

Tonnage Allotments & Wilson Supply A.C

Wason Supply A.C

10000/148/1457
'Aug '45

BAJ/10

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

Tel:
Ref.: AS/1/W/Tn.4

23 February 1946

SUBJECT : Wagon Availability.

TO : IRR Gen. Direction,
for Ing. Bertoli.

1. Analysis of Wagon Returns February 1st to 20th inclusive indicates that there are to-day 14,000 more cars under load than at the commencement of the period under review. Increase in cars held at terminal points is only 300 and this large increase is, therefore, almost ^{ENTIRELY} composed of loads in transit.

2. It is suggested that this position be brought urgently to the notice of Movement Service, in order to emphasize the need for speeding movement wherever possible.

3. Attention is also directed to the large increase in cars awaiting Repairs Service.

Chatter
For Director. *Carle*

Copy to : AD Tn (for Lt. Col)
MRS (for Lt. Col. London)

1382

Walter Jefferys
Rail Dev

COPY

Q 2084

G/9216

FEB 131035A

FEB 131745

IMPORTANT

REAR 13 CORPS

GHQ CMF FOR Q(MOV)

INFO : ALCOM ROME: MPS ROME: ECITO ROME: ACABRIT

UNCLASSIFIED

REF OUR Q 2039 OF 3 FEBRUARY.

RAIL CLEARANCE CAN BE INCREASED BY 900 TONS PER DAY FROM 1 MARCH USING
 VILLA OPICINA STATION SITUATED 10 MILES FROM TRIESTE. M T REQUIRED FOR MOV
 OF STORES FROM TRIESTE DOCKS AND LABOUR AT VILLA OPICINA TO OPICINA
 TO BE PROVIDED BY UNRRA.

AC DIST

ACTION : TRANSPORTATION S/C

INFO : CHIEF COMMISSIONER
 ECON SEC 2
 FILE 2
 FLOAT

1381

512 say (Feb 19)
that riding across
for 20 cars can be
secured with 60 dailies
of movements (maintained)
Informal

TRANSPORTATION & SHIPPING SUB-COMMISSION, A.C.,
 (RAIL DIVISION)
 c/o. Transportation (Br) Main,
 C.E.F.

14 February 1946

Tel : 343191/9587
 Ref : AC/1/2/Tn.4.

SUBJECT : Transportation of Olive Oil.
 TO : Food and Agric. Sub-Comm. A.C.

1. With reference to your 51/2 PA dated 17 January 1946.
2. 'Q' movements G.R. ... under reference Nov. 3/162/1 dated Feb. 7th advise that instructions have now been issued to H.C. No 2 District to ensure that the four Olive Oil Tank Cars, after repair, are handed over for the transportation of Olive Oil and NOT petroleum products.
3. Will you please note and advise 'Federazione Italiana dei Consorzi Agrari' accordingly.

William C. R. E.
 for Director

1330

Copi to : (Chief Movement A.C. ref : 210/125/Tn.3)

Subject : Transportation of Olive Oil.

Q (Movements)
CHQ CHQ
Tel : Freedom 320.

To : Transportation and Shipping
Sub-Commission A.C.,
(Rail Division)
c/o Transportation (Dr) Main,
CHQ.

Nov 3/362/1

7 Feb 46.

Copy to : S & T

Ref. your letter AO/1/1/Tn4 of 22 Jan.

1. Instructions have now been issued to HQ 2 District to ensure that the four olive oil tank cars, after repair, are handed over for the transportation of olive oil and not petroleum products.
2. Will you please advise Federazione Italiana dei Consorzi Agrari accordingly.

*Letter to
Food SC
Feb 1946*

CHQ 1379
C.H. MITCH, Major,
for Brigadier,
DCMG (M).

TRANSPORTATION & SHIPPING SUB-COMMISSION A.C.
(RAIL DIVISION)
C/o Transportation (30) Main
C.M.F.

Ref.: 643191-2582

4 February 1946

Ref.: AG/I/4/Tn.4

SUBJECT: Wagon Distribution.

TO : I.S.A. General Direction
Ing.U.Dt. Bolnardo.

