport exceeds the supply, the Allied Commission have organisations, first, for deciding the priority of the various commodities, and secondly, for seeing that those traffics given priority are carried by the best means -- rail, road or sea. In practice, both functions are carried out by the Transportation Subcommission, which is part of the Economic Section of the Allied Commission.

It is felt that the Italian Government should be prepared to take on these two duties and that they should keep up the control referred to until such time as the supply of transport in Italy equals the demand; unless such control is exercised there is always the danger of essential foodstuffs being neglected for more profitable goods; this, in turn, would tend to cause unrest among the people. The actual date when the responsibility passes from the Allied Commission to the Italian Government will have to be decided by the Supreme Allied Commander in this Theater.

I will not trouble you with details at this stage, but suggest that when you have considered the principles involved you should nominate a suitable official for further discussion with the Economic Section of the Allied Commission.

Yours very truly,

MILLARD W. STONE
Rear Admiral, USNR
Chief Commissioner

Professor Ferruccio Parri
The President of the Council of Ministers
Italian Government
Rome

FILE.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-commission

MJS/bjs

Tel. Ext 318

W/47 7th July 1945

468/21/Tn.3

SUBJECT. Increase of I.S.R. responsibility for civilian rail movement and allocation of wagon supply.

TO. Chief, Rail Division.

1. Ref is made to your letter AC/335/Tn.4 dated 6th July 1945.

2. The question of wagon supply had been taken up with the Director of Military Railway Services, who is investigating the present position. M.R.S. remain at present responsible for the overall control of wagon supply, the I.S.R. being responsible for civilian wagon supply in accordance with para. 5 of G-4 Mov & Tn A.F.H.Q. Working Instruction nr 29 dated 22nd June 1945, subject "Military maintainance procedure - P.O.M. Programme".

3. I.S.R.'s responsibility for this commenced as from 1 July 1945, and it is up to Tn.4 to make every effort, in conjunction with the M.R.S. and the I.S.R., to see that coordination is such that the best use is got within the available wagon supply. In this respect have you now got an officer detailed for this work?

1489

4. I think that you underestimate the amount of military traffic, which must move promptly in view of the redeployment programme, but this does not detract from your main argument, namely that we have been allocated block tonnages by A.F.H.Q., and that first indications are that there is little likelihood that these will be met at present, and therefore the system which it was hoped would operate, will start under a cloud.

5. In view of the fact that the D.M.R.S. himself is looking into the position, will you please liaise most care-

Declassified E.O. 12356 Section 3.3/NND No. 785021

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5. In view of the fact that the D.M.R.S. himself is looking into the position, will you please liaise most carefully with M.R.S. The responsibility for handling day to day questions for wagon supply on behalf of Allied Commission is definitely that of the Rail Division. If, however, the situation continues to be unsatisfactory, then please report back to this division, who will reopen the question again with G-4 Mov and Tn A.F.H.Q., and D.M.R.S., in conjunction with Rail Division.

For the Director,

M.J. SIEFF

M.J. SIEFF, Colonel

Copy to M.R.S.

GB/lr

TRANSLATION

MINISTRY OF TRANSPORTS - General Department of State Railways - Movement Division.

Rome 26 June 1946

M.340/14752/2

TO : Chiefs of Compartment

SUBJECT : Policy concerning the operation of transports with wagons on behalf of civilians.

1. Effective June 30th 1945 the policy concerning the authorization to operate civilian movements with wagons will be turned over to the State Railways. However the A.C. Transportation Sub-Commission will always control the procedure of operation.

2. Therefore the allocation of weekly tonnages to operate civil movements, whose load will initiate on July 16th 1945, will be made by a specially appointed official of this General Department.

3. The procedures for the requests of transports by wagons are the same as those shown on circular No.8-1945. On this subject the following explanations are given : -

4. A special Group c/o the concerned Compartmental Branches (see distribution) has been instituted in substitution of the local AC Transportation Sub-Commission in order to carry out all the procedures concerning the allocation of tonnages for civil movements. Said group will depend directly upon the "Capo Reparto della Circolazione veicoli".

On June 30th these Groups will begin regular operations on the programmes which will be effective July 16th.

5. The task of these Groups is to prepare the programmes of tonnages which must be moved on each line on behalf of civilians. Programmes of tonnages will be prepared according to these instructions :

The proposed tonnage, which must be submitted to the "Ufficio Centrale" is that concerning the most important lines, according to enclosure No. 1.

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M.340/14752/2

468/19

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On June 30th these Groups will begin regular operations on the programmes which will be effective July 16th.

1/91

5. The task of these Groups is to prepare the programmes of tonnages which must be moved on each line on behalf of civilians. Programmes of tonnages will be prepared according to these instructions :

The proposed tonnage, which must be submitted to the "Ufficio Centrale" is that concerning the most important lines, according to enclosure No. 1.

The proposed tonnage concerning the other lines of each compartment and pertaining esclusively to mentioned "Groups", will not be submitted during the period of programme compilation.

The base-tonnages which must be allocated to the various lines of each compartment, and which are not contemplated in Enclosure No. 1, will be fixed by the Allied Movement Officers and by the AC of the Compartment in agreement with the Chief of Compartment.

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All base-tonnage, so fixed and relating amendments, will be communicated to the "Ufficio Centrale" as soon as they are prepared.

6. For tonnages of commodities from Sicily to the Mainland, no specific instructions are issued, as the out tonnage must be equal to the tonnage imported from the Mainland during the preceeding week.

In accordance with mentioned policy all "Movement Branches" of Reggio Calabria or Palermo will control the weekly movement of tonnages of commodities to Sicily in order to balance the tonnage that must be allocated from the Sicily to the Mainland.

The Movement Branch of Reggio Calabria, while submitting the proposed tonnage for approval, will keep separate that coming from Sicily and which generally will be entirely accepted.

7. All requests of transports, submitted to the stations and programmes, planned by the "Sepral" for the allocation of wagons, as well as all the documents which must be submitted to the private railways, will be forwarded by Thursday of each week to the Groups of the Movement Branches.

After having received all these informations, the "Groups" will compile the weekly programmes using the proper prospectus, which have already been sent.

The programmes, compiled according to said procedures, will be communicated by phone to the "Ufficio Centrale" (Phone Ext 9420) for the lines mentioned in enclosure No. 1, specifying the tonnages per line and kind of commodity - reference to mentioned prospect - as well as all the information which will be requested from time to time.

The "Ufficio Centrale", after having collected all the necessary informations, will transmit to the "Groups" of the various Branches by phone the total or reduced acceptance of the tonnage and the eventual amendments concerning the programme of the "Ufficio Centrale".

Each "Gruppo Sezionale", in accordance with the information received will compile the definite programme which will be confirmed by phone with the "Ufficio Centrale".

Whenever the tonnage must be reduced, the list, mentioned in enclosure No. 3 of the circular No. 8-1945, must be considered and priority must first be given to all movements of national importance; excluding those of limited distance.

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After having received all these informations, the "Groups" will compile the weekly programmes using the proper prospectus, which have already been sent.

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Whenever the tonnage must be reduced, the list, mentioned in enclosure No. 3 of the circular No. 8-1945, must be considered and priority must first be given to all movements of national importance; excluding those of limited distance.

8. After the phone-communication, just mentioned, all programmes will be issued and ~~XB~~ forms will be compiled indicating movements which will be effective on Monday of the next week.

9. The programmes will have the following practical development :

WEEK A (from 2/7 to 8/7)

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Monday) Tuesday) Wednesday) Thursday)	Collection of all applications submitted to the stations and to the managements of private railways and of programmes of the "Sepral" (all applications submitted from Friday to Sunday and those which are submitted with a certain delay, will be considered the next week).
Friday	Compilation of the compartmental programme and notification to the "Ufficio Centrale" of requested details.
Saturday) Sunday)	The "Ufficio Centrale" will examine the programme.

WEEK B (From the 9/7 to the 15/7)

Monday	The "Ufficio Centrale" will make notification of the acceptance or the reduction of the proposed tonnage and eventual amendments.
Tuesday	All the consequent amendments made to each tonnage of each concerned line will be confirmed with the "Ufficio Centrale".
Wednesday) Thursday) Friday) Saturday) Sunday)	Compilation and despatch of programmes to the concerned offices (Ufficio Circolazione Veicoli-4 Centrale Rome) (10 copies) (-Chief Compartment-AC Controlling officer -(5 copies), General Management of the concerned private railways - etc.) - and of XB forms to the stations. Remarks : all programmes and XB forms will be despatched not beyond Friday of each week, so that all loads may be initiated on Monday.

WEEK C (From 16/7 to 22/7)

1479

OPERATION OF LOAD

10. Before being despatched, the compartmental programme will be submitted to the AC officer assigned to the Compartment for control.

11. The Movement Branch Group of Palermo will compile only the programme of commodities moving from Sicily to the Mainland.

12. Whenever it will be necessary to include in the

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Thursday) delay, will be considered the next week,

Friday — Compilation of the compartmental programme and notification to the "Ufficio Centrale" of requested details.

Saturday) The "Ufficio Centrale" will examine the programme.
Sunday)

WEEK B (From the 9/7 to the 15/7)

Monday — The "Ufficio Centrale" will make notification of the acceptance or the reduction of the proposed tonnage and eventual amendments.

Tuesday — All the consequent amendments made to each tonnage of each concerned line will be confirmed with the "Ufficio Centrale".

Wednesday) Compilation and despatch of programmes to the concerned offices (Ufficio Circolazione Veicoli-
Thursday) 4 Centrale Rome) (10 copies) (-Chief Compartment-
Friday) AC Controlling officer -(5 copies), General
Saturday) Management of the concerned private railways - etc.)
Sunday) - and of XB forms to the stations.
Remarks : all programmes and XB forms will be despatched not beyond Friday of each week, so that all loads may be initiated on Monday.

WEEK C (From 16/7 to 22/7)

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OPERATION OF LOAD

10. Before being despatched, the compartmental programme will be submitted to the AC officer assigned to the Compartment for control.

11. The Movement Branch Group of Palermo will compile only the programme of commodities moving from Sicily to the Mainland.

12. Whenever it will be necessary to include in the already published programme the movement of commodities which cannot be delayed, said movement will be considered either by the "Gruppo Sezionale" or by the "Ufficio Centrale" if there will be available tonnage on the distance where the transport must be operated.

These "emergency transports" will first be notified by phone for consideration and approval and then by signal.

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The number of the transports submitted by the Group and the "Ufficio Centrale" will be preceded by the letters TE.

All approved emergency bids will be registered on XB forms.

13. The traffic arriving by the sea will be listed on the programmes of the "Ufficio Centrale" with a figure mentioning the total lift tonnage as has been done in the past.

The traffic moving from the ports (to the sea?) will be requested as all the other transports; the "Ufficio Centrale" is authorised to request to the AC Transportation Sub-Commission a supplementary tonnage in the case of important movements exceeding the basic tonnage (tonnage allocated for the line).

If all the authorised maritime traffic will not be despatched in the foreseen week owing to lack of material or other hinderance, the "Ufficio Centrale" must be notified by phone in order that authorisation may be granted during the next week.

All wagons utilized for maritime traffic, either in arrival or departure, will have the prescribed labels and will be registered on the XB forms. *

14. Compilation of XB forms will require particular care and will have all the information. Two copies of the XB forms with all details will be sent to the "Ufficio Centrale".

It is reminded that all movement branches, while compiling XB forms, will enlist all the authorised movements and the priority order, in accordance with the list of commodities (Encl. No. 3 of circular 8-1945), with all the circumstances which may suggest determined movements and respecting the registering order of the applications form No. 224.

This procedure is necessary in order that the stations may allocate wagons without hesitation according to the registering order of the forms. It is understood that the party concerned has no right to claim if he disregards the right of the priority order by not loading in the proposed day, it being impossible at present to keep the loading material inoperative, even for one day. In these cases the station master will request all concerned persons to write a statement, in which they renounce to the priority order and they accept to lose the wagon if the station cannot allocate it on another day of the same week, which has been chosen for loading.

While compiling XB forms a line should be utilised for each wagon and not for each allocated load, in order to permit the stations to note on each line the datails of each utilised

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While compiling XB forms a line should be utilised for each wagon and not for each allocated load, in order to permit the stations to note on each line the details of each utilised wagon and to avoid confusion.

15. Loading programmes of Private Railways, exchanging materials with State Railways, will be forwarded by the various Managements for examination and approval to the "Special Group" of the "Reparto Circolazione veicoli delle Sezioni Movimento" which will form a single programme.

* (except traffic Civitavecchia-Roma)

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After approval, the programme will be despatched to the Private Railways Management, which will make it effective respecting all the regulations of the State Railways Administration.

According to valid rules it is reminded that all services of correspondence are assured only when the Private Railway has obtained the authorisation to operate the movement on the State Railways from the contacted stations.

16. In regard to "Service transports" it is confirmed that they must be operated in accordance with circular No. 8-1945, because they must be included in the reckoning of the allocated tonnage. Only in the case of great urgency is it allowed to request movements of "non delayable service", whose approval depends on the Chiefs of Compartment.

It is reminded that all "Service Movements", even if authorised with a signal, must appear on XB Forms.

Movements concerning large stock of materials to reoperate lines, and also concerning manufactured products, etc, must be operated only when approval has been granted by the MRS or by the Allied Military Authorities.

17. The Allied Military Authorities generally guarantee the operation of loading programmes on civil behalf. However it is understood that in the event of exceptional shortage of loading material, all military transports will have priority.

Therefore, in order to avoid lack of material, the "Movement Branches" will prepare the material necessary to the operation of the weekly programmes on time. The "Ufficio Circolazione veicoli" must be properly informed whenever there is shortage of material so that it may contact the competent Allied Authorities. The same procedure, already applied by the "Circoli di Ripartizione", also applies to the surplus of material which must be made known in due time with signals.

18. It is specially pointed out that the AC Officers, act as liaison between the State Railways Administration and the Allied Military Commands and that RTO Officers, which have the task to control the work of the State Railways, are always at disposal to give advice and instruction about the operation of the service.

The RTO Offices have no authority to allocate the material necessary to operate the programmed civil movements.

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19. All "Movements Branches" will check the operation of the weekly load and will inform the "Ufficio Centrale" by phone of the eventual failure to load the already authorised large stock of merchandise.

20. All Movement Branches will phone the Ufficio Centrale once a week regarding the tonnages (ascertained from the XB forms) which have been moved on each line according to the programmed tonnage.

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This information will be communicated during the first days of the week (up to and including Wednesday) after to the week of actual loading.

Therefore it is a n absolute necessity to issue definitemand strict instructions so that X B Forms be returned to the "Movement Branches" and "Managements of Private Railways" on Monday of the week after to the week of actual loading with all the prescribed informations .

After a concise examinations, X B Forms will immediately be forwarded to the "Ufficio Centrale" in duplicate.

The tonnages which must be communicated are those of all the lines of the Compartment. For the lines which are not included in enclosure No. 1, the allocated tonnage and the loaded tonnage will be pointed out.

Mentioned tonnages also concern the Private Railways line.

21. Attention is invited to the fact that allocated tonnages must be used. It is necessary that all concerned persons should understand that to request a transport and then not to operate it incurs a great damage.

It is there necessary to check all the causes which have provoked failure of loading so that it may be possible to take the necessary action with regard to individuals, organizations and Administrations, and to inform the "Ufficio Centrale" of the most important circumstances.

22. It is pointed out that all amendments which must be made to this policy for the allocation of tonnages on civil behalf must be submitted beforehand for approval to the A.C. Transportation Sub-Commission through the "Ufficio Centrale".

23. The regular operation of this service is of the highest importance and therefore it is urgently recommended that all concerned comply with issued instructions.

24. Copy of this Circular will be forwarded by the Movement Branches concerned to the Managements of Private Railways which are under the jurisdiction of the Compartment concerned and have exchanges of materials with the State Railways. 1478

Each Movement Branch will submit the addresses of the Managements, which have been provided with a copy of this circular to the Ufficio Centrale and will indicate the location of the lines concerned that are in operation.

2230
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THE GENERAL DIRECTOR
(sgd G. di Raimondo)

DISTRIBUTION

Movement Branches
Commercial and Traffic Sections
Florence - Ancona - Rome - Naples - Bari - Reggio C. - Palermo
All Divisions Rome
General Inspectorate of Civil Motorization and Transports in Concession Rome
Material and Traction Division - Florence-
Nucleo di Collegamento del servizio materiale e Trazione
Rome

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Lt. Baker.

MINISTERO DEI TRASPORTI
DIREZIONE GENERALE
FERROVIE DELLO STATO
SERVIZIO MOVIMENTO

Roma, 26 Giugno 1945

M.340/14753/2

CAPI COMPARTIMENTO

p.c. SEZIONI MOVIMENTO
SEZIONI COMMERCIALI E DEL TRAFFICO
FIRENZE - ANCONA - ROMA - NAPOLI -
BARI - REGGIO C. - PALERMO
SERVIZI TUTTI - S E D E -
ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE E DEI TRASPORTI IN CONCESSIONE
S E D E
SERVIZIO MATERIALE E TRAZIONE
F I R E N Z E
NUCLEO DI COLLEGAMENTO DEL SERVIZIO MATERIALE E TRAZIONE
S E D E

OGGETTO
Norme per l'esecuzione dei trasporti a carro per conto civili.

1 - Dal 30 Giugno 1945 la gestione relativa all'autorizzazione per l'esecuzione dei trasporti civili a carro verrà passata alle Ferrovie dello Stato. Peraltro la Sotto Commissione Trasporti A.C. continuerà a mantenere il controllo sullo svolgimento della gestione stessa.

2 - In relazione a quanto sopra, l'assegnazione dei tonnellaggi settimanali per l'effettuazione dei trasporti civili, il cui carico avrà inizio dal 16 luglio 1945, verrà fatta dal Funzionario della Direzione Generale appositamente incaricato.

