

Demands for Trans Stories

5 stories

10000 / 1148 / 1154
to July 45

Subject: Future Demands for M. Stores.

Military Railway Service,

C.M.F.

Tel: Firebox 9345.

Tn.A. 2/76.

7 July 45.

To:- G-4 (Rev. & Tn.), A.P.H.S.

Copy to:- Tn. (Br.), A.P.H.S.
A.C. Tn. Sub-Commission.
A.C. Austria.
D.P.R.R.S. (I).

1. A decision is required on future responsibilities for planning and ordering any M. stores required for civil railways in Italy and Austria (Br. Zone) and port undertakings in Italy. It is important that definitions of responsibility should not be confused by the possibility of supplying such requirements from any surplus military stocks.

2. In considering this question, requirements may conveniently be classified, under two heads:-

- a Major items of equipment and project stores e.g. locos, rolling stock, cranes, powered plant, railway track and bridging etc.
- b Minor items of tools and equipment and general requirements of consumable stores for repair and maintenance purposes. These comprise a very large range and many items of critical importance.

3. In regard to 2a above, I need not describe here the channels both American and British through which military requirements have been ordered since all demands have now been reviewed and final requirements determined involving in many cases the reduction or cancellation of demands.

4. In regard to 2b, provision has been based on supplying the requirements of military units and certain short-term requirements of materials of critical importance for the Italian State Rlys. The British system of provision has been by quarterly demands placed on the appropriate services viz. M. (War Office) and C.M.F. D.P.R.R.S. and S. & T. in the theatre. Bulk holdings of these stores have been held in the stores depots and detail issues made as required either to military units or the I.R.R. In view of the reduction in the requirements of military units no bulk demands are being placed for delivery after Sep. 1945 and all demands up to this date have been or are in the course of being reviewed with the object of cancelling any quantities not required for military purposes.

5. It is recommended that w.e.f. 1 Oct. 1945:-

- a M/Rs become responsible for supplying only project requirements of a solely military character.

- 2 -

- b A.C. En. Sub-Commission become responsible for supplying Italian railway and port requirements of a purely civil character and also requirements for both civil and military needs which because of their character cannot be split on a quantitative end-use basis.
- c A.C. Austria become responsible for supplying similar requirements of the Austrian Rly. (Dr. Sona) as in b above.

6. It is unlikely that either A.C. En. Sub-Commission or A.C. Austria will have the staff to initiate demands on the systematic lines of a military provision service nor will they have personnel to undertake custody or distribution. It is assumed therefore that their action will largely be confined to sponsoring and screening demands formulated by the civil railways and in the case of Italy by port authorities and in particular ensuring the maximum use of existing resources and local production.

Richard K. Brown
R.D. BASHORN, Brigadier,
Director, Military Railway Service.

2155

Military Railway Service,
C.M.F.
Tel: Firebox 8345.

Tn.A.2/76.

7 July 1945.

Subject: Future demands for IN STOCKS.

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

copy to: Tn (Tr) A.F.H.Q.

A.G.Tn Sub-Commission

A.C. Austria

D.D.H.R.S.(I)

1. A decision is required on future responsibilities for planning and ordering any Tn. stores required for civil railways in Italy and Austria (Br) Zone and port undertakings in Italy. It is important that definitions of responsibility should not be confused by the possibility of supplying such requirements from any surplus military stocks.

2. In considering this question, requirements may conveniently be classified under two headings-

a. Major items of equipment and project stores e.g. locoms, rolling stock cranes, powered plant, railway track and bridging etc.

b. Minor items of tools and equipment and general requirements of consumable stores for repair and maintenance purposes. These comprise a very large range and many items of critical importance.

3. In regard to 2a above, I need not describe here the channels both American and British through which military requirements have been ordered since all demands have now been reviewed and final requirements determined involving in many cases the reduction or cancellation of demands.

4. In regard to 2b, provision has been based on supplying the requirements of military units and certain short-term requirements of materials of critical importance for the Italian State Rlys. The British system of provision has been by quarterly demands placed on the appropriate services viz. Tn. (War Office) and CRD, D.R.S. and S.&I. in the theatre. Bulk holdings of these stores have been held in Tn. Stores Depots and detail issues made as required either to military units or the ISR. In view of the reduction in the requirements of military units no bulk demands are being placed for delivery after Sep. 1945 and all demands up to this date have been or are in the course of being reviewed with the object of cancelling any quantities not required for military purposes.

5. It is recommended that w.e.f. 1 Oct. 1945:-

a. Tn/MRS become responsible for supplying only project requirements of a solely military character.

b. A.C. Tn Sub-Commission become responsible for supplying Italian railway and port requirements of a purely civil character and also requirements for both civil and military needs which because of their character cannot be

2154

1. A decision is required on future responsibilities for planning and ordering any En-stores required for civil railways in Italy and Austria (Br) Zone and port undertakings in Italy. It is important that definitions of responsibility should not be confused by the possibility of supplying such requirements from any surplus military stocks.

2. In considering this question, requirements may conveniently be classified under two heads:-

a. Major items of equipment and project stores e.g. locomotives, rolling stock cranes, powered plant, railway track and bridging etc.

b. Minor items of tools and equipment and general requirements of consumable stores for repair and maintenance purposes. These comprise a very large range and many items of critical importances.

3. In regard to 2a above, I need not describe here the channels both American and British through which military requirements have been ordered since all demands have now been reviewed and final requirements determined involving in many cases the reduction or cancellation of demands.

4. In regard to 2b, provision has been based on supplying the requirements of military units and certain short-term requirements of materials of critical importance for the Italian State Rlys. The British system of provision has been by quarterly demands placed on the appropriate services viz. TM. (War Office) and CRD, D.F.S. and S.A.T. in the theatre. Bulk holdings of these stores have been held in En-stores Depots and detail issues made as required either to military units or the ISR. In view of the reduction in the requirements of military units no bulk demands are being placed for delivery after Sep. 1945 and all demands up to this date have been or are in the course of being reviewed with the object of cancelling any quantities not required for military purposes.

5. It is recommended that w.e.f. 1 Oct. 1945:-

a. TM/MS become responsible for supplying only project requirements of a solely military character.

b. A.C. The Sub-Commission become responsible for supplying Italian railway and port requirements of a purely civil character and also requirements for both civil and military needs which because of their character cannot be split on a quantitative end-use basis.

c. A.C. Austria become responsible for supplying similar requirements of the Austria Rlys. (Br Zone) as in b above.

6. It is unlikely that either A.C. In Sub-Commission or AC Austria will have the staff to initiate demands on the systematic lines of a military provision service nor will they have personnel to undertake custody or distribution. It is assumed therefore that their action will largely be confined to sponsoring and screening demands formulated by the civil railways and in the case of Italy by port authorities and in particular ensuring the maximum use of existing resources and local production.

R.D. BAUMANN, Brigadier,
Director, Military Railway Service.

2154

1084