1. At a recent meeting of the Car Distribution Committee a discussion arose concerning the measure of detailed supervision which obtains throughout the I.S.A. system.
2. It was considered that the withdrawal of Military Personnel reveals the need for reviewing the question of supervision with particular reference to ensuring that Rolling Stock is kept in full and proper use and efficiently maintained. Primarily, this is, of course, the responsibility of local depot stations and compartment officials. There is, however, a very wide margin of efficiency in different areas and it is very necessary that the maximum efficiency should be reached and maintained in all areas.
3. The appointment by the I.S.A. of about six Rolling Stock Inspectors, based on, and responsible only to I.S.A. Headquarters Rome, would be a progressive step towards attaining the fullest possible use of a much depleted Wagon Stock.
4. The basic function of these Inspectors should be to travel the country continually checking standing equipment, reporting failure or wastage of any kind. They should be senior and experienced railwaymen and be given ample authority to enable them to criticise and check any slackness or inefficiency they find.
5. The suggestion is submitted for your consideration with the assurance that, for a comparatively small outlay in staff and expense, very profitable results can be obtained.

1978

SUBJECT: Wagon Distribution.

TO: I.S.H. General Direction
Ing. H. D. Reinhardt.

1. At a recent meeting of the Car Distribution Committee a discussion arose concerning the means of detailed supervision which obtains throughout the I.S.H. system.
2. It was considered that the withdrawal of Military Personnel reveals the need for reviewing the question of supervision with particular reference to ensuring that Rolling Stock is kept in full and proper use and efficiently maintained. Primarily, this is, of course, the responsibility of local Depot stations and Compartmental officials. There is, however, a very wide margin of efficiency in different areas and it is very necessary that the maximum efficiency should be reached and maintained in all areas.
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5. The suggestion is submitted for your consideration with the assurance that, for a comparatively small outlay in staff and expense, very profitable results can be obtained.

J. J. H. H. H.
Per Director. *Can R. E.*

Copy to:- A.S.H. (for Major Ryan)
M.R.S. (for Lt. Col. London).

REF. 473420

KJO/ig

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

51-2/PA

4 February 1946.

SUBJECT : Transportation of Olive oil.

TO : Federazione Italiana dei Consorzi Agrari,
Servizio Distribuzione Cereali, Farina e Pasta,
Gestione Olio.

1. Please refer to your letter dated 12th January concerning
4 tank-cars belonging to the Gruppo Toscano Raffinazione Olio.

2. The matter raised in your letter above has been taken up
with the proper military authority with the request that any military
order which may have been issued regarding the above cars be investi-
gated and corrected. In the meantime, the I.S.R. has been asked to
hold the cars until the position is clarified.

W. J. 1800
W.J. 1800
Director

Distribution

HQ. A.C. Tn. & Shipping S/C (Attn. Rail Section)
Reference your letter AC/1/1/1/1 dated 22nd January.

Alto Commissariato dell'Alimentazione, Rome.

1377

CFB/mb

I HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation & Shipping Sub-Commission

17 January 1946

Tele : Ext. 514

298/208/Tn.3.

SUBJECT : Revision of priorities
TO : I.S.R. Ministry of Transport

Reference your letter N.M. 340/25828/2.G/ICCA/7820/28 of 7th January '46.

1. After a consultation with other Sub-Commissions at this Headquarters it is our view that agricultural machinery should be included as priority No. 11 in the priority list together with chemical and natural fertilisers. It is noted in your letter that you refer to chemical and natural fertilisers as in priority 12; it is assumed that you intend this to read priority 11.
2. It is considered that the priority for the movement of wine should not be made higher in view of difficulties at present experienced by the railways in supplying sufficient wagons to move the essential traffics. The quantity of wine available for movement is considerable and it could only be moved at the expense of more important traffic. It is recommended, therefore, that no alteration be made in the present classification for wine.

C.F. Berridge
C.F. BERRIDGE,
Major, R.E.
Chief Movements Div.

Copy to : Rail Division (Tn.4.)
Food & Agriculture Sub-Commission

1376

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation & Shipping Sub-Commission

17 January '46

Tel : 473701

271/2236/2n.3.

SUBJECT : Transport of wine by rail from Sicily to Turin

TO : Mr. IVAN BADALIO, Via Bertoloni 1/F, Rome.