3 - La procedura per la richiesta dei trasporti a carro rimane quella prevista dall'Ordine di Servizio N° 8-1945. In proposito si danno i seguenti chiarimenti:

4 - Presso tutte le Sedi Compartimentali in indirizzo è stato costituito un Gruppo, che sostituirà la locale Sotto Commissione Trasporti A.C. in tutto il lavoro relativo all'assegnazione dei tonnellaggi per tra-

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SERVIZIO MOVIMENTO

N.340/14753/2

CAPI COMPARTIMENTO

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4 - Presso tutte le Sedi Compartimentali in indirizzo è stato costituito un Gruppo, che sostituirà la locale Sotto Commissione Trasporti A.C. in tutto il lavoro relativo all'assegnazione dei tonnellaggi per trasporti civili. Tale Gruppo sarà alle dirette dipendenze del Capo Riparto della Circolazione Veicoli.

Anche questi Gruppi comincieranno a funzionare regolarmente dal prossimo 30 giugno per i programmi che avranno attuazione dal 16 luglio.

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5 - Compito di questi Gruppi è quello di predisporre i programmi dei tonnellaggi da trasportare su ciascuna linea per conto dei civili. Nella formazione dei programmi per i tonnellaggi si dovrà tenere conto di quanto segue:

Le proposte di tonnellaggio, che dovranno essere comunicate all'Ufficio Centrale, come si dirà in appresso, sono quelle riflettenti le linee principali e risultanti dall'allegato N° 1.

Le proposte di tonnellaggio riflettenti le altre linee di ciascun Compartimento non dovranno essere comunicate nel periodo di formazione del programma e restano di esclusiva competenza dei Gruppi citati.

I tonnellaggi base da assegnare sulle varie linee di ciascun Compartimento, non contemplate dall'allegato N° 1, verranno stabiliti dagli Ufficiali Alleati del Movimento e della A.C. risedenti nella Sede Compartimentale, d'accordo col Capo Compartimento.

Tutti i detti tonnellaggi base, così stabiliti e le relative modificazioni dovranno essere comunicati all'Ufficio Centrale non appena fissati.

6 - Per i tonnellaggi delle merci in uscita dalla Sicilia verso il Continente, non viene fatta alcuna precisazione, dovendo il tonnellaggio in uscita essere uguale a quello del tonnellaggio importato dal Continente nella settimana precedente.

In relazione a quanto sopra le Sezioni Movimento di Reggio Calabria e Palermo dovranno seguire attentamente il transito settimanale del tonnellaggio di merci per la Sicilia, al fine di adeguare il tonnellaggio da accordare dalla Sicilia per il Continente. 1474

La Sezione Movimento di Reggio Calabria nel notificare il tonnellaggio proposto per l'approvazione, dovrà tenere distinto quello proveniente dalla Sicilia, che, in linea di massima, verrà accettato integralmente.

7 - Le richieste di trasporti fatte alle stazioni ed i programmi di assegnazione dei carri predisposti dallo SEPRAL, nonchè i relativi docu-

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quanto segue:

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In relazione a quanto sopra le Sezioni Movimento di Reggio Calabria e Palermo dovranno seguire attentamente il transito settimanale del tonnellaggio di merci per la Sicilia, al fine di adeguare il tonnellaggio da accordare dalla Sicilia per il Continente. 1474

La Sezione Movimento di Reggio Calabria nel notificare il tonnellaggio proposto per l'approvazione, dovrà tenere distinto quello proveniente dalla Sicilia, che, in linea di massima, verrà accettato integralmente.

7 - Le richieste di trasporti fatte alle stazioni ed i programmi di assegnazione dei carri predisposti dallo SEPRAL, nonchè i relativi documenti da presentare dalle Direzioni delle Ferrovie private, come è detto in appresso, dovranno pervenire ai Gruppi delle Sezioni Movimento entro il giovedì di ogni settimana.

In possesso di questi elementi i Gruppi compileranno i programmi set-

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timanali usando gli appositi prospetti, che già sono stati trasmessi.

I programmi così compilati dovranno essere telefonati all'Ufficio Centrale (telefono interno N° 9420) [illegible] limitatamente alle linee di cui all'allegato N° 1, segnalando i tonnellaggi per linea e per qualità di merce, come risulta dai prospetti anzidetti, nonchè tutte le altre informazioni che di volta in volta verranno richieste.

L'Ufficio Centrale, raccolti tutti i necessari elementi, notificherà, a mezzo telefono, ai Gruppi delle varie Sezioni, l'accettazione del tonnellaggio integrale o ridotto e le eventuali aggiunte concernenti il programma dell'Ufficio Centrale stesso.

Con questi elementi ogni Gruppo sezionale compilerà definitivamente il programma che confermerà per telefono all'Ufficio Centrale.

Dovendosi provvedere alla riduzione di tonnellaggio si dovrà tenere conto della graduatoria di cui all'allegato 3 dell'Ordine di Servizio N° 8-1945, tenendo anche presente che, in ogni modo, dovranno essere preferiti i trasporti di essenziale interesse nazionale, eliminando quelli di percorso limitato.

8 - A seguito delle ultime comunicazioni telefoniche sopra accennate, potranno essere diramati i programmi e compilati i moduli XB con le indicazioni dei trasporti che andranno in vigore a cominciare dal lunedì della settimana successiva.

9 - Il programma avrà perciò il seguente svolgimento pratico:

SETTIMANA A (dal 2/7 all'8/7) 1473

Lunedì) Raccolta delle domande presentate alle stazioni ed alle Di-
Martedì) rezioni delle Ferrovie Private e programmi delle SEPRAL.
Mercoledì) (Le domande presentate dal venerdì alla domenica e le altre
Giovedì) che comunque pervenissero in ritardo verranno prese in considerazione la settimana successiva).

Venerdì - Compilazione del programma Compartimentale e notifica all'Uffi-

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trale (vedi [illegible]) limitatamente alle linee di cui all'allegato N° 1, segnalando i tonnellaggi per linea e per qualità di merce, come risulta dai prospetti anzidetti, nonchè tutte le altre informazioni che di volta in volta verranno richieste.

L'Ufficio Centrale, raccolti tutti i necessari elementi, notificherà, a mezzo telefono, ai Gruppi delle varie Sezioni, l'accettazione del tonnellaggio integrale o ridotto e le eventuali aggiunte concernenti il programma dell'Ufficio Centrale stesso.

Con questi elementi ogni Gruppo sezionale compilerà definitivamente il programma che confermerà per telefono all'Ufficio Centrale.

Dovendosi provvedere alla riduzione di tonnellaggio si dovrà tenere conto della graduatoria di cui all'allegato 3 dell'Ordine di Servizio N° 8-1945, tenendo anche presente che, in ogni modo, dovranno essere preferiti i trasporti di essenziale interesse nazionale, eliminando quelli di percorso limitato.

8 - A seguito delle ultime comunicazioni telefoniche sopra accennate, potranno essere diramati i programmi e compilati i moduli XB con le indicazioni dei trasporti che andranno in vigore a cominciare dal lunedì della settimana successiva.

9 - Il programma avrà perciò il seguente svolgimento pratico:

SETTIMANA A (dal 2/7 all'8/7) 1473

Lunedì) Raccolta delle domande presentate alle stazioni ed alle Di-
Martedì) rezioni delle Ferrovie Private e programmi delle SEPRAL.
Mercoledì) (Le domande presentate dal venerdì alla domenica e le altre
Giovedì) che comunque pervènissero in ritardo verranno prese in considerazione la settimana successiva).

Venerdì - Compilazione del programma Compartimentale e notifica all'Ufficio Centrale delle notizie richieste.

Sabato) Esame del programma a cura dell'Ufficio Centrale.
Domenica)

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SETTIMANA B (dal 9/7 al I5/7)

Lunedì - Notifica da parte dell'Ufficio Centrale dell'accettazione o riduzione del tonnellaggio proposto ed eventuali aggiunte.

Martedì - Conferma all'Ufficio Centrale delle varianti apportate in conseguenza ai singoli tonnellaggi di ciascuna linea interessata.

Mercoledì) Giovedì) Venerdì) Sabato) Domenica) Compilazione ed invio dei programmi agli interessati (Ufficio Circolazione Vale II., 4^ Centrale Roma (dieci copie) - Capo Compartimento -Ufficiale della A.C. addetto al Controllo (cinque copie) - Direzione delle Ferrovie private interessate, ecc.) e dei moduli XB alle stazioni.

N.B. Si dovrà curare che i programmi ed i moduli XB vengano inviati non oltre il venerdì di ogni settimana, per far sì che effettivamente il carico si possa iniziare dal lunedì.

SETTIMANA C (dal 16/7 al 22/7)

EFFETTUAZIONE DEL CARICO

10 - Il programma Compartimentale, prima di essere diramato, dovrà essere presentato, in visione, all'Ufficiale della A.C. residente nel Compartimento ed addetto al Controllo.

11 - Il Gruppo della Sezione Movimento di Palermo compilerà il programma sàlo per quanto riguarda le merci che passeranno dalla Sicilia al Continente.

12 - Manifestandosi la necessità di includere nel programma settimanale, quando questo è già stato pubblicato, il trasporto di merci manifestamente indilazionabile, potrà essere presa in considerazione, sia dal Gruppo sezionale, che dall'Ufficio Centrale, sempre che vi sia tonnellaggio disponibile sull'itinerario che deve essere percorso dal trasporto.

Tali trasporti di energenza dovranno essere segnalati per l'esame ed

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Lunedì - Notifica di parte dell'Ufficio Centrale all'Ufficio Compartimentale della quantità e composizione del tonnellaggio proposto ed eventuali aggiunte.

Martedì - Conferma all'Ufficio Centrale delle varianti apportate in conseguenza ai singoli tonnellaggi di ciascuna linea interessata.

Mercoledì) Compilazione ed invio dei programmi agli interessati (Ufficio
Giovedì) Circolazione Veicoli, 4^ Sezione Centrale Roma (dieci copie) - Capo
Venerdì) Compartimento -Ufficiale della A.C. addetto al Controllo (cin-
Sabato) que copie) - Direzione delle Ferrovie private interessate,
Domenica) ecc.) e dei moduli XB alle stazioni.
) N.B. Si dovrà curare che i programmi ed i moduli XB vengano
) inviati non oltre il venerdì di ogni settimana, per far sì
) che effettivamente il carico si possa iniziare dal lunedì.

SETTIMANA C (dal 16/7 al 22/7)

EFFETTUAZIONE DEL CARICO

10 - Il programma Compartimentale, prima di essere diramato, dovrà essere presentato, in visione, all'Ufficiale della A.C. residente nel Compartimento ed addetto al Controllo.

11 - Il Gruppo della Sezione Movimento di Palermo compilerà il programma solo per quanto riguarda le merci che passeranno dalla Sicilia al Continente.

12 - Manifestandosi la necessità di includere nel programma settimanale, quando questo è già stato pubblicato, il trasporto di merci manifestamente indilazionabile, potrà essere presa in considerazione, sia dal Gruppo sezionale, che dall'Ufficio Centrale, sempre che vi sia tonnellaggio disponibile sull'itinerario che deve essere percorso dal trasporto. 1472

Tali trasporti di emergenza dovranno essere segnalati per l'esame ed approvazione per telefono ed a seguito per telegrafo.

Il Gruppo e l'Ufficio Centrale faranno precedere il numero di questi trasporti dalla sigla TE.

Tutti i trasporti di emergenza approvati dovranno essere scritturati sui moduli XB.

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13.- Il traffico in arrivo dal mare verrà segnalato sui programmi dell'Ufficio Centrale, come per il passato, con una cifra di tonnellaggio globale.

Il traffico in partenza dai porti per il mare verrà richiesto come tutti gli altri trasporti, tenendo però presente che nel caso di trasporti importanti, che eccedessero il tonnellaggio base (tonnellaggio assegnato per la linea), l'Ufficio Centrale è autorizzato a chiedere alla Sotto Commissione Trasporti A.C. un supplemento di tonnellaggio.

Nel caso che non tutto il traffico marittimo autorizzato possa essere inoltrato nella settimana prevista, per mancanza di materiale o altro impedimento, ne dovrà essere data comunicazione telefonica all'Ufficio Centrale, che avrà cura di ottenere l'autorizzazione per la settimana successiva.

Tutti i carri utilizzati per il traffico marittimo,sia in arrivo, che in partenza, dovranno essere muniti delle prescritte etichette e scritturati sui moduli XB.

14 - La compilazione dei moduli XB dovrà essere curata in modo particolare, con tutte le indicazioni. All'Ufficio Centrale dovranno pervenire due copie di tutti i moduli XB emessi, completi in ogni loro dettaglio.

Si rammenta che le Sezioni Movimento nel redigere i moduli XB dovranno elencare i trasporti autorizzati e fissare l'ordine di precedenza, tenendo conto della graduatoria delle merci, (allegato N° 3 Ordine di Servizio N° 8/1945) delle eventuali circostanze del momento, che consigliassero di favorire determinati trasporti e rispettando, a parità di condizione, l'ordine di registrazione delle domande nel modulo M.224 risultante dalle domande stesse.

Quanto sopra è necessario per dar modo alle stazioni di assegnare i carri senza incertezza e secondo l'ordine di iscrizione sui moduli stessi.-

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Il traffico in partenza dai porti per il mare verrà richiesto come tutti gli altri trasporti, tenendo però presente che nel caso di trasporti importanti, che eccedessero il tonnellaggio base (tonnellaggio assegnato per la linea), l'Ufficio Centrale è autorizzato a chiedere alla Sotto Commissione Trasporti A.C. un supplemento di tonnellaggio.

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Tutti i carri utilizzati per il traffico marittimo, sia in arrivo, che in partenza, dovranno essere muniti delle prescritte etichette e scritturati sui moduli XB.

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Quanto sopra è necessario per dar modo alle stazioni di assegnare i carri senza incertezza e secondo l'ordine di iscrizione sui moduli stessi.-

E' ovvio che se la parte, per fatto suo, rinunzia al diritto di precedenza non effettuando il carico nel giorno che le viene proposto, non ha alcun diritto di reclamare, essendo impossibile nelle attuali contingenze tenere inutilizzato il materiale da carico, sia pure per

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un sol giorno. In tali casi il Capo stazione dovrà anzi rilasciare agli interessati una dichiarazione di rinunzia all'ordine di precedenza e di assoggettarsi all'eventuale perdita del carro nel caso che la stazione non possa fornirlo per il giorno della stessa settimana prescelto per il carico.

Nella compilazione dei moduli XB dovrà essere utilizzato un rigo per ogni carro e non per ogni assegnazione di carico, per dar modo alle stazioni di segnare in ogni rigo gli estremi di ciascuno carro utilizzato e ciò per evitare confusione.

15 - I programmi di carico delle Ferrovie Private, aventi scambi di materiale con le Ferrovie dello Stato, dovranno essere mandati dalle varie Direzioni per l'esame ed approvazione all'apposito Gruppo del Riparto Circolazione Veicoli della Sezione Movimento, che formerà un programma unico. Dopo l'approvazione, il programma stesso verrà inviato alle Direzioni delle Ferrovie Private, che lo renderanno esecutivo seguendo tutte le disposizioni in uso presso l'Amministrazione delle Ferrovie dello Stato.

In relazione alle vigenti norme si richiama l'attenzione sul fatto che i servizi di corrispondenza vengono assicurati solamente dopo che la Ferrovia Privata ha ottenuto l'autorizzazione per effettuare il trasporto sulle Ferrovie dello Stato dalla stazione a contatto.

16 - Per quanto riguarda i trasporti in servizio si conferma che debbono avere corso come previsto dall'Ordine di Servizio N° 8-1945, perchè debbono rientrare nel computo del tonnellaggio assegnato. Solo in caso di vera urgenza potranno essere richiesti trasporti di servizio indilazionabili, la cui approvazione è demandata ai Capi Compartimento. 1470

Si rammenta che tutti i trasporti di servizio, anche se autorizzati con telegramma, debbono risultare sui moduli XB.

I trasporti in servizio riflettenti grosse forniture di materiali, per riattamento di linee, manufatti ecc. dovranno essere effettuati do-

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zione non possa fornirlo per il giorno della [illegible]
per il carico.

Nella compilazione dei moduli XB dovrà essere utilizzato un rigo per ogni carro e non per ogni assegnazione di carico, per dar modo alle stazioni di segnare in ogni rigo gli estremi di ciascuno carro utilizzato e ciò per evitare confusione.

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In relazione alle vigenti norme si richiama l'attenzione sul fatto che i servizi di corrispondenza vengono assicurati solamente dopo che la Ferrovia Privata ha ottenuto l'autorizzazione per effettuare il trasporto sulle Ferrovie dello Stato dalla stazione a contatto.

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Si rammenta che tutti i trasporti di servizio, anche se autorizzati con telegramma, debbono risultare sui moduli XB.

I trasporti in servizio riflettenti grosse forniture di materiali, per riattamento di linee, manufatti ecc. dovranno essere effettuati dopo aver ottenuto il consenso del M R S o comunque di Autorità Militari Alleate operanti.

17 - Le Autorità Militari Alleate garantiscono in linea di massima l'esecuzione dei programmi di carico per conto civile. E' però ovvio, che in

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caso di eccezionale penuria di materiale da carico, avranno la precedenza i trasporti militari.

Pertanto per evitare che manchi il materiale, le Sezioni Movimento dovranno preoccuparsi in tempo di predisporre quello necessario per lo svolgimento dei programmi settimanali.

In caso di deficienza di materiale dovrà essere tempestivamente informato l'Ufficio Circolazione Veicoli per metterlo in condizione di intervenire presso le competenti Autorità Alleate. Lo stesso dicasi per l'eccedenze di materiale, che dovrà essere puntualmente segnalato con la massima precisione, con telegrammi, come già viene praticato dai Circoli di Ripartizione.

18 - Si mette in speciale evidenza che gli Ufficiali della A.C. costituiscono il collegamento tra l'Amministrazione delle Ferrovie dello Stato ed i Comandi Militari Alleati e che gli Uffici R T O, che hanno il compito di controllare l'operato delle Ferrovie dello Stato, rimangono sempre a disposizione per consigli e scambio di idee per il modo migliore di svolgere il servizio.

Gli Uffici R T O non hanno ingerenza nel dislocamento del materiale occorrente per i trasporti civili programmati.

19 - Le Sezioni Movimento dovranno seguire attentamente l'andamento del carico settimanale e comunicare per telefono all'Ufficio Centrale l'eventuale mancato carico, già autorizzato, di grosse partite di merci.

20 - Le Sezioni Movimento desumendolo dai moduli XB di ritorno, dovranno telefonare settimanalmente all'Ufficio Centrale i tonnellaggi effettivamente trasportati per ogni linea, in relazione al tonnellaggio programmato. Questa comunicazione dovrà essere fatta nei primi giorni della settimana successiva a quella del carico ed in ogni modo non oltre il mercoledì. Perciò è assolutamente indispensabile impartire precise e rigorose disposizioni perchè i moduli XB, corredati di tutte le prescritte informazioni, [illegible] alle Sezioni Movimento e Direzioni delle Ferrovie Priva-

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vranno preoccuparsi in tempo di predisporre quello necessario per lo svol-
gimento dei programmi settimanali.

In caso di deficienza di materiale dovrà essere tempestivamente informato l'Ufficio Circolazione Veicoli per metterlo in condizione di intervenire presso le competenti Autorità Alleate. Lo stesso dicasi per l'eccedenze di materiale, che dovrà essere puntualmente segnalato con la massima precisione, con telegrammi, come già viene praticato dai Circoli di Ripartizione.

18 - Si mette in speciale evidenza che gli Ufficiali della A.C. costituiscono il collegamento tra l'Amministrazione delle Ferrovie dello Stato ed i Comandi Militari Alleati e che gli Uffici R T O, che hanno il compito di controllare l'operato delle Ferrovie dello Stato, rimangono sempre a disposizione per consigli e scambio di idee per il modo migliore di svolgere il servizio.

Gli Uffici R T O non hanno ingerenza nel dislocamento del materiale occorrente per i trasporti civili programmati.

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20 - Le Sezioni Movimento desumendolo dai moduli XB di ritorno, dovranno 1489
telefonare settimanalmente all'Ufficio Centrale i tonnellaggi effettivamente trasportati per ogni linea, in relazione al tonnellaggio programmato. Questa comunicazione dovrà essere fatta nei primi giorni della settimana successiva a quella del carico ed in ogni modo non oltre il mercoledì. Perciò è assolutamente indispensabile impartire precise e rigorose disposizioni perchè i moduli XB, corredati di tutte le prescritte informazioni, vengano ritornati alle Sezioni Movimento e Direzioni delle Ferrovie Private il lunedì della settimana successiva a quella del carico.

Dopo un sommario esame i ripetuti XB dovranno essere mandati subito all'Ufficio Centrale, in due copie, come si è già detto.

I tonnellaggi da comunicare sono quelli di tutte le linee del Compar-

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timento e per quelle linee che non sono compreso nell'allegato n.1 dovrà essere segnalato il tonnellaggio concesso e quello effettivamente caricato.

I tonnellaggi di cui trattasi riguardano anche le linee delle Ferrovie Private.

21 - Si richiama la particolare attenzione sulla necessità della completa utilizzazione dei tonnellaggi assegnati. E' necessario fare intendere a tutti gli interessati che il richiedere un trasporto per non effettuarlo causa grave danno alla collettività.

Occorre inoltre seguire attentamente le cause di ogni mancato carico per intervenire presso privati, Enti ed Amministrazioni, segnalando all'Ufficio Centrale le circostanze di maggior rilievo.

22 - Si tenga presente che ogni modificazione da apportare al presente sistema per l'assegnazione dei tonnellaggi per conto Civile deve essere preventivamente sottoposta all'approvazione della Sotto Commissione A.C. per il tramite dell'Ufficio Centrale.

23 - Eccezionale importanza viene attribuita al regolare svolgimento di questo Servizio, oppertanto si raccomanda la scrupolosa osservanza di tutte le disposizioni impartite.

24 - Copia della presente Circolare deve essere inviata, a cura delle rispettive Sezioni Movimento, alle Direzioni delle Ferrovie Private, aventi scambio di materiale con le Ferrovie dello Stato, che trovansi nella giurisdizione del relativo Compartimento.

Ciascuna Sezione Movimento avrà cura di segnalare all'Ufficio Centrale gli estremi di tutte le Direzioni cui sarà stata consegnata copia della presente Circolare e di indicare lo sviluppo delle relative linee attualmente in esercizio.

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Si attende conferma.

IL DIRETTORE GENERALE

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Private.

21 - Si richiama la particolare attenzione sulla necessità della completa utilizzazione dei tonnellaggi assegnati. E' necessario fare intendere a tutti gli interessati che il richiedere un trasporto per non effettuarlo causa grave danno alla collettività.

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23 - Eccezionale importanza viene attribuita al regolare svolgimento di questo Servizio, eppertanto si raccomanda la scrupolosa osservanza di tutte le disposizioni impartite.

24 - Copia della presente Circolare deve essere inviata, a cura delle rispettive Sezioni Movimento, alle Direzioni delle Ferrovie Private, aventi scambio di materiale con le Ferrovie dello Stato, che trovansi nella giurisdizione del relativo Compartimento.

Ciascuna Sezione Movimento avrà cura di segnalare all'Ufficio Centrale gli estremi di tutte le Direzioni cui sarà stata consegnata copia della presente Circolare e di indicare lo sviluppo delle relative linee attualmente in esercizio.

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Si attende conferma.

IL DIRETTORE GENERALE

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ALLEGATO N° 1

LINEE PER LE QUALI DEVE ESSERE COMPILATO IL PROGRAMMA DI TONNELLAGGIO SETTIMANALE DA COMUNICARE TELEFONICAMENTE ALL'UFFICIO CENTRALE.

N° della linea	Sezione di linea
92	Reggio - Salerno
92	Salerno - Reggio
95	Reggio - Metaponto
95	Metaponto - Reggio
94	Metaponto,-Salerno
94	Salerno - Metaponto
91	Foggia - Caserta
91	Caserta - Foggia
89/90	Napoli - Roma
89/90	Roma - Napoli
50	Roma - Livorno
50	Livorno - Roma
218/219	Livorno - Firenze
218/219	Firenze - Livorno
65	Roma - Orte
65	Orte - Roma
65	Orte - Arezzo
65	Arezzo - Orte
65	Firenze - Bologna
65	Bologna - Firenze
87	Orte - Falconara
87	Falconara - Orte
86	Ancona - Bologna
86	Bologna - Ancona

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LINEE PER LE QUALI DEVE ESSERE COMPILATO IL PROGRAMMA DI TONNELLAGGIO SETTIMANALE DA COMUNICARE TELEFONICAMENTE ALL'UFFICIO CENTRALE.

N° della linea	Sezione di linea
92	Reggio - Salerno
92	Salerno - Reggio
95	Reggio - Metaponto
95	Metaponto - Reggio
94	Metaponto,-Salerno
94	Salerno - Metaponto
91	Foggia - Caserta
91	Caserta - Foggia
89/90	Napoli - Roma
89/90	Roma - Napoli
50	Roma - Livorno
50	Livorno - Roma
218/219	Livorno - Firenze
218/219	Firenze - Livorno
65	Roma - Orte
65	Orte - Roma
65	Orte - Arezzo
65	Arezzo - Orte
65	Firenze - Bologna
65	Bologna - Firenze
87	Orte - Falconara
87	Falconara - Orte
86	Ancona - Bologna
86	Bologna - Ancona
86	Foggia - Ancona
86	Ancona - Foggia

1467

Declassified E.O. 12356 Section 3.3/NND No. 785021

2270

Declassified E.O. 12356 Section 3.3/NND No. 785021

Allied Force Headquarters
G-4 (Mov & Tn)
Tel: Freedom 320

Mov 3/363/3

28 Jun 45

Subject: Allocation of Block Tonnages for Civil and Military Traffic - Italy

To : MMRS
HQ Allied Commission
Tn Sub Commission

Copy to: G-4 (B)
G-4 (A)
Q(Maint)
G-5
TN(B)
TN(A)

1. Reference is made to Appendix 'A' of the Minutes of Meeting enclosed with Mov 3/363/3 of 17 June.

2. A subsequent change in military demands has necessitated slight revisions to the above Appendix.

These revisions which have been agreed with all interested parties have been incorporated in a revised Appendix, copy of which is enclosed herewith.

W.S.C. BOSWELL, Major,
for Brigadier,
DQMG (Mov & Tn).

1466

2271

Declassified E.O. 12356 Section 3.3/NND No. 785021

SCHEDULE OF BASIC CIVIL AND MILITARY TONNAGES - JULY 1945

Line		Civil Allocation			Military Allocation		Total Allocation			Basic Wag Availa
No	Section	Stores	Passenger Trains	Refugees	Stores and Incidental Personnel	Passenger Trains	Stores and Incidental Personnel	Refugee Trains	Passenger Trains	
92	Reggio-Salerno	4000	7		6000		10000		7	14
95	Reggio-Metaponto	3500	7		2000		5500		7	5
94	Metaponto-Salerno	4500	3		2000		6500		3	8
94	Salerno-Metaponto	4500	3		2000		6500		3	8
91	Foggia-Caserta	4000	7		10000	8	14000		15	21
91	Caserta-Foggia	3000	7		17000	8	20000		15	21
89/90	Naples-Rome	17500	7		28000	16	45500		23	4
89/90	Rome-Naples	7000	7	9	52500	16	59500	9	23	5
50	Rome-Leghorn	14000	3		21000	2	35000		5	3
50	Leghorn-Rome	17500	3	2	~~24,500~~ 18000	2	~~42000~~ 41500	2	5	4
218/219	Leghorn-Prato-Florence	14000	3		42000		56000		3	5
218/219	Florence-Prato-Leghorn	4200	3	2	~~35000~~ 42000		~~39200~~ 46200	2	3	5
65	Rome-Orte	4900	3		24500	12	29400		15	3
65	Orte-Rome	9800	3	7	31500	12	41300	7	15	4
65	Orte-Arezzo	2100	3		3500		5600		3	
65	Arezzo-Orte	7000	3		8400		15400		3	1
65	Florence-Bologna	1750	2		28000		29750		2	3
65	Bologna-Florence	1750	2		28000		29750		2	3
87	Orte-Falconara	7000	2		17500	12	24500		14	2
87	Falconara-Orte	7000	2	7	17500	12	24500	7	14	3
86	Ancona-Bologna	7000	2		28000	21	35000		23	4
86	Bologna-Ancona	2100	2	9	28000	21	30100	9	23	4
86	Foggia-Ancona	3500	3		17500	9	21000		12	2
86	Ancona-Foggia	3500	3	2	17500	9	21000	2	12	2

NOTE: Military passenger trains include possible Overland L of C requirements:

1 TPD Naples-Milan via Lines 90/87/86/69/53
1 TPD Taranto-Milan via Lines 86/69/53
1 TPD NE Italy-Milan via Udine/Verona (½ train ex Venice ½ train ex Trieste)

~~86~~ Bologna-Faenz
Faenza-Ancona

22722

Declassified E.O. 12356 Section 3.3/NND No. 785021

APPENDIX A

AND MILITARY TONNAGES - JULY 1945

	Civil Allocation			Military Allocation		Total Allocation			Total Capacities	
	Stores	Passenger Trains	Refugees	Stores and Incidental Personnel	Passenger Trains	Stores and Incidental Personnel	Refugee Trains	Passenger Trains	Based on Wagon Availability	Based on Train Paths: Tonnage Per Week / No of Trains Per Day
	4000	7		6000		10000		7	14400	25200 / 9 x 400 Tns
	3500	7		2000		5500		7	5600	14000 / 5 x 400 Tns
to	4500	3		2000		6500		3	8400	12250 / 10 x 175 Tns
rno	4500	3		2000		6500		3	8400	12250 / 10 x 175 Tns
nto	4000	7		10000	8	14000		15	21000	21000 / 12 x 300 Tns
	3000	7		17000	8	20000		15	21000	21000 / 12 x 300 Tns
	17500	7		28000	16	45500		23	49000	71400 / 12 x 600 Tns, 10 x 300 Tns
	7000	7	9	52500	16	59500	9	23	59500	71400 / 12 x 600 Tns, 10 x 300 Tns
	14000	3		21000	2	35000		5	38500	58800 / 14 x 600 Tns
	17500	3	2	~~24500~~ 18000	2	~~42000~~ 45500	2	5	~~42000~~ 45500	58800 / 14 x 600 Tns
	14000	3		42000		56000		3	56000	70000 / 20 x 500 Tns
-Florence	14000	3	2	~~35000~~ 42000		~~39200~~ 46200	2	3	~~56000~~ 46200	70000 / 20 x 500 Tns
o-Leghorn	4200	3		24500	12	29400		15	35000	46250 / 15 x 450 Tns
	4900	3	7	31500	12	41300	7	15	42000	46250 / 15 x 450 Tns
	9800	3		3500		5600		3	7000	22050 / 7 x 450 Tns
	2100	3		8400		15400		3	17500	22050 / 7 x 450 Tns
	7000	3		28000		29750		2	35000	35000 / 10 x 500 Tns
ogna	1750	2		28000		29750		2	35000	35000 / 10 x 500 Tns
ence	1750	2		28000		28000		14	28000	29176 / 12½ x 335 Tns
ra	7000	2		17500	12	24500		14	29176	29176 / 12½ x 335 Tns
te	7000	2	7	17500	12	24500	7	14	31500	42000 / 16 x 500 Tns
na	7000	2		28000	21	35000		23	42000	42/56000 ϕϕϕ
na	2100	2	9	28000	21	30100	9	23	35000	34300 / 14 x 350 Tns
a	3500	3		17500	9	21000		12	21000	34300 / 14 x 350 Tns
a	3500	3	2	17500	9	21000	2	12	21000	

ssenger trains include possible Overland L of C requirements:

s-Milan via Lines 90/87/86/69/53
to-Milan via Lines 86/69/53
aly-Milan via Udine/Verona ($\frac{1}{2}$ train ex Venice $\frac{1}{2}$ train ex Trieste)

ϕϕϕ Bologna-Faenza 12 x 500 Tns 42000 TPW
Faenza-Ancona 16 x 500 Tns 56000 TPW

JWB/elc

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

Tel : 478704 25 June 1945

4o8/11/Tn 3

SUBJECT : Control of Civilian Loadings

TO : Chief, Movements Division

1. Mr. Ceccotti, I.S.R. Official, has been studying our system of bidding and programming and also the final returns of traffic moved.

2. To eliminate or at least reduce to a minimum the tonnage failing to move because (a) stores are not available or (b) Consignors do not follow up their bids, he suggests a rigid application of a depcsit system.

3. In brief, he suggests that Consignors when placing bids should deposit the sum of Lire 4.COO, which amount would be forfeit if wagons, once placed, were not loaded as programmed. For large organisations such as Sepral, Consorzio Agrario &c a substantial current account is proposed, from which sums forfeited would be deducted.

4. He goes further and suggests that Bidders who fail to load should be definitely excluded from consideration in the next loading period.

5. Such a scheme would certainly serve to reduce or eliminate speculative bidding and could quite easily be applied to the general public, but I think it would raise strong protest from Lignite Mines, Sepral, Consorzio Agrario, ICE, etc.

6. We are doing all possible to increase loadings, but I do not consider we should sponsor this scheme. We might tell I.S.R. they can introduce such a

1464

Declassified E.O. 12356 Section 3.3/NND No. 785021

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6. We are doing all possible to increase loadings, 1464 but I do not consider we should sponsor this scheme. We might tell I.S.R. they can introduce such a scheme if approved by the Ministry of Transport. May I have your views please.

) J.W. BAKER, Lt.Col.

Declassified E.O. 12356 Section 3.3/NND No. 785021

JWB/mb

13

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

FILE 468.

Tele : 478704

26 June 1945

468/13/Tn.3.

SUBJECT : Increase of I.S.R. responsibility for Civilian rail Movement

TO : Rail Division (Tn.4.)

1. Under the recent agreement reached with A.F.H.Q. for allocation of block tonnages to cover civilian movement by rail, Capo Compartimenti will be responsible for wagon supply and at a higher level the matter will be dealt with directly by the Allied Commission, D.M.R.S. and the Mov. L.O. to the M.R.S. (see G-4 (Mov & Tn) AFHQ Working Instruction No.29 dated 22 June '45, copy of which is in your possession). Rail Division (Tn.4.) will handle all questions of wagon supply on behalf of Allied Commission and Movements Division will not enter in on day-to-day questions unless you request the matter be raised with higher authority.

2. The necessity of ensuring adequate daily supply of suitable empty rolling stock at all loading points cannot be over emphasised. To demonstrate the difficulties experienced to date, the following is a summary of the current position on line 50 Rome - Leghorn :-

a - Port Clearance from Piombino and ~~Leghorn~~ Civitavecchia.
Copy of our letter 277/20/Tn.3. dated 7 June '45 and addressed to D.M.R.S. is attached. Piombino must be stepped up to 1500 tons per day as soon as possible. The present allotment of 50 wagons per day has cleared all back-pile and ships are being discharged currently, but as soon as port capacity is increased wagon supply must be at the rate of 80 wagons per day. For Civitavecchia 100 wagons per day will ensure 1750 tons clearance by rail per day, which is satisfactory at the moment. Wagons for local loadings such as Cement are of course, additional. Heavy shipping programmes will call for rail clearance of 2000/2250 tons per day. Copy of current shipping programme is being sent you and Rail Division will be included in all future distributions.

b - Piombino. Handles coal moved from Civitavecchia by barge. 1463
Average of 20/25 wagons (high side opens) required daily. This will probably be doubled in near future.

Declassified E.O. 12356 Section 3.3/NND No. 785021

468/13/Tn.3.