(for FIAT)

1. Reference your letter dated 9 Jan. 46 on the above subject it is regretted that owing to the continued shortage of available carrying capacity this S/C is unable to accede to your request.
2. In the first place, under present transport conditions, it is not economically sound to consign wine over land when the obvious method is to consign by sea to Genoa or Savona for Turin. Application for allocation of shipping space should be made to SEPRAI of the exporting province concerned.
3. For your information the ferry at Villa S. Giovanni has a maximum carrying capacity of 168 cars a day most of which are utilised for transporting citrus fruit from Sicily to the mainland. It will, therefore, be seen the granting of your request would create the following position :-
 - (a) Reduction in number of wagons allocated to the transport of citrus fruit - a perishable commodity.
 - (b) Depletion of rolling stock in the South.
 - (c) Reduction in line capacity to the North which would undoubtedly affect the acceptance of bids for the carriage of essential foodstuffs to the general public.
 - (d) The right to other consignors to be granted similar opportunities to forward wine.
4. Your present system of help to your employees through co-operative messes and shops is admirable and is to be encouraged but, you will agree, in the light of the foregoing acquiescence to your request would vitiate any mean the subsidising of your employees at the expense of other local inhabitants who are less fortunate insofar as, in the main, they lack the support of an organisation such as yours to look after their well being.
5. An improvement in Italian transportation facilities is expected in the near future with the opening of the La

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4.

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

5.

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

C. F. Beridge.
C.F. BERIDGE,
Major, R.E.
Chief Movements Div.

Copy to : Rail Division (En.4.) ✓
Food & Agriculture Sub-Commission

BAJ/10

TRANSPORTATION & SHIPPING SUB-COMMISSION, AG
(RAIL DIVISION)
c/o Transportation (Br) Main
C.N.F.

25 January 46

Tel: 843191/9582
Ref: AC/I/W/Tn 4

SUBJECT : Polish coal for Italy.

TO : Chief Movements Tn Sub-Comm.
(for Capt. Clinging)

1. In reply to your 266/211/Tn 3 dated January 22nd.
2. The transport by rail of 720,000 tons of coal ex Poland represents 40,000 wagon loads and the turn-round is estimated at 24 to 28 days. If it were possible to allocate, say, 1000 cars for this traffic, the influx of coal into Italy by this route would approximate 24,000 tons per month; but the reduction in cars available for clearing sea-borne coal from Italian ports by 1,000 cars would have the effect of reducing Port Clearance by approximately 70,000 tons per month.
3. At the present time, the availability of cars for conveyance of coal is being strained to the utmost by the current Import Programme and it is not considered possible to allocate equipment for such an extensive overland movement.
4. Repair and rebuilding of equipment may, however be speeded up, and a gradual increase in availability result. If this Polish coal could be shipped to Savona and offloaded to stockpile there, the transit from stock to consumer could be effected as cars became available and without prejudicing the present coal Import Programme.

W. H. Hetherington
for Director

374

195 cars for det

2435

Eng. Martin

W. H. Hetherington

W. H. Hetherington

W. H. Hetherington

W. H. Hetherington

21101

IFC/elc

TRANSPORTATION & SHIPPING SUB COMMISSION

INTER OFFICE MEMORANDUM

22 January 1946

Tel : 478701

255/211/Tn 3

SUBJECT : Polish Coal for Italy

TO : Rail Division (Tn 4) —

1. With reference to the attached correspondence, which please return with your reply.

2. The Italian Government is looking into the possibilities of a trade negotiation with Poland for 720,000 tons of coal.

In addition the Polish Government as a symbol of its will to participate in the United Nations Economic rehabilitation programmes is putting coal at the disposal of UNRRA.

UNRRA is offering Italy an unspecified quantity of this coal providing she can arrange transportation.

3. Both these projects are over and above the present UNRRA coal programme for Italy.

4. It is realized that transportation from Poland to Italy by rail is a difficult problem, and enquiries are being made as to the possibilities of obtaining shipping through U.M.A.

5. However, as coal is of paramount importance to Italy's rehabilitation programme, will you investigate the question of rail transportation with the ISR and report in what capacity they would be able to assist.

1373

For Chief Movements Division

1. With reference to the attached correspondence, which please return with your reply.
2. The Italian Government is looking into the possibilities of a trade negotiation with Poland for 720,000 tons of coal.
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5. However, as coal is of paramount importance to Italy's rehabilitation programme, will you investigate the question of rail transportation with the ISR and report in what capacity they would be able to assist.

For Chief Movements Division


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

Copy to : E.C.I.T.O. (ORMOA) Italy (for information)
Supply Group
Commerce Sub-Commission (Foreign Trade)
Shipping Branch

CFB/mb

TRANSPORTATION & SHIPPING SUB-COMMISSION

INTER OFFICE MEMORANDUM

14 January 1946

Tele : Ext. 514

266/206/Tn.3.

SUBJECT : Trade agreement with Poland

TO : Commerce Sub-Commission
Foreign Trade Department.

Reference your letter AB/415 of 27 Nov. '45, which we cannot trace having received previously.

1. In view of the extreme shortage in Italy of locomotive equipment and especially railway wagons it is our opinion that the export of these items should not be allowed until the internal requirements of Italy have been fully met.
2. If any agreement is reached in the near future under which coal will be imported from Poland into Italy it is considered that the transportation must be carried out in wagons supplied by the exporting country. The wagon shortage in Italy is so acute that the utmost difficulty is experienced in clearing current imports and in moving essential traffic within Italy.

C. F. Berridge
C.F. BERRIDGE.
Major, R.E.
Chief Movements Division

Copy to : Rail Division (Tn.4.) ✓

1372

345/4a

TRANSPORT TICH & SHIPPING SUB-COMMISSION, AG
(R.I.L. DIVISION)
c/o Transportation (Br) Main
C.M.F.

22 January 46

Tel: 043191/9532
Ref: AG/1/W/Tn 4

SUBJECT : Transportation of Olive Oil.

RE : AFTER
for GA. (Mov & Tn)

1. Enclosed is a copy of a letter, dated 12 January, from the Federazione Italiana dei Consorzi Agrari, stating that 4 Olive Oil tank cars are being repaired at the Railway Workshops Genoa, and that, after repair, they will be used for the transport of petroleum products, "as per order of Allied Command".
2. The movement of Olive Oil is always prejudiced by the shortage of Olive Oil Tankers in service, whereas there is a substantial surplus of Tank Cars for Petroleum Products.
3. It seems likely that there has been some misunderstanding connected with any Military order which may have been given regarding these cars and it will be appreciated if the necessary enquiry and correction can be made.
4. In the meantime, the ICR have been requested to hold the cars until the position is clarified.

Director

Copy to: Chief Movement Allied Commission (ref. 370/123/Tn 3)
Director Food & Agric. Sub-Comm. (ref. 54-2/FA).