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b - Fiumicino. Handles coal moved from Civitavecchia by barge. 1463 Average of 20/25 wagons (high side opens) required daily. This will probably be doubled in near future.

c - Bibolle Lignite Mines. Traffic joins line 50 at Giuncarico. Here a serious situation has developed, but only since wagon supply for Forte has improved. During the three loading periods 4 - 24 June the following tonnages were accepted and programmed :-

Northbound	5439 tons	-	319 wagons
Southbound	5913 "	-	346 "

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Wagons required have been estimated on basis of 17 tons per wagon. Against this tonnage programmed only 174 loads moved showing a deficit in wagon supply of 491 wagons during the three week period. Of the 174 loads which did in fact move, 140 were by Solvay Hopper wagons ferrying between Ribolla Mines and Rosignano. In other words the railway service only provided 34 common user wagons in three weeks. On 9 days during the three weeks the mines were completely without wagons. These figures are quoted from daily returns passed over by M.R.S. to Movements - Rail. Sufficient has been said and written on the importance of lignite in recent weeks to make it unnecessary to re-emphasize the matter. Unless the loading programmes are met in full, fuel will not be provided for Hospitals, Bakeries, Gas and Electricity Plants, Cement Plants etc., who are compelled to operate on bare margins and are never in a position to build-up reserves.

d - Solvay Plant, Rosignano. Attached copy of Industry Sub-Commission letter AC/5616/IND dated 25 June '45, is self-explanatory. The rehabilitation of this Plant was given Priority I by A.F.H.Q. Now that production has recommenced we must provide sufficient transportation for minimum fuel requirements and for distribution of production as programmed.

e - Pyrites from Scarlino. Rail tonnage has been greatly reduced because bulk of the traffic now moves by sea from Portiglione. There are, however, regular weekly consignments to Orbetello, Rome Tuscolana and Mare Montoro.

f - Other traffic. Loading programmes will indicate all other miscellaneous traffic, which includes grain from various loading points and will shortly include lignite from Baccinello Mine, loading at Grosseto.

3. It will be seen from the foregoing that insufficient rolling stock is being allocated daily to Line 50 and this position should be corrected as early as possible. The I.S.F. will undoubtedly require a lot of assistance from Rail Division, particularly in connection with wagon distribution and it is requested you give this matter your constant attention, in order that the satisfactory progress which has been made in establishing definite tonnage allocation for civilian traffic will not be nullified by failure to ensure satisfactory wagon supply.

1462

Signed by Col. Sleight

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provided 34 common user wagons in three weeks. On 9 days during the three weeks the mines were completely without wagons. These figures are quoted from daily returns passed over by M.R.S. to Movements - Rail. Sufficient has been said and written on the importance of lignite in recent weeks to make it unnecessary to re-emphasize the matter. Unless the loading programmes are met in full, fuel will not be provided for Hospitals, Bakeries, Gas and Electricity Plants, Cement Plants etc., who are compelled to operate on bare margins and are never in a position to build-up reserves.

e - Solvay Plant, Rosignano. Attached copy of Industry Sub-Commission letter AC/5615/IND dated 25 June '45, is self-explanatory. The rehabilitation of this Plant was given Priority I by A.F.H.Q. Now that production has recommenced we must provide sufficient transportation for minimum fuel requirements and for distribution of production as programmed.

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1462

Signed by Col. Sieff

M.J. SIEFF, Colonel
Chief, Movements Division

Copy to file : 277/Tn.3.
283/Tn.3.
285/Tn.3.
331/Tn.3.
342/Tn.3.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Copy No 468/Tn.3

12

CONFIDENTIAL

Allied Force Headquarters
G-4 (Mov & Tn)
Tel: Freedom 320

Mov 3/332/1

22 Jun 45

G-4 (MOV & TN) AFHQ WORKING INSTRUCTION NO. 29

MILITARY MAINTENANCE PROCEDURE - POM PROGRAMME

1. Commencing with the period 2 - 8 Jul 45 the POM Programme will in principle be confined to Military movement. Provision has been made for the allocation of a block tonnage to AC for movement of civilian stores and passengers (including refugees) under their own arrangements. Copies of AC programmes will be submitted to the appropriate Movements HQ for information.

Scheduled military coaching stock trains will not in future be specified in the POM programme which will cover only military stores, AFVs, special military moves in box cars and ambulance trains.

2. In emergency, e.g. special redeployment moves etc., AFHQ may find it necessary to make cuts in the agreed civil allocation to allow for the movement of high priority military traffic. Conversely, in the event of a civil emergency, AC may request the allocation of additional tonnage to provide for movement which is necessary for the avoidance of "disease and unrest".

Such alterations will only be made on the authority of AFHQ and will be notified either through the minutes of the weekly POM Conference or by signal.

It is also the intention to offer to the AC, weekly, such surplus capacity as may be disclosed at the POM. To facilitate these interchanges AC will continue to be represented at the POM Conference.

3. Attached at Appendix 'A' is a list showing the capacities allocated to the two types of traffic mentioned above. The tonnages quoted are experimental and the scheme is to be reviewed in the light of experience gained and, if necessary, fresh allocations made for the month of August.

4. The scheme applies to those lines which are at present subject to POM Conference. Existing arrangements will continue for internal movement within Compartimenti, e.g. in the NAPLES Area and in the HEEL.

Docks clearance will also continue on the same basis, except clearance from PIOMBINO and CIVITAVECCHIA must come within the civil tonnages shown for Line 50.

[illegible] of the new arrangements Movement Control will cease

Declassified E.O. 12356 Section 3.3/NND No. 785021

22 Jun 45

G-4 (MOV & TN) AFHQ WORKING INSTRUCTION NO. 29

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Docks clearance will also continue on the same basis, except clearance from PIOMBINO and CIVITAVECCHIA must come within the civil tonnages shown for Line 50.

5. With the inception of the new arrangements Movement Control will cease to indent for wagons for AC traffic. Civilian wagon supply will be arranged by the various Capi Compartimenti, and at a higher level the matter will be dealt with directly by the Allied Commission, DMRS and the Mov LO to the MRS.

R.W.L. Fellowes

R.W.L. FELLOWES, Brigadier,
for Brigadier,
DQMG (Mov & Tn).

Distribution overleaf/

Declassified E.O. 12356 Section 3.3/NND No. 785021

DISTRIBUTION:

Mov Rear Eighth Army	(6)
Mov Fifth Army (Br Inc)	2
Mov 15 Army Group	2
Mov North West Italy	12
Mov North East Italy	20
Mov Rome	6
Mov Naples	12
Mov Bari	12
Mov Taranto	6
Mov LO DMRS	2
DMRS Italy	6
HQ Allied Commission (Tn Sub Commission)	

G-1 (B)
G-3 (Org)
G-4 (B)
G-4 (A)
Q(Maint)
G-5
Tn (A)
Tn (B)

Declassified E.O. 12356 Section 3.3/NND No. 785021

APPENDIX 'A'

SCHEDULE OF BASIC CIVIL AND MILITARY TONNAGES - STORES AND REFUGEES ..
JULY 1945 NOT INCLUDING PASSENGER STOCK TRAINS.

Line No	Section	Civil Allocation Stores TPW	Civil Allocation Refugees Trains	Military Allocation Stores & Incidental Personnel TPW	Total Allocation Stores & Incidental Personnel TPW	Total Allocation Refugees Trains
92	REGGIO-SALERNO	4000		6000	10000	
95	REGGIO-METAPONTO	3500		2000	5500	
94	METAPONTO-SALERNO	4500		2000	6500	
94	SALERNO-METAPONTO	4500		2000	6500	
91	FOGGIA-CASERTA	4000		10000	14000	
91	CASERTA-FOGGIA	3000		17000	20000	
89/90	NAPLES-ROME	17500		28000	45500	
89/90	ROME-NAPLES	7000	9	52500	59500	9
50	ROME-LEGHORN	14000		21000	35000	
50	LEGHORN-ROME	17500	2	24500	42000	2
218/219	LEGHORN-PRATO/FLORENCE	14000		42000	56000	
218/219	FLORENCE/PRATO-LEGHORN	4200	2	35000	39200	2
65	ROME-ORTE	4900		24500	29400	
65	ORTE-ROME	9800	7	31500	41300	7
65	ORTE-AREZZO	2100		3500	5600	
65	AREZZO-ORTE	7000		8400	15400	
65	FLORENCE-BOLOGNA	1750		28000	29750	
65	BOLOGNA-FLORENCE	1750		28000	29750	1750
87	ORTE-FALCONARA	7000		17500	24500	
87	FALCONARA-ORTE	7000	7	17500	24500	7

Declassified E.O. 12356 Section 3.3/NND No. 785021

92	REGGIO-SALERNO	4000		6000	10000	
95	REGGIO-METAPONTO	3500		2000	5500	
94	METAPONTO-SALERNO	4500		2000	6500	
94	SALERNO-METAPONTO	4500		2000	6500	
91	FOGGIA-CASERTA	4000		10000	14000	
91	CASERTA-FOGGIA	3000		17000	20000	
89/90	NAPLES-ROME	17500		28000	45500	
89/90	ROME-NAPLES	7000	9	52500	59500	9
50	ROME-LEGHORN	14000		21000	35000	
50	LEGHORN-ROME	17500	2	24500	42000	2
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65	AREZZO-ORTE	7000		8400	15400	
65	FLORENCE-BOLOGNA	1750		28000	29750	
65	BOLOGNA-FLORENCE	1750		28000	29750	
87	ORTE-FALCONARA	7000		17500	24500	
87	FALCONARA-ORTE	7000	7	17500	24500	7
86	ANCONA-BOLOGNA	7000		28000	35000	
86	BOLOGNA-ANCONA	2100	9	28000	30100	9
86	FOGGIA-ANCONA	3500		17500	21000	
86	ANCONA-FOGGIA	3500	2	17500	21000	2

Declassified E.O. 12356 Section 3.3/NND No. 785021

JWB/el

TRANSPORTATION SUB-COMMISSIO

INTER-OFFICE MEMORANDUM

Tel : 478704 25 June 1945

468/11/Tn 3

SUBJECT : Control of Civilian Loadings

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6. We are doing all possible to increase loadings, but I do not consider we should sponsor this scheme. We might tell I.S.R. they can introduce such a scheme if approved by the Ministry of Transport.

1459

Declassified E.O. 12356 Section 3.3/NND No. 785021

SUBJECT : Control of Civilian Loadings

TO : Chief, Movements Division

1. Mr. Ceccotti, I.S.R. Official, has been studying our system of bidding and programming and also the final returns of traffic moved.

2. To eliminate or at least reduce to a minimum the tonnage failing to move because (a) stores are not available or (b) Consignors do not follow up their bids, he suggests a rigid application of a deposit system.

3. In brief, he suggests that Consignors when placing bids should deposit the sum of Lire 4.000, which amount would be forfeit if wagons, once placed, were not loaded as programmed. For large organisations such as Sepral, Consorzio Agrario &c a substantial current account is proposed, from which sums forfeited would be deducted.

4. He goes further and suggests that Bidders who fail to load should be definitely excluded from consideration in the next loading period.

5. Such a scheme would certainly serve to reduce or eliminate speculative bidding and could quite easily be applied to the general public, but I think it would raise strong protest from Lignite Mines, Sepral, Consorzio Agrario, ICE, etc.

6. We are doing all possible to increase loadings, 1459 but I do not consider we should sponsor this scheme. We might tell I.S.R. they can introduce such a scheme if approved by the Ministry of Transport. May I have your views please.

J.W. Baker

J.W. BAKER, Lt.Col.

Declassified E.O. 12356 Section 3.3/NND No. 785021

FD/elc

Tel : 478701

13 June 45

10

TO : Lt.Col. J.W. Baker.

Below is translation of suggestion made by Mr. Ceccotti regarding the bidding system. As you see I.S.R. are already requiring a deposit after acceptance of bid but I doubt if it is good law to consider a deposit liable to forfeit until bid is accepted. A contract must have offer and acceptance. However I would favor this idea if it is legal, or if I.S.R. can made it so.

"1. I.S.R. suggests that on placing a bid consignor should be required to deposit a certain sum as guarantee. The sum deposited to be forfeit if consignor does not load.

2. At present, the guarantee sum, amounting to 4.000 Lire, has to be paid when consignor confirms his intention to load; and the sum is forfeit only in the case of failure to load after the bid has been confirmed.

It happens frequently that consignor, having been granted the authorisation to load, does not present himself to confirm the bid, and consequently does not load and a useful tonnage, which could be used by other bidders, is not used at all. In order to avoid this, we would like to arrange that the deposit should be made at the time of bidding to the Station Master, and should be forfeited in any case of failure to load by the bidder.

3. In the case of bids tendered by Sepral, we would like to make a rule, that in principle, consignors who fail to load would be excluded for the next period of bidding.

This regulation would be applied only to civilian consignors, and for State, or State dependent bidders, our intention is, that after a serious perusal of the programme, such bidder ought to agree to bid only for what we and they are sure can be loaded and despatched.

458

For what concerns big companies, sponsored by the State, requiring a big number of cars, we consider

Declassified E.O. 12356 Section 3.3/NND No. 785021

regarding the bidding system. As you see I.S.R. are already requiring a deposit after acceptance of bid but I doubt if it is good law to consider a deposit liable to forfeit until bid is accepted. A contract must have offer and acceptance. However I would favor this idea if it is legal, or if I.S.R. can made it so.

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It happens frequently that consignor, having been granted the authorisation to load, does not present himself to confirm the bid, and consequently does not load and a useful tonnage, which could be used by other bidders, is not used at all. In order to avoid this, we would like to arrange that the deposit should be made at the time of bidding to the Station Master, and should be forfeited in any case of failure to load by the bidder.

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This regulation would be applied only to civilian consignors, and for State, or State dependent bidders, our intention is, that after a serious perusal of the programme, such bidder ought to agree to bid only for what we and they are sure can be loaded and despatched.

For what concerns big companies, sponsored by the State, requiring a big number of cars, we consider it indispensable that their bids should be included in the central programme, but at the same time, we believe that they should also deposit a guarantee sum as other bidders. Moreover we propose that they should deposit a stated sum with the I.S.R. as an Account Current, from which the I.S.R. could deduct the penalties due for failing to load.

F. DUTHIE, Major

Copy to : Mr. Ceccotti

Major Duthie,
I do not think we can enforce this as the presence of the I.S.R. do not likely take over complaints but I do not mind to change.
Mr. Col. 12 June 45
additional complications, in a matter for them.

458

Declassified E.O. 12356 Section 3.3/NND No. 785021

FD/elc

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

25 June 1945

Tel : 478704

468/9/Tn 3

SUBJECT : Increase of I.S.R. responsibility for civilian rail movement

TO : See distribution

1. W.e.f. 30 June '45 Transportation Sub-Commission will hand over to the I.S.R., both in Rome and in the railway compartimenti south of Bologna, the responsibility for reception of bids, issue of loading programme and the movement of civilian traffic by rail in conformity with instructions issued by this Sub-Commission from time to time. (Memorandum No. 3 of 27 Apr '44 - Memorandum No. 4 of 23 Feb '45 - 383/46/Tn 3 of 24 Mar '45). Movement of traffic will be effected as from 16 July '45.

2. (a) The I.S.R. have created a 4th Section, in the Servizio Movimento, Ufficio Circolazione Veicoli, which will undertake this work.

(b) Bids will continue to be made at stations from which it is intended to despatch goods, or to the Sezione Movimento at the I.S.R. office in the compartimento in which loading is to take place.

(c) Sub-Commissions may continue to place bids through the Transportation Sub-Commission which will pass them to the I.S.R. Central Office. Such bids must reach the Transportation Sub-Commission on Wednesday for movement in the period beginning the following Monday week.

3. Transportation Sub-Commission will not relinquish its overall control of civilian rail traffic and Transportation Officers in the Compartimenti will continue to exercise final authority on priority of movements.

4. W.e.f. 1 July '45 an allotment of tonnage for the movement of civilian traffic on all lines subject to the Priorities

Declassified E.O. 12356 Section 3.3/NND No. 785021

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3. Transportation Sub-Commission will not relinquish its overall control of civilian rail traffic and Transportation Officers in the Compartimenti will continue to exercise final authori on priority of movements.

4. W.e.f. 1 July '45 an allotment of tonnage for the movement of civilian traffic on all lines subject to the Priorities of Movements Conference has been made by AFHQ to Allied Commission. Bids for movement of civilian traffic, therefor will no longer be submitted to AFHQ Priority of Movements Conferences (P.O.M.). Copy of this Headquarter's letter to Director General Italian State Railways Rome, 468/8/Tn 3 dated 25 June '45, which includes schedule of weekly tonnages for July '45 is attached at Appendix 'A'. The allotment of tonnage for the movement of civilian traffic will be revised monthly.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

5. Tonnage allowances for civilian traffic moving within compartimenti, over lines not subject to P.O.M., will be a matter for arrangement between the local AC Transportation Officers, the I.S.R. and local military Movements and/or P.B.S.

6. Transportation Officers in the compartimenti will continue to be responsible for the final screening of bids and will arrange a weekly meeting with the I.S.R. officials at which proposed loading programmes will be scrutinised. A brief report on this meeting will be sent by the Transportation Officer to this HQ, in which will be stated :-

(i) Total tonnage bid
(ii) Total tonnage accepted
(iii) Other information of interest.

Difficult questions of whether traffic should move by road, rail or sea will be referred to this HQ. Four copies of the Compartimento loading programme will be forwarded by the Transportation Officer to this Office by the fastest means.

7. Transportation Officers will continue to give the I.S.R. officials concerned every assistance, especially by acting as liaison with military Movements and in obtaining such use of army communications or information as may be desirable in the interest of efficient operation of the Railways.

8. Italian State Railways are issuing an instruction from their Central Office to all Capo Compartimenti concerned. All Transportation Officers will familiarise themselves with the detailed terms of this instruction.

For the Chief Commissioner

1456

MERRITT H. TAYLOR
Director

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Declassified E.O. 12356 Section 3.3/NND No. 785021

DISTRIBUTION

Senior Transportation Officer, AC Ancona (3)
Senior Transportation Officer, AC Bari (3)
Senior Transportation Officer, AC Florence (3)
Senior Transportation Officer, AMG Naples Commune (3)
Senior Transportation Officer, AC Reggio (3)
Senior Transportation Officer, AC Rome (3)

Copies to :

AFHQ G-5 (2)
AFHQ G-4 (Mov & Tn) (2)
D.M.R.S.
Executive Commissioner
Economic Section
General Direction, Italian State Railways (10)
Planning Staff
Rail Division (Tn 4) (2)
Ports & Warehouse Division
AC Liaison Officer, Bari
AC Liaison Officer, Naples
AC Liaison Officer, Civitavecchia
AC Liaison Officer, Piombino
AC Liaison Officer, Leghorn

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Declassified E.O. 12356 Section 3.3/NND No. 785021

FD/elc

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel : 478704

25 June 1945

468/8/Tn 3

SUBJECT : Control of Civilian Traffic by rail

TO : Director General, Italian State Railways, Rome (10)

1. Confirming verbal agreement made at your office on 19 June '45 the Allied Commission will hand over to the Italian State Railways the responsibility for carrying on the system of control of civilian rail traffic which has been operated by the Transportation Sub-Commission, under instructions issued by the Allied Commission from time to time. (Transportation Sub-Commission Memorandum No.3 of 27 April '44, Memorandum No.4. of 23 February '45, 383/46/Tn3 of 24 March '45.)

2. It is understood that in the Servizio Movimento you are creating a new department - 4th Section of the Ufficio Circolazione Veicoli - which will take over this work at the Central Office of the Italian State Railways and in the Compartimento Offices south of Bologna with effect 30 June '45. It is agreed that this new department will receive and register bids and arrange the programmes for civilian loading of stores by rail for actual movement beginning with loading period 16 - 22 July '45.

1455

3. Allied Commission will continue to decide all questions of priorities and to exercise a supervisory control of civilian rail movement. For this purpose it will require the Servizio Movimento to furnish the following reports every week to the Movements Division (Rail) of the Transportation Sub-Commission :-

(a) - i Total tonnage allotted to each Compartimento on lines mentioned in Appendix 'A' and total in each Compartimento on all lines.

ii Total tonnages moved by lines and grand total in each Compartimento.

2292

Declassified E.O. 12356 Section 3.3/NND No. 785021

SUBJECT : Control of Civilian Traffic by rail

TO : Director General, Italian State Railways, Rome (10)

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3. Allied Commission will continue to decide all questions of priorities and to exercise a supervisory control of civilian rail movement. For this purpose it will require the Servizio Movimento to furnish the following reports every week to the Movements Division (Rail) of the Transportation Sub-Commission :-

(a) - i Total tonnage allotted to each Compartimento on lines mentioned in Appendix 'A' and total in each Compartimento on all lines.

ii Total tonnages moved by lines and grand total in each Compartimento.

iii Information on important tonnages not moved.

(b) Information on wagon distribution.

4. (a) - Loading programmes will be prepared by the Sezione Movimento in each Compartimento. Six copies of each programme must be handed to the local AC. Transportation Officer who will pass one copy to the local military Movements HQ. and four copies to this Headquarters.

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(b) - A certain number of bids will continue to be received from Sub-Commissions, or other official bodies, at I.S.R. Central Office. It will be necessary, therefore, to publish a supplementary programme at the Railway Central Office covering such bids for loading in all Compartments. Transportation Sub-Commission will undertake the distribution of these programmes to military addressees for which 36 copies will be required.

5. (a) - Sezione Movimento will issue Forms XB to stations in multiple copies and one completed copy will be returned to the Transportation Sub-Commission at the end of the loading period through 4th Section Ufficio Circolazione Veicoli of the Servizio Movimento.

(b) - When failure to load is shown on Forms XB to be due to the fault of the consignor, action to prevent recurrence will be taken by the Sezione Movimento, or if that Office cannot take effective action, the AC Transportation Officer will be requested to intervene locally, or a request will be made to Allied Commission HQ for assistance.

6. The channel of communications between Transportation Sub-Commission at this Headquarters and the Sezione Movimento in the Compartimento will be through the Office of 4th Sezione at I.S.R. Central Office.

7. (a) - Movement of military traffic will continue to have priority but, if there is a sufficiency of wagons for all requirements, the loading of civilian traffic, when authorised by the Servizio Movimento, will not require the authorisation or confirmation of the local military Movements or U.S. Transportation Headquarters.

(b) - If a serious or prolonged scarcity of wagons occurs at any point so that, after satisfying military demands, the supply is entirely inadequate for civilian needs, application should be made, either to local military Movements or U.S. Transportation Headquarters through the local AC Transportation representative or through this Headquarters, to AFHQ for assistance. In such cases AFHQ will be requested to fix a ratio

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Declassified E.O. 12356 Section 3.3/NND No. 785021

undertake the distribution of these programmes to military addressees for which 36 copies will be required.

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(b) - If a serious or prolonged scarcity of wagons occurs at any point so that, after satisfying military demands, the supply is entirely inadequate for civilian needs, application should be made, either to local military Movements or U.S. Transportation Headquarters through the local AC Transportation representative or through this Headquarters, to AFHQ for assistance. In such cases AFHQ will be requested to fix a ratio for the allotment of available empties to military and civil needs.

8. (a) - AFHQ have recently agreed a revision of overall capacities for the lines controlled by their Priorities of Movement Conferences and have made a definite allotment to Allied Commission on a monthly basis for movement of civilian traffic.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

Details of revised capacities and tonnages allocated for each loading period in July '45 are shown at Appendix 'A' attached. Civilian passenger and refugee trains are additional to Stores tonnage.

(b) - These tonnages may be modified at short notice. The exact tonnage available for each loading period will be notified in due time to the 4th Sezione by Transportation Sub-Commission.

(c) - Programmes for internal movement of civilian traffic within each Compartimento will continue to be based on tonnage allotments arranged between the local military Movements or U.S. Transportation HQ, the local AC Transportation Officer and the Capo Compartimento.

(d) - All programmes for the movement of Refugees and Displaced Persons will be controlled and issued by Transportation Sub-Commission at this Headquarters.

9. When any ruling has to be given regarding shipment of traffic by the alternative means of sea, road and rail the matter must be referred to this Headquarters for decision.

10. No major change in the machinery of control will be undertaken without reference to Allied Commission.

11. It is requested that you take necessary action to ensure that the Sud-Est Railway and any other privately owned railway in the territory under consideration conforms to the procedure outlined in this communication.

For the Chief Commissioner

Merritt H. Taylor 1st Lt

MERRITT H. TAYLOR
Director

Copies to :
G-5 AFHQ (2)
G-4 (Mov & Tn) AFHQ (2)
D.M.R.S. (6)
Executive Commissioner
Economic Section

Declassified E.O. 12356 Section 3.3/NND No. 785021

Transportation Sub-Commission.

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For the Chief Commissioner

Merritt H. Jaylor 1/54
MERRITT H. TAYLOR
Director

Copies to :
G-5 AFHQ (2)
G-4 (Mov & Tn) AFHQ (2)
D.M.R.S. (6)
Executive Commissioner
Economic Section
Senior Transportation Officer, AC Ancona (3)
" " " " Bari (3)
" " " " Florence (3)
" " " AMG Naples Commune (3)
" " " AC Reggio (3)
" " " " Rome (3)
Planning Staff
Rail Division (Tn 4) (2)

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Declassified E.O. 12356 Section 3.3/NND No. 785021

SCHEDULE OF BASIC CIVIL AND MILITARY TONNAGES - JULY 1945.

Line No	Section	Civil Allocation Stores	Civil Allocation Passenger Trains	Civil Allocation Refugees	Military Allocation Stores and Incidental Personnel	Military Allocation Passenger Trains	Total Allocation Stores and Incidental Personnel	Total Allocation Refugee Trains	Total Allocation Passenger Trains	Total Based on Wagon Availability
92	Reggio-Salerno	4000	7		6000		10000		7	14400
95	Reggio-Metaponto	3500	7		2000		5500		7	5600
94	Metaponto-Salerno	4500	3		2000		6500		3	8400
94	Salerno-Meteponto	4500	3		2000		6500		3	8400
91	Foggia-Caserta	4000	7		10000	8	14000		15	21000
91	Caserta-Foggia	3000	7		17000	8	20000		15	21000
89/90	Naples-Rome	17500	7		28000	17	45500		24	49000
89/90	Pome-Naples	7000	7	9	52500	17	59500	9	24	59500
50	Rome-Leghorn	14000	3		21000	3	35000		6	38500
50	Leghorn-Rome	17500	3	2	24500	3	42000	2	6	42000
218/219	Leghorn-Prato-Florence	14000	3		42000		56000		3	56000
218/219	Florence-Prato-Leghorn	4200	3	2	35000		39200	2	3	56000
85	Rome-Orte	4900	3		24500	15	29400		18	35000
85	Orte-Rome	9800	3	7	31500	15	41300	7	18	42000
85	Orte-Arezzo	2100	3		3500		5600		1	7000
85	Arezzo-Orte	7000	3		8400		15400		1	17500
85	Florence-Bologna	1750	2		28000		29750		2	35000
85	Bologna-Florence	1750	2		28000		29750		2	35000
87	Orte-Falconara	7000	3		17500	15	24500		17	24500
87	Falconara-Orte	7000	3	7	17500	15	24500	7	17	24500
86	Ancona-Bologna	7000	2		28000	23	35000		25	42000
86	Foggia-Ancona	3500	3		17500	8	21000		11	21000
86	Bologna-Ancona	2100	2	9	28000	23	30100	9	25	35000
86	Ancona-Foggia	3500	3	2	17500	8	21000	2	11	21000

ϕϕϕ Bologna-Faenza 12 x 500 Tns 42000 TPW
Faenza-Ancona 16 x 500 Tns 56000 TPW

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Declassified E.O. 12356 Section 3.3/NND No. 785021

APPENDIX 'A'

LITARY TONNAGES - JULY 1945.

Civil Allocation			Military Allocation		Total Allocation			Total Capacities Based on Wagon Availability	Based on Train-Paths	
Stores	Passenger Trains	Refugees	Stores and Incidental Personnel	Passenger Trains	Stores and Incidental Personnel	Refugee Trains	Passenger Trains		Tonnage Per Week	No of Trains Per Day
4000	7		6000		10000		7	14400	25200	9 x 400 Tns
3500	7		2000		5500		7	5600	14000	5 x 400 Tns
4500	3		2000		6500		3	8400	12250	10 x 175 Tns
4500	3		2000		6500		3	8400	12250	10 x 175 Tns
4000	7		10000	8	14000		15	21000	21000	12 x 300 Tns
3000	7		17000	8	20000		15	21000	21000	12 x 300 Tns
17500	7		28000	17	45500		24	49000	71400	12 x 600 Tns 10 x 300 Tns
7000	7	9	52500	17	59500	9	24	59500	71400	12 x 600 Tns 10 x 300 Tns
14000	3		21000	3	35000		6	38500	58800	14 x 600 Tns
17500	3	2	24500	3	42000	2	6	42000	58800	14 x 600 Tns
14000	3		42000		56000		3	56000	70000	20 x 500 Tns
4200	3	2	35000		39200	2	3	56000	70000	20 x 500 Tns
4900	3		24500	15	29400		18	35000	46250	15 x 450 Tns
9800	3	7	31500	15	41300	7	18	42000	46250	15 x 450 Tns
2100	3		3500		5600		1	7000	22050	7 x 450 Tns
7000	3		8400		15400		1	17500	22050	7 x 450 Tns
1750	2		28000		29750		2	35000	35000	10 x 500 Tns
1750	2		28000		29750		2	35000	35000	10 x 500 Tns
7000	3		17500	15	24500		17	24500	29176	12½x 335 Tns
7000	3	7	17500	15	24500	7	17	24500	29176	12½x 335 Tns
7000	2		28000	23	35000		25	42000	56000	16 x 500 Tns
3500	3		17500	8	21000		11	21000	34300	14 x 350 Tns
2100	2	9	28000	23	30100	9	25	35000	42/56000	¢¢¢
3500	3	2	17500	8	21000	2	11	21000	34300	14 x 350 Tns

500 Tns 42000 TPW
500 Tns 56000 TPW

2300

Declassified E.O. 12356 Section 3.3/NND No. 785021

C O P Y

466/8/Tm 3

June 1945

My dear Mr. Prime Minister:

I should like to invite your attention to the following points in connection with the Italian transport systems and the traffic they carry.

As the demand for transport exceeds the supply, the Allied Commission have organizations, first, for deciding the priority of the various commodities, and secondly, for seeing that those traffics given priority are carried by the best means - rail, road or sea. In practice, both functions are carried out by the Transportation Sub-Commission, which is part of the Economic Section of the Allied Commission.

It is felt that the Italian Government should be prepared to take on these two duties and that they should keep up the control referred to until such time as the supply of transport in Italy equals the demand; unless such control is exercised there is always the danger of essential food stuffs being neglected for more profitable goods; this, in turn, would tend to cause unrest among the people. The actual date when the responsibility passes from the Allied Commission to the Italian Government will have to be decided by the Supreme Allied Commander in this Theater.

I will not trouble you with details at this stage, but suggest that when you have considered the principles involved you should nominate a suitable official for further discussion with the Economic Section of the Allied Commission.

1452

Yours very truly,

ELLERY E. STONE
Rear Admiral, USNR
Chief Commissioner

His Excellency Ferruccio Parri
The President of the Council of Ministers
Italian Government
Rome

2301

Declassified E.O. 12356 Section 3.3/NND No. 785021

Sect. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/eh

468/7/Tn 3

21 June 1945

SUBJECT: Control of Movement of Civilian Traffic

TO : Economic Section

1. At the present time movement by rail in Italy is controlled by a Priority of Movements Conference (P.O.M.) held weekly at AFHQ; a representative of this Sub-Commission bids for civilian traffic. The varying tonnage allocated for civilian traffic should then be sub-allocated in accordance with the policy laid down by the AC Priorities Board (see Executive Memorandum No. 4 of 8 January 1945). In actual practice no such priorities have been given and the work is done by the Movements Division of this Sub-Commission; and, in more detail, by local transportation officers at the Compartimento Headquarters of the Italian State Railways. A large amount of paper work is involved in preparing the various programs.

2. Instead of working on a week-to-week basis, AFHQ have now agreed to allocate fixed "block tonnages" for civilian traffic; under this scheme it will be known in advance what tonnage is available for civilian traffic over every main line in Italy. The first schedule for all main lines open to traffic comes into force on 1 July, and it will be revised monthly. As military traffic grows less, so should the civilian tonnages increase; but it is unlikely that the supply of rail transportation will equal the demand for it for a considerable period.

3. So long as SACMED remains responsible for the prevention of disease and unrest in Italy, obviously Allied Commission must retain over-all control over what traffic passes by rail to ensure that essential traffic moves. It is proposed that this Sub-Commission should continue that control on behalf of the Priorities Board which does not function for movement priorities.

4. While still retaining control, we can, as a part of the "block tonnage" scheme, hand over much of the detailed work to the Italian State Railways; we shall expect them to receive and register bids, prepare programs, issue loading instructions and do much of the other detail work. The Italian State Railways are not, however, a competent body to decide priorities; and this work must remain for the present the responsibility of the Allied Commission.

5. At the same time it is desirable that the Italian Government should prepare for the day when it and not AC becomes responsible for laying down priorities. The Italians should, in fact, have some organization ready to replace the AC Priorities Board (or Transportation Sub-Commission acting for it), and whatever

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body they set up should be formed before the time for hand-over arrives; this is necessary in order to ensure a smooth transition.

6. The foregoing deals with the movement of civilian supplies and stores by rail, but a similar problem arises in connection with transportation by road and by sea; there is, however, more free movement by both these agencies than there is by rail. Broadly speaking, road movement will continue to be controlled by ENAC and sea movement by COGNIA or its successor; but both must be subject to higher control. As such higher control must also coordinate movement by the three agencies, the Italian authorities should so organize their Priorities Board that it will be able to handle over-all problems of transportation by rail, road and sea, and to decide which method should be used for given traffics.

7. The attached letter to the President of the Council of Ministers has therefore been drafted for signature by the Chief Commissioner. It is most desirable that the Italians should be warned of the problem and that they should make their own arrangements for meeting it.

MERRITT H. TAYLOR
Director

1 Incl:
Draft ltr to Prime Minister

cc: Tn/1 file

1450

Declassified E.O. 12356 Section 3.3/NND No. 785021

Allied Force Headquarters
G-4(Mov & Tn)
Tel: Freedom 320

Mov 3/363/3

17 Jun 45

Subject: Allocation of Block Tonnages for Civil and Military Traffic - Italy.

To : DMRS (4)
HQ Allied Commission
Tn Sub Commission (4)

Copy to: G-4(B)
G-4(A)
Q(Maint)
G-5
Tn(B)
Tn(A) (2)

Enclosed are copies of the notes of the meeting on the above subject, held 15 Jun 45.

After acceptance by the Allied Railway Board it is proposed to issue the necessary instructions for the scheme to operate with the PCM period commencing 2 Jul 45 and later to call a meeting to carry out any necessary revisions for the month of August.

R. W. L. FELLOWES, Brig,
for Brigadier,
DQMG(Mov & Tn)

NOTES OF MEETING AT DMRS OFFICE, ROME 15 JUNE, 1945 ON REVISION OF LINE CAPACITIES AND ALLOCATION OF BLOCK TONNAGES FOR CIVIL TRAFFIC.

Present:		
Lt Col	J. W. BAKER	AC
Lt Col	L. M. COOPER	G-4(Mov & Tn)
Major	F. L. DUTHIE	AC
Brig	R. W. L. FELLOWES	G-4(Mov & Tn)
Lt Col	F. L. JAGGER	G-4(Mov & Tn)
Major	S. E. LONDON	MRS
Col	K. D. McKENZIE	Tn(A)
Major	A. C. PING	AC
Major	M. A. RENWICK	Tn(A)
Col	M. B. THOMAS	AC
Col	W. P. WILSON	MRS
Major	R. G. WILSON	MRS

1. Brig Fellowes outlined the object of the proposals before the meeting and said that proposed revised capacities had been put forward by G-4(Mov & Tn)

(a) to meet the changed flow of military traffic since the cessation of hostilities,

(b) to cater for redeployment and release movement, and

(c) to give a fixed allocation for civil traffic to enable AC to plan further ahead and also to make a start on handing over responsibility for civil movement to the ISR.