1371

AAG/elc

TRANSPORTATION & SHIPPING SUB COMMISSION

INTER OFFICE MEMORANDUM

21 January 1946

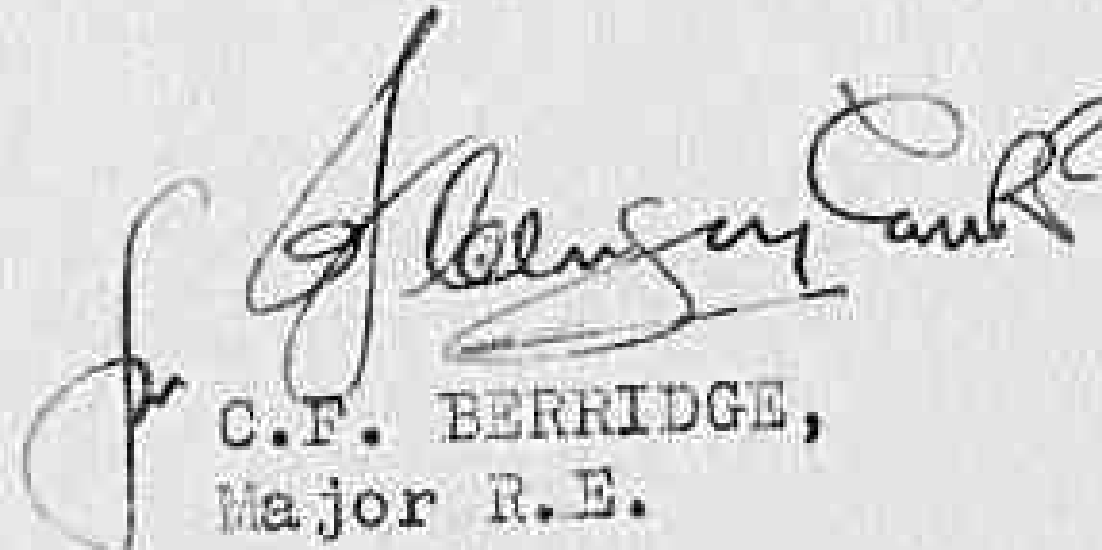
Tel : 478303

270/125/Tn 3

SUBJECT : Transportation of olive oil

TO : Rail Division (Tn 4) /

1. Enclosed please find copies of letters dated 17th and 12th Jan '46 received from the Food Sub-Commission and Consorzi Agrari respectively, which are self explanatory.
2. Will you please let us have your comments.


C.F. BERRIDGE,
Major R.E.

Copy to : Food and Agriculture Sub-Commission

1370

C O P Y

TEL. 478420

KJC/ig

HEADQUARTERS ALLIED COMMISSION
APO 394
Food & Agriculture Sub-Commission

17 January 1946

51-2/FA

SUBJECT : Transportation of olive oil

TO : HQ AC Tn & Shipping S/C, (Attn. Rail Section)

1. Enclosed is letter dated 12th January from the Federazione Italiana dei Consorzi Agrari stating that 4 olive oil tank cars belonging to the Gruppo Toscano Raffinatorio Olio are being repaired in the railroad workshops near Genova after which they will be used for the transportation of petroleum products as per the orders of the Allied Command.

2. The movement of olive oil is prejudiced by the shortage of olive oil tank cars in olive oil service. We will, therefore, appreciate it if you will advise us whether the facts stated in the attached letter are true and if so, whether anything can be done to keep the cars in question in the olive oil service.

W.J. LEGG
Director

Distribution

Federazione Italiana dei Consorzi Agrari, Gestione Olio, Roma.

1369

C O P Y

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI

Servizio Distribuzione Cereali,
Farina e Pasta, Gestione Olio.

TO : AC FOOD S/C

Tank cars, belonging to the Ditta
Bertelli Giurlani S.A.L.O.V.

for info: Ministry of Transportation
Rome.

12 January 1946

The Gruppo Toscano Raffinatorio Olio (Tuscan oil refining group) comprising the Firms Bertelli, Giurlani and S.A.L.O.V. informs us that the following tank cars :-

565214 - 565206 - 572802 - 542405

belonging to them, and recently derequisitioned, are being repaired in the Railroad Workshops Rialzo at Genova - Sampierdarena - to be afterwards used for transportation of petroleum products as per order of the Allied Command.

As the a.m. firms belong to the Group of the "Grossisti Nazionali" (National Wholesalers) with whom we deal for the transportation of oil to nearby provinces, and the tank cars belonging to the railways are not sufficient to guarantee rapid and timely transfers of oil, we beg you to let us know whether the information received is true, and if it be so we beg you to intervene and see that the tank cars in question are returned to the Firms which have to use them for the transfer of oil which we assign them.

Please note that if the a.m. tank cars should be used for one single transport of petroleum products, they could no more be utilized for the transportation of food oil.

+++++ 1368

*2 Carbons of this
please*

25/10

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

Tel: 843191/9582
Ref: AQ/1/1/Tn 4

22 January 46

SUBJECT : Transportation of Olive Oil.

TO : AFHQ
for G4 (Mov & Tn)

1. Enclosed is a copy of a letter, dated 12 January, from the Federazione Italiana dei Consorzi Agrari, stating that 4 Olive Oil tank cars are being repaired at the Railway Workshops Genoa, and that, after repair, they will be used for the transport of petroleum products, "as per order of Allied Command".
2. The movement of Olive Oil is always prejudiced by the shortage of Olive Oil Tankers in service, whereas there is a substantial surplus of Tank Cars for Petroleum Products.
3. It seems likely that there has been some misunderstanding connected with any Military order which may have been given regarding these cars and it will be appreciated if the necessary enquiry and correction can be made.
4. In the meantime, the ISR have been requested to hold the cars until their position is clarified.