Military traffic must, however, still have priority, and it must be clearly understood that, in emergency, civil allocations may have to be cut to provide for priority military movement.

Detailed allocations had not been worked out for the North, because neither capacities nor demands for movement are sufficiently clearly known. Suggested tonnages, shown at Appendix 'B', were noted.

It was emphasised that whatever was agreed today was in the nature of an experiment to be reviewed after one months trial.

2. Col Wilson stressed the fact that line capacities quoted by MRS were all-in capacities and must include passenger trains. Brig Fellowes agreed and explained that, in view of the generally accepted fact that there were not sufficient wagons to fill the lines to capacity, an effort had been made in the proposals put forward to show Stores tonnage separately on a basis, calculated from practical experience, to be within the capacity of the available wagon pool. This figure was below the total line capacity quoted by MRS.

3. Col McKenzie asked that the AC demands for Civil tonnage be screened

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Major	S. E. LONDON	MRS
Col	K. D. McKENZIE	Tn(A)
Major	A. C. PING	AC
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Brig Fellowes entirely agreed and drew attention to his previous statement that the Civil allocations were always liable to reduction, where necessary, to provide for the movement of essential military stores. Lt Col Baker stated that Tn Sub Commission screened most rigidly the demands put to it by the other Sub Commissions of AC, and in fact not more than 50% of the original bids were ever put forward. These in turn suffered reduction at the PCM Conference. He mentioned further that in

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Col Wilson pointed out that special military priorities might well seriously encroach on the Civil allocation during July. Col Thomas said he fully understood this but was still desirous of making a start and accepting cuts as necessary.

Col McKenzie's point regarding redeployment and its high priority was accepted by all concerned and on that understanding agreement was reached that the revised capacities and fixed allocation of tonnage would be put into force experimentally from 2 July for one month, the system to be reviewed at a similar meeting to be held mid July on the basis of experience gained to that date.

4. The provisional proposals tabled by G-4(Mov & Tn) were examined in detail and certain amendments made to line capacities at the request of MRS.

Suggested Civil allocations were gone through and with minor alterations agreed. Lt Col Baker asked whether the refugee trains shown were in addition to the Civil stores tonnage. He was informed this was the case, but if additional refugee trains were required capacity would have to come out of the Civil stores allocation.

5. It was agreed that a revised statement incorporating the amendment mentioned above (See Appendix 'A') would be submitted to DQMG (Mov & Tn) for approval by the Allied Railway Board, with the recommendation that the scheme operate from 2 July and be revised as necessary at the end of that month.

6. Cols' Wilson, McKenzie and Major Renwick then withdrew and certain points of detail were discussed as shown below.

(a) Lt Col Baker asked whether the present arrangement for internal movement within Compartimenti, eg, in the Naples area and in the Heel were effected by the proposals. Brig Fellowes stated the scheme was designed to apply only to lines subject to PQM Conference and local

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(c) Docks clearance will also continue on the same basis except that clearances from Piombino and Civitavecchia must come within the Civil tonnages shown for line 50.

(d) It was agreed that from 2 July Movements will cease to indent for wagons for Civil traffic. Such matters will be dealt with directly between AC and MRS, and ... detailed indents will be prepared by Capi Compartimenti. It was pointed out that the new arrangements would necessitate closer liaison between AC Tn Rail Division and MRS and Mov LO.

R. W. L. Fellowes

R. W. L. FELLOWES, Brig
for Brigadier,
DQMG(Mov & Tn)

Mov 3/363/3
17 June, 1945

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SCHEDULE OF BASIC CIVIL AND MILITARY TONNAGES - JULY 1945.

Line No	Section	Civil Allocation Stores	Civil Allocation Passenger Trains	Civil Allocation Refugees	Military Allocation Stores and Incidental Personnel	Military Allocation Passenger Trains	Total Allocation Stores and Incidental Personnel	Total Allocation Refugee Trains	Total Allocation Passenger Trains	Base Wag Availa
92	Reggio-Salerno	4000	7		6000		10000		7	14
95	Reggio-Metaponto	3500	7		2000		5500		7	5
94	Metaponto-Salerno	4500	3		2000		6500		3	8
94	Salerno-Metaponto	4500	3		2000		6500		3	8
91	Foggia-Caserta	4000	7		10000	8	14000		15	21
91	Caserta-Foggia	3000	7		17000	8	20000		15	21
89/90	Naples-Rome	17500	7		28000	17	45500		24	49
89/90	Rome-Naples	7000	7	9	52500	17	59500	9	24	59
50	Rome-Leghorn	14000	3		21000	3	35000		6	30
50	Leghorn-Rome	17500	3	2	24500	3	42000	2	6	42
218/219	Leghorn-Prato-Florence	14000	3		42000		56000		3	56
218/219	Florence-Prato-Leghorn	4200	3	2	35000		39200	2	3	56
65	Rome-Orte	4900	3		24500	15	29400		18	35
65	Orte-Rome	9800	3	7	31500	11	41300	7	18	42
65	Orte-Arezzo	2100	3		3500		5600		1	
65	Arezzo-Orte	7000	3		8400		15400		1	17
65	Florence-Bologna	1750	2		26000		29750		2	35
65	Bologna-Florence	1750	2		28000		29750		2	35
87	Orte-Falconara	7000	3		21000 17500	15	28000 24500		17	28
87	Falconara-Orte	7000	3	7	24500 17500	15	31500 24500	7	17	35
86	Ancona-Bologna	7000	2		20000	23	27000		25	32
86	Foggia-Ancona	3500	3		14000 17500	8	17500 21000		11	30
86	Bologna-Ancona	2100	2	9	28000	23	30100	9	25	32
86	Ancona-Foggia	3500	3	2	14000 17500	8	17500 21000	2	11	29

NOTE: Military passenger trains include:

(A) Possible Overland L of C requirements.
1 TPD Naples-Milan via Lines 90/87/86/69/53
1 TPD Taranto-Milan via Lines 86/69/53
1 TPD NE Italy-Milan via Udine/Verona($\frac{1}{2}$ train ex Venice $\frac{1}{2}$ train ex Trieste)

(B) Alterations to services following opening of Line 86 Foggia-Ancona
Cancellation of existing Rome-Forli Reinforcement Train
3 TPW Naples-Forli via Rome for Reinforcements
1 TPW Taranto-Forli via Pescara for Reinforcements
1 TPW Bari-Rome via Naples for British Leave

86 Bologna-Faenza
Faenza-Ancona

Alterations -
Jaggar -

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APPENDIX 'A'

L AND MILITARY TONNAGES - JULY 1945.

	Civil Allocation			Military Allocation		Total Allocation			Total Capacities	
	Stores	Passenger Trains	Refugees	Stores and Incidental Personnel	Passenger Trains	Stores and Incidental Personnel	Refugee Trains	Passenger Trains	Based on Wagon Availability	Based on Train Paths: Tonnage Per Week	No of Trains Per Day
	4000	7		6000		10000		7	14400	25200	9 x 400 Tns
rto	3500	7		2000		5500		7	5600	14000	5 x 400 Tns
erno	4500	3		2000		6500		3	8400	12250	10 x 175 Tns
onto	4500	3		2000		6500		3	8400	12250	10 x 175 Tns
a	4000	7		10000	8	14000		15	21000	21000	12 X 300 Tns
a	3000	7		17000	6	20000		15	21000	21000	12 x 300 Tns
	17500	7		28000	17	45500		24	49000	71400	12 x 600 Tns 10 x 300 Tns
	7000	7	9	52500	17	59500	9	24	59500	71400	12 x 600 Tns 10 x 300 Tns
								6	38500	58800	14 x 600 Tns
	14000	3		21000	3	35000		6	42000	58800	14 x 600 Tns
	17500	3	2	24500	3	42000	2	3	56000	70000	20 x 500 Tns
-Florence	14000	3		42000		56000		3	56000	70000	20 x 500 Tns
o-Leghorn	4200	3	2	35000		39200	2	18	35000	46250	15 x 450 Tns
	4900	3		24500	15	29400		18	42000	46250	15 x 450 Tns
	9800	3	7	31500	15	41300	7	1	7000	22050	7 x 450 Tns
	2100	~~3~~		3500		5600		1	17500	22050	7 x 450 Tns
	7000	~~3~~		8400		15400		2	35000	35000	10 x 500 Tns
	1750	2		26000		29750		2	35000	35000	10 x 500 Tns
egna	17[illegible]	2		20000		29750		17	~~28000~~ 24500	29176	12½ x 335 Tns
ence	7000	~~3~~		~~21000~~ 17500	15	~~[illegible]~~ 24500	7	17	~~31500~~ 24500	29176	12½ x 335 Tns
ra	[illegible]	~~3~~	7	~~24500~~ 17500	15	[illegible]		25	[illegible]	[illegible]	16 x 500 Tns
te	[illegible]	2		28000	23	35000		11	[illegible]	[illegible]	14 x 350 Tns
o	3500	3		~~14000~~ 17500	8	~~17500~~ 21000		25	[illegible]	42/56000	ϕϕϕ
na	2100	2	9	28000	23	30100	9	11	21000	34300	14 x 350 Tns
o	3500	3	2	~~14000~~ 17500	8	~~17500~~ 21000	2				

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Naples-Forli via Rome for Reinforcements
Toronto-Forli via Pescara for Reinforcements
Bari-Rome via Naples for British Leave

ϕϕϕ Bologna-Faenza 12 x 500 Tns 42000 TPW
Faenza-Ancona 16 x 500 Tns 56000 TPW

Alterations - conversation
Jaggr. Baker 22/6/45.

ESTIMATED BASIC CIVIL AND MILITARY TONNAGES - NORTH ITALY

Appendix 'B'

SECTION OF LINE	CIVIL ALLOCATION ✠	MILITARY ALLOCATION	
	Stores	Stores and incidental personnel	Passenger Trains
GENOA - ALESSANDRIA	25200	3500	
ALESSANDRIA - GENOA	2300		
ALESSANDRIA - TURIN	8400	700	
TURIN - ALESSANDRIA	5000		
ALESSANDRIA - MILAN	16800	2800	
MILAN - ALESSANDRIA	8400		
MILAN - VERONA	8400		21
VERONA - MILAN	2800	1400	21
BOLOGNA - VERONA	1400	2300	14
VERONA - BOLOGNA	3500		14
VENICE - VILLACH	2800	14000	11½
VILLACH - VENICE	1400		11½
VENICE - VERONA	1400	1400	7
VERONA - VENICE	1400		7
TRIESTE - UDINE	700	2100	3½
UDINE - TRIESTE	700		3½

✠ Civil Passenger Trains in NW & NE Italy not included. Institution of such services will be dependent on coaching stock and coal availability.

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Lt. W. Baker
to inform Reps in turn of ... [illegible] ... arrangements here made
... [illegible] ... as soon as ... [illegible] ... in writing?

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Present:		
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Major	F. L. DUTHIE	AC
Brig	R. W. L. FELLOWES	G-4(Mov & Tn)
Lt Col	F. L. JAGGER	G-4(Mov & Tn)
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1. Brig Fellowes outlined the object of the proposals before the meeting and said that proposed revised capacities had been put forward by G-4(Mov & Tn)

(a) to meet the changed flow of military traffic since the cessation of hostilities,

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Detailed allocations had not been worked out for the North, because neither capacities nor demands for movement are sufficiently clearly known. Suggested tonnages, shown at Appendix 'B', were noted.

It was emphasised that whatever was agreed today was in the nature of an experiment to be reviewed after one months trial.

2. Col Wilson stressed the fact that line capacities quoted by MRS were all-in capacities and must include passenger trains. Brig Fellowes agreed and explained that, in view of the generally accepted fact that there were not sufficient wagons to fill the lines to capacity, an effort had been made in the proposals put forward to show Stores tonnage separately on a basis, calculated from practical experience, to be within the capacity of the available wagon pool. This figure was below the total line capacity quoted by MPS.

1445

3. Col McKenzie asked that the AC demands for Civil tonnage be screened very closely as he expected redeployment movement of personnel, stores

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Major	S. E. LONDON	MRS
Col	K. D. McKENZIE	Tn(A)
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Col Wilson pointed out that special military priorities might well seriously encroach on the Civil allocation during July. Col Thomas said he fully understood this but was still desirous of making a start and accepting cuts as necessary.

Col McKenzie's point regarding redeployment and its high priority was accepted by all concerned and on that understanding agreement was reached that the revised capacities and fixed allocation of tonnage would be put into force experimentally from 2 July for one month, the system to be reviewed at a similar meeting to be held mid July on the basis of experience gained to that date.

4. The provisional proposals tabled by G-4(Mov & Tn) were examined in detail and certain amendments made to line capacities at the request of MRS.

Suggested Civil allocations were gone through and with minor alterations agreed. Lt Col Baker asked whether the refugee trains shown were in addition to the Civil stores tonnage. He was informed this was the case, but if additional refugee trains were required capacity would have to come out of the Civil stores allocation.

5. It was agreed that a revised statement incorporating the amendment mentioned above (See Appendix 'A') would be submitted to DQMG (Mov & Tn) for approval by the Allied Railway Board , with the recommendation that the scheme operate from 2 July and be revised as necessary at the end of that month.

6. Cols' Wilson, McKenzie and Major Renwick then withdrew and certain points of detail were discussed as shown below.

(a) Lt Col Baker asked whether the present arrangement for internal movement within Compartimenti, eg, in the Naples area and in the Heel were affected by the proposals. Brig Fellowes stated the scheme was designed to apply only to lines subject to PCM Conference and local movement is intended to continue as before.

(c) Docks clearance will also continue on the same basis except that clearances from Piombino and Civitavecchia must come within the Civil tonnages shown for line 50.

(d) It was agreed that from 2 July Movements will cease to indent for wagons for Civil traffic. Such matters will be dealt with directly between AC and MRS, and ... detailed indents will be prepared by Capi Compartimenti. It was pointed out that the new arrangements would necessitate closer liaison between AC Tn Rail Division and MRS and Mov LO.

R.W.L. Fellowes

R. W. L. FELLOWES, Brig
for Brigadier,
DQMG(Mov & Tn)

Mov 3/363/3
17 June, 1945

Declassified E.O. 12356 Section 3.3/NND No. 785021

2315

Declassified E.O. 12356 Section 3.3/NND No. 785021

SCHEDULE OF BASIC CIVIL AND MILITARY TONNAGES - JULY 1945.

Line		Civil Allocation			Military Allocation		Total Allocation			Based on Wagon Availabi
No	Section	Stores	Passenger Trains	Refugees	Stores and Incidental Personnel	Passenger Trains	Stores and Incidental Personnel	Refugee Trains	Passenger Trains	
92	Reggio-Salerno	4000	7		6000		10000		7	14400
95	Reggio-Metaponto	3500	7		2000		5500		7	5600
94	Metaponto-Salerno	4500	3		2000		6500		3	8400
94	Salerno-Metaponto	4500	3		2000		6500		3	8400
91	Foggia-Caserta	4000	7		10000	8	14000		15	21000
91	Caserta-Foggia	3000	7		17000	8	20000		15	21000
89/90	Naples-Rome	17500	7		28000	17	45500		24	49000
89/90	Rome-Naples	7000	7	9	52500	17	59500	9	24	59500
50	Rome-Leghorn	14000	3		21000	3	35000		6	3850
50	Leghorn-Rome	17500	3	2	24500	3	42000	2	6	4200
218/219	Leghorn-Prato-Florence	14000	3		42000		56000		3	5600
218/219	Florence-Prato-Leghorn	4200	3	2	35000		39200	2	3	5600
65	Rome-Orte	4900	3		24500	15	29400		18	3500
65	Orte-Rome	9800	3	7	31500	15	41300	7	18	4200
65	Orte-Arezzo	2100	1		3500		5600		1	700
65	Arezzo-Orte	7000	1		8400		15400		1	1750
65	Florence-Bologna	1750	2		28000		29750		2	3500
65	Bologna-Florence	1750	2		28000		29750		2	3500
87	Orte-Falconara	7000	2		21000	15	28000		17	2800
87	Falconara-Orte	7000	2	7	24500	15	31500	7	17	3150
86	Ancona-Bologna	7000	2		28000	23	35000		25	4200
86	Foggia-Ancona	3500	3		14000	8	17500		11	2100
86	Bologna-Ancona	2100	2	9	28000	23	30100	9	25	3500
86	Ancona-Foggia	3500	3	2	14000	8	17500	2	11	2100

NOTE: Military passenger trains include:

(A) Possible Overland L of C requirements.
1 TPD Naples-Milan via Lines 90/87/86/69/53
1 TPD Taranto-Milan via Lines 86/69/53
1 TPD NE Italy-Milan via Udine/Verona($\frac{1}{2}$ train ex Venice $\frac{1}{2}$ train ex Trieste)

(B) Alterations to services following opening of Line 86 Foggia-Ancona
Cancellation of existing Rome-Forli Reinforcement Train
3 TPW Naples-Forli via Rome for Reinforcements
1 TPW Taranto-Forli via Pescara for Reinforcements
1 TPW Bari-Rome via Naples for British Leave

ppp Bologna-Faenza 1
Faenza-Ancona 1

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APPENDIX 'A'

O MILITARY TONNAGES - JULY 1945.

	Civil Allocation			Military Allocation		Total Allocation			Total Capacities	
	Stores	Passenger Trains	Refugees	Stores and Incidental Personnel	Passenger Trains	Stores and Incidental Personnel	Refugee Trains	Passenger Trains	Based on Wagon Availability	Based on Train Paths Tonnage Per Week	No of Trains Per Day
	4000	7		6000		10000		7	14400	25200	9 x 400 Tns
	3500	7		2000		5500		7	5600	14000	5 x 400 Tns
	4500	3		2000		6500		3	8400	12250	10 x 175 Tns
	4500	3		2000		6500		3	8400	12250	10 x 175 Tns
	4000	7		10000	8	14000		15	21000	21000	12 X 300 Tns
	3000	7		17000	8	20000		15	21000	21000	12 x 300 Tns
	17500	7		28000	17	45500		24	49000	71400	12 x 600 Tns 10 x 300 Tns
	7000	7	9	52500	17	59500	9	24	59500	71400	12 x 600 Tns 10 x 300 Tns
								6	30500	58800	14 x 600 Tns
	14000	3		21000	3	35000		6	42000	58800	14 x 600 Tns
	17500	3	2	24500	3	42000	2	3	56000	70000	20 x 500 Tns
ence	14000	3		42000		56000		3	56000	70000	20 x 500 Tns
horn	4200	3	2	35000		39200	2	3	35000	46250	15 x 450 Tns
	4900	3		24500	15	29400		18	35000	46250	15 x 450 Tns
	9800	3	7	31500	15	41300	7	18	42000	46250	15 x 450 Tns
	2100	1		3500		5600		1	7000	22050	7 x 450 Tns
	7000	1		8400		15400		1	17500	22050	7 x 450 Tns
	1750	2		28000		29750		2	35000	35000	10 x 500 Tns
	1750	2		28000		29750		2	35000	35000	10 x 500 Tns
	7000	2		21000	15	28000		17	28000	29176	12½ x 335 Tns
	7000	2		24500	15	31500	7	17	31500	29176	12½ x 335 Tns
	7000	2	7	28000	23	35000		25	42000	56000	16 x 500 Tns
	7000	2		14000	8	17500		11	21000	34300	14 x 350 Tns
	3500	3		28000	23	30100	9	25	35000	42/56000	ϕϕϕ
	2100	2	9	14000	8	17500	2	11	21000	34300	14 x 350 Tns
	3500	3	2								

r trains include:

rland L of C requirements.
-Milan via Lines 90/87/86/69/53
c-Milan via Lines 86/69/53
ly-Milan via Udine/Verona($\frac{1}{2}$ train ex Venice $\frac{1}{2}$ train ex Trieste)

ϕϕϕ Bologna-Faenza 12 x 500 Tns 4200 TPW
Faenza-Ancona 16 x 500 Tns 56000 TPW

to services following opening of Line 86 Foggia-Ancona
of existing Rome-Forli Reinforcement Train
-Forli via Rome for Reinforcements
to-Forli via Pescara for Reinforcements
Rome via Naples for British Leave

ESTIMATED BASIC CIVIL AND MILITARY TONNAGES - NORTH ITALY

Appendix 'B'

SECTION OF LINE	CIVIL ALLOCATION ✱	MILITARY ALLOCATION	
	Stores	Stores and incidental personnel	Passenger Trains
GENOA - ALESSANDRIA	25200	3500	
ALESSANDRIA - GENOA	2300		
ALESSANDRIA - TURIN	8400	700	
TURIN - ALESSANDRIA	5000		
ALESSANDRIA - MILAN	16800	2800	
MILAN - ALESSANDRIA	8400		
MILAN - VERONA	8400		21
VERONA - MILAN	2800	1400	21
BOLOGNA - VERONA	1400	2800	14
VERONA - BOLOGNA	3500		14
VENICE - VILLACH	2800	14000	$11\frac{1}{2}$
VILLACH - VENICE	1400		$11\frac{1}{2}$
VENICE - VERONA	1400	1400	7
VERONA - VENICE	1400		7
TRIESTE - UDINE	700	2100	$3\frac{1}{2}$
UDINE - TRIESTE	700		$3\frac{1}{2}$

✱ Civil Passenger Trains in NW & NE Italy not included. Institution of such services will be dependent on coaching stock and coal availability.

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FD/mb

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TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

Tele : 478701

17 June 1945

298/100/Tn.3.

TO : Lt. Col. J.W. BAKER

Points for Meeting with Ing. Di Raimondo

1. Position of Mr. Ceccotti and his new dept. within the railway bureaucracy.

2. Position of the dept. vis a vis the Allied Commission, Transportation Sub-Commission.

(a) AC Transportation Sub-Commission will continue to act as liaison between I.S.R. and AFHQ in all that effects civilian traffic.
(b) Basic tonnages are variable at the order of AFHQ. AC Transportation Sub-Commission will present the monthly demands to AFHQ Movements for tonnage allotment and for any additional tonnage from time to time and will inform I.S.R. of amounts granted.
(c) Draft Instruction on procedure will be prepared by I.S.R. for their personnel, in conjunction with AC. Transportation Sub-Commission and any future major change in procedure will be made only after consultation with AC.
(d) To provide for the degree of supervision of railway movement considered essential by AFHQ during the present period I.S.R. will furnish certain detailed reports to AC. e.g.

(i) Tonnages allotted to Compartimenti on POM lines and total in each compartimento on all lines.
(ii) Tonnages moved as in 2 (d).(a).
(iii) Information regarding important tonnages not moved.
(iv) Total tonnages moved, military and civil, with suitable breakdown.
(v) Details of dispersal of wagon pool.

(e) Position of AC. Transportation Officers in the Compartimenti will be purely liaison. Communications on routine matters between I.S.R. Compartimenti Offices and AC. Transportation Sub-Commission in Rome will be through office of Mr. Ceccotti.
(f) Channel of incoming bids in Compartimento and through AC. HQ. 1442
(g) Distribution of Loading Programmes.
(h) Use of Army Signals or communications for assisting I.S.R. in

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(c) Draft Instruction on procedure will be prepared by I.S.R. for their personnel, in conjunction with AC. Transportation Sub-Commission and any future major change in procedure will be made only after consultation with AC.
(d) To provide for the degree of supervision of railway movement considered essential by AFHQ during the present period I.S.R. will furnish certain detailed reports to AC. e.g.

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(f) Channel of incoming bids in Compartimento and through AC. HQ. 1442
(g) Distribution of Loading Programmes.
(h) Use of Army Signals or communications for assisting I.S.R. in control of movement.

3. Position of Mr. Ceccotti's dept. vis a vis military movements.

(a) M.R.S. will continue to control the allocation of power and wagon stock and order movement of empties to meet special military programmes.

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(b) Military movements will no longer include civil traffic in their loading programmes. The only civil loading programme will be the one issued by the Capo Sezione di Movimento and the Forms XB.
(c) RTO's will no longer control disposal of empties in their stations except when supply is short of military loading requirements.
(d) In the event of serious or prolonged scarcity of wagons at any station or stations it has been agreed that military movement will not enjoy 100% priority but will share the available empties on an agreed ratio with civil requirements. If such a situation arises I.S.R. may ask AC. to intervene with AFHQ to obtain the advantage of this ruling.

4. Actual handover of control of loading to I.S.R.

(a) I.S.R. will be responsible for preparation of programme of all outstanding bids w.e.f. 29 June and for the movement of traffic 1st July.
(ii) No shortening of the period for incubation of bids will be effective until I.S.R. so decide after experience of work, but it is hoped to reduce time from reception of bid at station to date of movement.
(iii) Screening of bids will be performed by Capo Sezione di Movimento in consultation with AC. Transportation Officer (Note: Transportation Officers are doing very little screening at present time).
(iv) Decisions as to whether traffic should be carried by road, rail or sea transport must be referred to Allied Commission if any uncertainty on the point exists.
(v) Forms XB will be issued in duplicate and top copy sent to AC. HQ. Action on failure to load will be taken by I.S.R.

(i) direct,
or
(ii) through local AC. Officer,
or
(iii) through I.S.R. HQ. and AC. HQ.

5. Block Tonnages
(i) Tonnages allotted by AFHQ for July over lines subject to P.O.M.
(ii) Tonnages to be programmed within Compartimenti by local arrengement with Movements.

F. Duthie,
Major.

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/elc

T R A N S L A T I O N
=.=.=.=.=.=.=.=.=.=.=.=

Further to my previous suggestion :-

1. Transport "en service" on account I.S.R.

   To be clear about who gives authorisation for "en Service" transports, specially when it deals with big quantities at high tonnage.

2. To be clear about this tonnage "en service". Is it included with the block tonnage or is it extra?

Following previous conversations we confirm :

1. We shall reduce to two weeks the compiling of the programme including the tendering of bids period. Sepral and other institutions must tender their programmes and bids within ten days, to the central office as well as to the compartimenti.

2. Transports for civilians ought always to take place, but it is understood that in any case military transports must always have the priority.

3. Signals (telegramme) must be transmitted both in the case of shortage of cars, as well as in case of excess of material to be loaded, in order that the loading programme would not be hindered.

4. Teleg. signals must be transmitted to the Transport (central) office of all tonnage weekly allotted, and all tonnage effectively transported. If possible, also the number of wagons, necessary for the bidded loading, and the wagons despatched should be signaled.

5. Capi Compartimento, having seen the XB returned, should signal the effective tonnage transported on each breakdown of line.

6. Capi Compartimento must signal in due time every failure of loading, of big quantity of commodity.

7. XB - one copy should be sent, to Central Transport for movement and discipline purpose, an other copy should be sent in the meantime to Transportation Sub-Commission for statistics purpose.

1450

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

468/1/Tn.S.

H

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

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

N.W. AND N.E. ITALY

1/30

50	Genoa-Alessandria	25200	
50	Alessandria-Genoa	2800	
50	Alessandria-Turin	8400	
50	Turin-Alessandria	5000	
	Alessandria-Milan	16800	
	Milan-Alessandria	8400	
	Milan-Verona	8400	
	Verona-Milan	2800	
	Bologna-Verona	1400	
	Verona-Bologna	3500	

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No.	SECTION	Axle Load [illegible]	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
90/90	Naples-Rome	17500	7
90/90	Rome-Naples	7000	7 + 9
50	Rome-Leghorn	14000	3
50	Leghorn-Rome	17500	3 + 2
218/219	Leghorn-Prato/Florence	14000	3
218/219	Prato/Florence-Leghorn	4200	3 + 2
65	Rome-Orte	4900	3
65	Orte-Rome	9500	3 + 7
65	Orte-Arezzo	2100	1
65	Arezzo-Orte	7000	1
65	Florence-Bologne	1750	2
65	Bologne-Florence	1750	2
87	Orte-Falconara	7000	2
87	Falconara-Orte	7000	2 + 7
86	Ancona-Bologna	7000	2
86	Bologna-Ancona	2100	2 + 9
86	Foggia-Ancona	3500	3
86	Ancona-Foggia	3500	3 + 2

N.W. AND N.E. ITALY

1120

50	Genoa-Alessandria	25200	
50	Alessandria-Genoa	26004	
50	Alessandria-Turin	8400	
50	Turin-Alessandria	5000	
	Alessandria-Milan	16900	
	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	1400	
	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.

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2324

Declassified E.O. 12356 Section 3.3/NND No. 785021

Allied Force Headquarters
G-4 (Mov & Tn)
Tel: Freedom 320

Subject: Revision of Line Capacities and Tonnage Allocations

Mov 3/363/3

To : IHRB
Mq Allied Commission
Tn Sub Commission

10 Jun 45

1. As you have been advised by telephone it is the intention to hold a meeting in the offices of IHRB at 1000 0930 hours on Thursday 14 Jun 45 to discuss a scheme for dividing the rail capacity in ITALY South of BOLOGNA into two parts so as to provide a fixed tonnage allocation for military and civil stores. Will you please arrange to be represented at this meeting.

It is proposed that the agreement reached at next Thursday's meeting be confirmed by the Allied Railway Board on 21 June and that the scheme come into operation wef 1 July.

2. Attached is a statement and summary of proposed tonnage allocations intended to form the basis of discussion at the meeting referred to above.

A.T. de RHE PHILIPE, Brigadier,
DQMG (Mov & Tn).

1438

Allied Force H[illegible]quarters
G-4 (Mov & Tn)
Tel: Freedom 320

Mov 3/363/3

10 Jun 45

Subject: Revision of Line Capacities and Tonnage Allocations

1. Attached is a statement setting out in summary form a proposed allocation of line capacities in ITALY, intended to serve as a basis for system to be inaugurated 1 July under which a fixed proportion of the railway capacities will be allocated for civilian use. After this date it is suggested that AC bids are excluded from consideration at PCM Conference and also from the PCM Programme which will be confined entirely to military movement.

2. The figures used in compiling this statement are based on study and analysis of recent PCM acceptances, it being considered that we have had sufficient experience of the revised flow of traffic consequent upon the cessation of hostilities to be able to make a fair estimate of traffic tendencies for at least one or two months.

3. The suggested line capacities shown in column L are a revision of the present capacities quoted by MRS and are again based on our experience and represent a purely Movements estimate of what the railways of ITALY can fairly be expected to do having regard to overall wagon availability south of BOLOGNA but not taking into consideration the possibility of ~~extensive~~ unbalanced wagon movement between points north and south of BOLOGNA.

4. The information shown in column C was obtained from Tn Sub Commission AC and that in column M from MRS.

It is the intention that this paper form the basis on which a three cornered discussion between Movements, MRS and Allied Commission should take place.

5. With the extension of lines and the increase of physical capacity brought about by doubling and electrification it has become increasingly apparent that there are in effect two standards of capacity in the territory south of BOLOGNA. These two factors are:

(a) The number of trains which can be run over section of line
(b) The overall wagon pool

The former exceeds the latter and for comparison purposes two suggested line capacities, one based on wagon availability and the other on physical line capacities, have been shown on columns L & M respectively.

It is suggested that stores tonnage must never exceed the figure shown in column L but within the availability of passenger stock it may well be that on certain sections line capacity and loco power will permit the running of passenger stock trains in excess of present stores capacities.

6. The following basic assumptions have been made in compiling the ~~estimated~~ figures shown in the attached table:

(a) Civil passenger trains in Column E takes into account present main line services in operation and excludes local passenger [illegible] BOLOGNA, ROME-FIUMICINO, NAPLES-SALERNO.

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excluded from consideration at PGM Conference and also from the ... will be confined entirely to military movement.

2. The figures used in compiling this statement are based on study and analysis of recent PGM acceptances, it being considered that we have had sufficient experiences of the revised flow of traffic consequent upon the cessation of hostilities to be able to make a fair estimate of traffic tendencies for at least one or two months.

3. The suggested line capacities shown in column L are a revision of the present capacities quoted by MRS and are again based on our experience and represent a purely Movements estimate of what the railways of ITALY can fairly be expected to do having regard to overall wagon availability south of BOLOGNA but not taking into consideration the possibility of ~~extensive~~ substantial wagon movement between points north and south of BOLOGNA.

4. The information shown in column C was obtained from Tn Sub Commission AC and that in column M from MRS.

It is the intention that this paper form the basis on which a three cornered discussion between Movements, MRS and Allied Commission should take place.

5. With the extension of lines and the increase of physical capacity brought about by doubling and electrification it has become increasingly apparent that there are in effect two standards of capacity in the territory south of BOLOGNA. These two factors are:

(a) The number of trains which can be run over section of line
(b) The overall wagon pool

The former exceeds the latter and for comparison purposes two suggested line capacities, one based on wagon availability and the other on physical line capacities, have been shown on columns L & M respectively.

It is suggested that stores tonnage must never exceed the figure shown in column L but within the availability of passenger stock it may well be that on certain sections line capacity and loco power will permit the running of passenger stock trains in excess of present stores capacities.

6. The following basic assumptions have been made in compiling the estimated figures shown in the attached table:

(a) Civil passenger trains in Column E takes into account present main line services in operation and excludes local passenger services e.g. ROME-CIVITAVECCHIA, ROME-MONTICINO, NAPLES-SALERNO.

(b) Civil Stores shown in column D are broadly PGM acceptances, not bids, over the past few weeks. It is well known that AC loadings fall short of PGM acceptances by possibly 40% and it is considered that the figure shown gives a reasonable opportunity for an expansion of present civil tonnages carried.

(c) The number of military passenger trains shown in column (g) covers the present regular personnel military passenger stock trains conveying leave and reinforcement personnel and does not include ambulance trains, LIAPS, or any allowance for the normal short term military passenger movement which takes place in box cars.

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(d) The figures in column F - military stores and incidental personnel movement represent acceptances at POM over the past few weeks and will be checked with certain figures which are being obtained by Q(Maint) on a general policy of Depot clearance.

(e) In arriving at suggested line capacities - columns L and M - we have obtained verbal information from MRS as to the number of trains which can be run over each section and the net capacity of each train in the light of existing loco power availability. Column L is based on the old line capacity originally quoted by MRS modified to some extent to provide for the reverse flow of traffic now becoming evident and calculated to be, in total, within the capacity of the present pool of wagons available south of BOLOGNA.

7. As far as Southern ITALY i.e. South of BOLOGNA is concerned it is recommended that the present system of local allocation of short haul capacity in prescribed areas e.g. the NAPLES, NAPLES Area, and so on to be continued and that the number of lines subject to AFHQ POM Conference be not changed.

The civilian stores tonnage in columns C & D includes the present basic allotments on lines in CALABRIA.

8. It is to be expected that over the next few months flows and demands will vary very extensively with changing circumstances, e.g., slackening of the flow of refugee movement, reduction in the size of the military forces in the Theatre and progressive reduction of stocks in forward depots. On the other hand new and at present unpredictable demands are certain to arise and it is therefore suggested that the allotment agreed should be subject to revision say at the end of two months.

9. It is only possible at the present stage to provide a rough forecast of probable stores movement on the North East and North West and planning figures of tonnages which it is estimated will be required are shown in Column D for civil stores and column F for military stores. Civilian passenger movement will largely depend upon the availability of rolling stock. No provision has been made for military passenger trains which will arise as a result of the inception of the overland L of C. AC have not furnished any estimates of probable traffic movement.