Director

Copy to: Chief Movement Allied Commission (ref. 270/125/Tn 3)
Director Food & Agric. Sub-Comm. (ref. 51-2/FA).

1367

C O P Y

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI.

Servizio Distribuzione Cereali,
Farina e Pasta, Gestione Olio.

TO : AC FOOD S/C.

Tank cars, belonging to the Ditta
Bertelli Giuriani S.A.L.O.V.

for info : Ministry of
Transportation Rome

12 January 1946.

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565214 - 565206 - 572302 - 542405.

belonging to them, and recently derequisitioned, are being reentered in the Railroad Workshops Rialto di Genova - Sampierdarena - to be afterwards used for transportation of petroleum products as per order of the Allied Command.

As the a.m. firms belong to the Group of the "Grossisti Nazionali" (National Wholesalers) with whom we deal for the transportation of oil to nearby provinces, and the tank cars belonging to the railways are not sufficient to guarantee rapid and timely transfers of oil, we beg you to let us know whether the information received is true, and if so we beg you to intervene and see that the tank cars in question are returned to the Firms which have to use them for the transfer of oil which we assign them.

Please note that if the a/m tank cars should be used for one single transport of petroleum products, they could no more be utilized for the transportation of food oil.

1366

BAJ/ic

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

14 January 46

Tel: 843191/9582
Ref: AC/1/W/Tn 4

SUBJECT : Wagon Demurrage
TO : AFHQ
(for Gt. Mov & Tn)

1. Attached please see copy of communication, received from ISR, relating to wagons held under load at Casarsa.
2. These wagons are included in the list contained in my letter of December 21st and it is assured that the necessary enquiry and action is in progress.

For the Chief Commissioner :

Pepper
Director *Can*

1365

From GENERAL DIRECTION ISH.
To: Tr. SUB COMMISSION A.C. ✓

9 January 1946

N.321/51 - Further to our letter N.321/22513/332/07.85/ICCA 7344/28 dated 28 November 1945(.) Since September last are still lying at Casarsa station wagons 14953 = 7408573 & 40973 loaded with pumps, waiting disposal from AMG Udine(.) It is kindly asked for your intervention in order to have wagons unloaded and returned to circulation(.)

THE GENERAL DIRECTOR
Sgt. Di Raimondo

1364

PONOGRAMMA N° 0

- 9 GEN 1946

DALLA DIREZIONE GENERALE F.S. = ROMA =
AL SIG. MOSS SOTTOCOMMISSIONE TRASPORTI A.C. = S E D E =

M.321/51 - Seguito precedente segnalazione M.321/22513/332/07.85
(Icca) 7344/28 del 28 Novembre u.s. punto Dal mese di settembre scorso
anno sono sempre giacenti stazione Casarsa carri 14953 - 7408573 •
et 40973 carichi autopompe in attesa disposizioni Comando A.M.G.
Udine punto Prego nuovamente voler intervenire per scarico suddetti
carri onde poterli restituire alla circolazione.=

IL DIRETTORE GENERALE

Ad. Laima

1263

RGM/ic

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

Tel: 843238
Ref: AC/301/Pa 4

14 January 46

SUBJECT : German Tank Wagons.

TO : Italian State Railways
Building

1. Reference yours M.312/22939/2MA21/02/ICDA/7866/44 of 11 January.
2. It is definitely desired that the German Tank Wagons in question be under the control of the ISR regardless of any previous order issued by ISR.
3. Therefore it is necessary that action be taken by the ISR in all such cases to ensure that they continue control of Foreign wagons in Italy until such time as the question is settled as a whole.

P. G. MATHIAS
MAJOR T.O.

for Director

Copy to: DERS - Bldg.
" " ECITO - Bldg.

1362

Ministry of Transport
I.S.M. Direction General

Rome Jan. 11th - 1946

M. 312/22039/2Ma21/02/2ua 866/H4

Subject:
Tank wagon for movement
of olive oil.