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SUGGESTED REVISION OF LINE CAPACITIES

ALL FIGURES IN TONS OR TRAINS PER WEEK

LINE		CIVIL ALLOCATION		MILITARY ALLOCATION			TOTAL ALLOCATION	
NO	SECTION	STORES A.C. Requested	Suggested	Passer Trains & Refugees	Stores & Incidental Personnel	Passer Trains	Stores & Incidental Personnel	Passer Trains
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
92	Reggio - Salerno	5250	4000	7 Trains	6000		10,000	7 Trains
95	Reggio - Metaponto	3500	3500	7 "	2000		5500	7 "
94	Metaponto - Salerno	4600	4500	3 "	2000		6500	3 "
94	Salerno - Metaponto	4900	4500	3 "	2000		6500	3 "
91	Foggia - Caserta	6000	4000	7 "	10000	2 Trains	14000	9 "
91	Caserta - Foggia	4200	3000	7 "	17000	2 "	20000	9 "
89/90	Naples - Rome	17500	14000	7 "	28000	6 "	42000	13 "
89/90	Rome - Naples	7000	7000	7 + 9	52500	6 "	59500	13 " + 7
50	Rome - Leghorn	8050 (Poss. Book C)	10500	3 "	21000	3 "	31500	6 "
50	Leghorn - Rome	19950	17500	3 + 2	24500	3 "	42000	6 " + 2
218/219	Leghorn - Prato/Florence	14000	14000	3 "	42000		56000	3 "
218/219	Prato/Florence - Leghorn	1400	4200	3 + 2	35000		49000 3/100	3 " + 2
65	Rome - Orte	4900	4900	3 "	24500	6 "	29400	9 "
65	Orte - Rome	9800	9800	3 + 7	31500	6 "	41300	9 "
65	Orte - Arezzo	1050	2100	1	3500		5600	1 "
65	Arezzo - Orte	7000	7000	1	8400		15400	1 "
65	Florence - Bologne	1750	1750					
65	Bologne - Florence	1750	1750					
87	Orte - Falconara	7350	7000	2	21000	6		8
87	Falconara - Orte	7000	7000	2 + 7	24500	6	31500	8 + 1
86	Bologne - Ancona	1750	2100	+ 2	28000	6	30100	6 + 9
86	Ancona - Bologne	4900	7000		28000	6	35000	6
86	Ortona - Ancona	3500	3500	3				
86	Ancona - Ortona	3850	3500	3 + 2				
50	Genoa - Alessandria		25200		3500			
50	Alessandria - Genoa		2800					
50	Alessandria - Turin		8400		700			
50	Turin - Alessandria		5000					
	Alessandria - Milan		16800		2800			

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OF LINE CAPACITIES

ES OR TRAINS PER [illegible]

SECTION	TOTAL ALLOCATION		PRESENT CAPACITIES		SUGGESTED CAPACITY		REMARKS
Passr Trains	Stores & Incidental Personnel	Passr Trains	PGH Capacity & A.C. Basic	Passr Trains in excess of PGH tonnages	Tonnage based on requirements and wagon availability	Trains based on train paths per day.	
(g)	(h)	(i)	(j)	(k)	(l)	(m)	
	10,000	7 Trains	9125	7 Trains	14,400	5 X 400 T	
	5500	7 "	5075	7 "	5600	5 X 400 T	
	6500	3 "	7675	3 "	8400	10 X 250 T	
	6500	3 "	8400	3 "	8400	10 X 250 T	
2 Trains	14000	9 "	20000	8 "	23500	10 X 400 T	
2 "	20000	9 "	20000	8 "	23500	10 X 400 T	
6 "	42000	13 "	45500	7 "	45500	12 X 600 T 10 X 300 T	
6 "	59500	13 "	59500	7 "	59500	12 X 300 T 10 X 300 T	
3 "	31500	6 "	38500	3 "	35000	12 X 600 T	
3 "	42000	6 "	38500	3 "	42000	12 X 600 T	
	56000	3 "	91000	3 "	56000	20 X 500 T	
	49000	3 "	91000	3 "	56000	20 X 500 T	
6 "	29400	9 "	42000	3 "	35000	12 X 450 T	
6 "	41300	9 "	42000	3 "	42000	12 X 450 T	
	5300	1 "	28000	1 "	7000		
	15400	1 "	28000	1 "	17500		
						10 X 500 T	
						10 X 500 T	
6		8	38500	2	28000	12 X 335 T	
6	31500	8	21000/38500	2	31500	12 X 335 T	
6	35000	6	21000		35000	12 X 500 T	
6	30100				42000	16 X 500 T	
6	35000	6	38500		21000	14 X 350 T	
					21000	14 X 350 T	

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	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	5600	1 "
65	Orte - Arezzo	1050	2100	1	3500			15400	1 "
65	Arezzo - Orte	7000	7000	1	8400				
65	Florence - Bologna	1750	1750						
65	Bologna - Florence	1750	1750						6
87	Orte - Falconara	7350	7000	2	21000	6		31500	8
87	Falconara - Orte	7000	7000	2 + 7	24500	6		30100	6 + 7
86	Bologna - Ancona	1750	2100	+ 2	28000	6		35000	6
86	Ancona - Bologna	4200	7000		28000	6			
86	Ortona - Ancona	3500	3500	3					
86	Ancona - Ortona	3850	3500	3 + 2					
50	Genoa - Alessandria		25200		3500				
50	Alessandria - Genoa		2800						
50	Alessandria - Turin		8400		700				
50	Turin - Alessandria		5000						
	Alessandria - Milan		16800		2800				
	Milan - Alessandria		8400						
	Milan - Verona		8400				21		
	Verona - Milan		2800		1400		21		
	Bologna - Verona		1400		2800		14		
	Verona - Bologna		3500				14		
	Venice - Villach		2800		14000		8 + 3½		
	Villach - Venice		1400				8 + 3½		
	Venice - Verona		1400		1400		7		
	Verona - Venice		1400				7		
	Udine - Trieste		700				+ 3½		
	Trieste - Udine		700		2100		+ 3½		

NOTE: Civil Passenger Trains in NW & NE ITALY not planned. Institution of such service will be dependent coach and cool availability.

Military Passenger Trains in North ITALY are based on probable MEDLOC requirements.

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	5600	1"	28000	1"	7000		
	15400	1"	25000	1"	17500		
						10 X 500 T	
						10 X 500 T	
6		8	30800	2	20000	12 X 335 T	
6	31500	8 + 7	21000/28000	2	31500	12 X 335 T	
6	30100	6 + 7	21000		35000	12 X 500 T	
6	35000	6	50000		42000	16 X 500 T	
					21000	14 X 350 T	
					21000	14 X 350 T	

21
21
14
14
8 + 3
8 + 3
7
7
+ 3
+ 3

much

requirements.

COPY

Subject : Revision of Line Capacities and Tonnage Allocations

Allied Force Headquarters
G-4 (Mov & Tn)
Tel: Freedom 320

Mov/3/363/3

10 June 45

1. Attached is a statement setting out in summary form a proposed allocation of line capacities in ITALY, intended to serve as a basis for system to be inaugurated 1 July under which a fixed proportion of the railway capacities will be allocated for civilian use. After this date it is suggested that AC bids are excluded from consideration at POM Conference and alsofrom the POM Programme which will be confined entirely to military movement.

2. The figures used in compiling this statement are based on study and analysis of recent POM acceptances, it being considered that we have had sufficient experiences of the revised flow of traffic consequent upon the cessation of hostilities to be able to make a fair estimate of traffic tendencies for at least one or two months.

3. The suggested line capacities shown in column L are a revision of the present capacities quoted by MRS and are again based on our experience and represent a purely Movements estimate of what the railways of ITALY can fairly be expected to do having regard to overall wagon availability south of BOLOGNA but not taking into consideration the possibility of unbalanced wagon movement between points north and south of BOLOGNA.

4. The information shown in column C was obtained from Tn Sub-Commission AC and that in column M from MRS.

It is the intention that this paper form the basis on which a three cornered discussion between Movements, MRS and Allied Commission should take place.

5. With the extension of lines and the increase of physical capacity brought about by doubling and electrification it has become increasingly apparent that there are in effect two standards of capacity in the territory south of BOLOGNA. These two factors are :

(a) The number of trains which can be run over section of line
(b) The overall wagon pool

The former exceeds the latter and for comparison purposes two suggested line capacities, one based on wagon availability and the other on physical line capacities, have been shown in columns L & M respectively.

It is suggested that stores tonnage must never exceed the figure shown in column L but within the availability of passenger stock it may well be that on certain sections line capacity and loco power will permit the running of passenger stock trains in excess of present stores capacities. 1434

6. The following basic assumptions have been made in compiling the estimated figures shown in the attached table :

(a) Civil passenger trains in Column E takes into account present

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excluded from consideration at POM Conference and also from the POL Programme which will be confined entirely to military movement.

2. The figures used in compiling this statement are based on study and analysis of recent POM acceptances, it being considered that we have had sufficient experiences of the revised flow of traffic consequent upon the cessation of hostilities to be able to make a fair estimate of traffic tendencies for at least one or two months.

3. The suggested line capacities shown in column L are a revision of the present capacities quoted by MRS and are again based on our experience and represent a purely Movements estimate of what the railways of ITALY can fairly be expected to do having regard to overall wagon availability south of BOLOGNA but not taking into consideration the possibility of unbalanced wagon movement between points north and south of BOLOGNA.

4. The information shown in column C was obtained from Th Sub-Commission AC and that in column M from MRS.

It is the intention that this paper form the basis on which a three cornered discussion between Movements, MRS and Allied Commission should take place.

5. With the extension of lines and the increase of physical capacity brought about by doubling and electrification it has become increasingly apparent that there are in effect two standards of capacity in the territory south of BOLOGNA. These two factors are :

(a) The number of trains which can be run over section of line
(b) The overall wagon pool

The former exceeds the latter and for comparison purposes two suggested line capacities, one based on wagon availability and the other on physical line capacities, have been shown in columns L & M respectively.

It is suggested that stores tonnage must never exceed the figure shown in column L but within the availability of passenger stock it may well be that on certain sections line capacity and loco power will permit the running of passenger stock trains in excess of present stores capacities. 1434

6. The following basic assumptions have been made in compiling the estimated figures shown in the attached table :

(a) Civil passenger trains in Column E takes into account present main line services in operation and excludes local passenger services e.g. ROME-CIVITAVECCHIA, ROME-FIUMICINO, NAPLES-SALERNO.

(b) Civil Stores shown in column D are broadly POM acceptances, not bids, over the past few weeks. It is well known that AC loadings fall short of POM acceptances by possibly 40% and it is considered that the figure shown gives a reasonable opportunity for an expansion of present civil tonnages carried.

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(c) The number of military passenger trains shown in column (g) covers the present regular personnel military passenger stock trains conveying leave and reinforcement personnel and does not include ambulance trains, LIAPS, or any allowance for the normal short term military passenger movement which takes place in box cars.

(d) The figures in column F - military stores and incidental personnel movement represent acceptances at PCM over the past few weeks and will be checked with certain figures which are being obtained by Q(Maint) on a general policy of Depot clearance.

(e) In arriving at suggested line capacities - column L and M - we have obtained verbal information from MRS as to the number of trains which can be run over each section and the net capacity of each train in the light of existing loco power availability. Column L is based on the old line capacity originally quoted by MRS modified to some extent to provide for the reverse flow of traffic now becoming evident and calculated to be, in total, within the capacity of the present pool of wagons available south of BOLOGNA.

7. As far as Southern ITALY i.e. South of BOLOGNA is concerned it is recommended that the present system of local allocation of short haul capacity in prescribed areas e.g. the HEEL, NAPLES Area, and so on to be continued and that the number of lines subject to AFHQ PCM Conference be not changed.

The civilian stores tonnage in columns C & D includes the present basic allotments on lines in CALABRIA.

8. It is to be expected that over the next few months flows and demands will vary very extensively with changing circumstances, e.g., slackening of the flow of refugee movement, reduction in the size of the military forces in the Theatre and progressive reduction of stocks in forward depots. On the other hand new and at present unpredictable demands are certain to arise and it is therefore suggested that the allotment agreed should be subject to revision say at the end of two months.

9. It is only possible at the present stage to provide a rough forecast of probable stores movement on the North East and North West and planning figures of tonnages which it is estimated will be required are shown in Column D for civil stores and column F for Military stores. Civilian passenger movement will largely depend upon the availability of rolling stock. No provision has been made for military passenger trains which will arise as a result of the inception of the overland L ofC. AC have not furnished any estimates of probable traffic movement.

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SUGGESTED REVISION OF LINE CAPACITIES
ALL FIGURES IN TONS OR TRAINS PER WEEK

LINE		CIVIL ALLOCATION			MILITARY ALLOCATION		TOTAL ALLOCATION		
NO	SECTION	STORES A.C. Requested	Suggested	Passr Trains & Refugees	Stores & Incidental Personnel	Passr Trains	Stores & Incidental Personnel	Passr Trains	PC A.
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	
92	Reggio-Salerno	5250	4000	7 Trains	6000		10000	7 Trains	
95	Reggio-Metaponto	3500	3500	7 "	2000		5500	7 "	
94	Metaponto-Salerno	4600	4500	3 "	2000		6500	3 "	
94	Salerno-Metaponto	4900	4500	3 "	2000		6500	3 "	
91	Foggia-Caserta	6000	4000	7 "	10000	2 Trains	14000	9 "	2
91	Caserta-Foggia	4200	3000	7 "	17000	2 "	20000	9 "	2
89/90	Naples-Rome	17500	14000	7 "	28000	6 "	42000	13 "	4
89/90	Rome-Naples	7000	7000	7 + 9	52500	6 "	59500	13 "	5
50	Rome-Leghorn	8050	10500	3 "	21000	3 "	31500	6 "	3
50	Leghorn-Rome	19950	17500	3 + 2	24500	3 "	42000	6 "	3
218/219	Leghorn-Prato/Florence	14000	14000	3 "	42000		56000	3 "	4
218/219	Prato/Florence-Leghorn	1400	4200	3 + 2	35000		49000	3 "	4
65	Rome-Orte	4900	4900	3 "	24500	6 "	29400	9	1
65	Orte-Rome	9800	9800	3 + 7	31500	6 "	41300	9 "	1
65	Orte-Arezzo	1050	2100	1	3500		5600	1 "	2
65	Arezzo-Orte	7000	7000	1	8400		15400	1 "	2
65	Florence-Bologna	1750	1750						
65	Bologna-Florence	1750	1750						
87	Orte-Falconara	7350	7000	2	21000	6		8	
87	Falconara-Orte	7000	7000	2 + 7	24500	6	31500	8	2
86	Bologna-Ancona	1750	2100	+ 9	28000	6	30100	6	
86	Ancona-Bologna	4900	7000		28000	6	35000	6	
86	Ortona-Ancona	3500	3500	3					
86	Ancona-Ortona	3850	3500	3 + 2					
50	Genoa-Alessandria		25200		3500				
50	Alessandria-Genoa		2800						
50	Alessandria-Turin		8400		700				
50	Turin-Alessandria		5000						
	Alessandria-Milan		16800		2800				
	Milan-Alessandria		8400						
	Milan-Verona		8400			21			
	Verona-Milan		2800		1400	21			
	Bologna-Verona		1400		2800	14			
	Verona-Bologna		3500			14			
	Venice-Villach		2800		14000	8	3½		
	Villach-Venice		1400			8	3½		
	Venice-Verona		1400		1400	8			

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PACITIES
PER WEEK

MILITARY ALLOCATION		TOTAL ALLOCATION		PRESENT CAPACITIES		SUGGESTED CAPACITY	REMARKS
Stores & Incidental Personnel	Passr Trains	Stores & Incidental Personnel	Passr Trains	POM Capacity & A.C. Basic	Passr Trains in excess of POM tonnages	Tonnage based on requirements and wagon availability	Trains based on train paths per day.
(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)
6000		10000	7 Trains	9125	7 Trains	14400	5 X 400 T
2000		5500	7 "	5075	7 "	5600	5 X 400 T
2000		6500	3 "	7675	3 "	8400	10 X 250 T
2000		6500	3 "	8400	3 "	8400	10 X 250 T
10000	2 Trains	14000	9 "	20000	8 "	23500	10 X 400 T
17000	2 "	20000	9 "	20000	8 "	23500	10 X 400 T
28000	6 "	42000	13 "	45500	7 "	45500	(12 X 600 T (10 X 300 T
52500	6 "	59500	13 "	59500	7 "	59500	(12 X 300 T (10 X 300 T
21000	3 "	31500	6 "	38500	3 "	35000	12 X 600 T
24500	3 "	42000	6 "	38500	3 "	42000	12 X 600 T
42000		56000	3 "	91000	3 "	56000	20 X 500 T
35000		49000	3 "	91000	3 "	56000	20 X 500 T
24500	6 "	29400	9	42000	3 "	35000	12 X 450 T
31500	6 "	41300	9 "	42000	3 "	42000	12 X 450 T
3500		5600	1 "	28000	1 "	7000	
8400		15400	1 "	28000	1 "	17500	
							10 X 500 T
							10 X 500 T
21000	6		8	30800	2	28000	12 X 335 T
24500	6	31500	8	21000/28000	2	31500	12 X 335 T
28000	6	30100	6	21000		35000	12 X 500 T
28000	6	35000	6	56000		42000	16 X 500 T
						21000	14 X 350 T
						21000	14 X 350 T
3500							
700							
2800							
	21						
1400	21						
2800	14						
	14						
14000	8	3½					
	8	3½					

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[illegible]	[illegible]	3500	3 + 2			
50	Genoa-Alessandria	25200		3500		
50	Alessandria-Genoa	2800				
50	Alessandria-Turin	8400		700		
50	Turin-Alessandria	5000				
	Alessandria-Milan	16800		2800		
	Milan-Alessandria	8400				
	Milan-Verona	8400			21	
	Verona-Milan	2800		1400	21	
	Bologna-Verona	1400		2800	14	
	Verona-Bologna	3500			14	
	Venice-Villach	2800		14000	8	3½
	Villach-Venice	1400			8	3½
	Venice-Verona	1400		1400	7	
	Verona-Venice	1400			7	
	Udine-Trieste	700				3½
	Trieste-Udine	700		2100		3½

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

Military Passenger Trains in North ITALY are based on probable MEDLOC requirements.