Tn. Sub Commission AC.
(Rail Division)

R o m e

1. Ref. is to your letter AC/301/Tn.4, dated Oct. 24, 1945.
2. The Capo Compartimento, Milan, reported that the privately owned tank wagons No F.S. 510374, and 561035 and the former German ones N. 913355 and 591484 lying on the Railway siding of Firm "Balestrini" Milan Bovisa are fit for the movement of olive oil.
3. The first two tank wagons belong to the a/m Firm that used them to move olive oil from Calabria to their factory.
4. The two former German tank wagons were used up to April 12, 1945 by the Germans, to move refined olive oil from Germany to Milan.
5. It does not result that the a/m tank wagons have been used for movement of mineral oil.
6. The order of transferring these wagons to Genoa for Comitato Italiano Petroli (C.I.P.) was issued by the Chief of the railway "Delegazione" for N.W. Italy, upon information from MRS.
7. The Firm "Balestrini" refused to fulfill ¹³⁸¹ this order stating that arrangements on the matter were pending with Sezione Provinciale Alimentazione (Sepral).

Subject:

Tank wagon for movement
of olive oil.

Tn. Sub Commission AC.
(Rail Division)

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Cu.11/1/46/cm.

./.

8. The firm, having been requested to hand over to I.S.R. Administration the two former German wagons, pointed out that according to the Order No 5, dated June 15, 1945, issued by A.M.G. they declared the possession of these wagons to Istituto Ricostruzione Industriale (Industry Reconstruction Institute), therefore they cannot carry out the handing over without an order from the a/m Institute as the Firm is only the depository.

9. Considering what stated in the above para 8, you are kindly requested to consider the possibility either to issue such an order or to let us know whether the matter is to be dealt with directly by this Administration.

The Director General

Sgd. Di Raimondo



MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, li 11 GEN 1946 194

N. M. 342/22039/2 Ma 21/02/Mca 7866/Hh

Al N. _____ del _____

SOTTO COMMISSIONE TRASPORTI A.C.
(Divisione Ferroviaria)R O M A

OGGETTO

Carri serbatoio per
trasporto olio alimentare.

ALLEGATI N. _____

- 1) - Si fa riferimento alla lettera AO/301/Ta.4 del 24.10.45
- 2) - Il Capo Compartimento di Milano ha informato che i serbatoi privati P.S. 510374 e 561035 e quelli ex germanici 913355 e 591484 giacenti nel raccordo ferroviario della Ditta Balestrini di Milano Bovisio sono specializzati per il trasporto di olio mangereccio.
- 3) - I primi due serbatoi sono di proprietà della Ditta suddetta che li utilizzava per trasportare olio commestibile dalla Calabria al proprio Stabilimento.
- 4) - I due serbatoi ex germanici, fino tutto il 12.4.45 furono utilizzati dai tedeschi per il trasporto di olio commestibile raffinato dalla Germania a Milano.
- 5) - Non risulta che detti serbatoi siano stati utilizzati per trasporti di olio minerale.
- 6) - L'ordine di trasferimento di tali veicoli a Genova all'indirizzo del Comitato Italiano Petroli venne dato dal Capo della Delegazione ferroviaria Nord Occidentale dietro segnalazione dell'M.R.S.
- 7) - A questo ordine la Ditta Balestrini oppose rifiuto adducendo aver in corso pratiche al riguardo per tramite della Sezione Provinciale dell'Alimentazione.
- 8) - La prefata Ditta invitata a restituire all'Amministrazione ferroviaria i due serbatoi ex germanici, ha informato che, in conformità all'ordinanza n.5 del 15.6.45 del Governo Militare Alleato, avendo denunciato il possesso dei due carri all'Istituto Ricostruzione Industriale - Ufficio Recupero Impianti tedeschi, non può eseguire la riconsegna senza

Ce.

...//...

ordine del predetto Istituto, essendo essa Ditta soltanto depositaria.

9) - Per quest'ultimo punto si prega voler esaminare la possibilità di promuovere tale ordine oppure far conoscere se la pratica relativa deve essere trattata direttamente da questa Direzione. =

IL DIRETTORE GENERALE

Adi. Kammich

PHONOGRAMME BY HAND

FROM : D.M.R.S. Rome
TO : Tn.Sub-Commission AC
(Rail Division)
R o m e

27 December 1945

M.312/3050/2/Ma.14.

- 1) We have noted the communications made by your letter N.AC/301/Tn.4 dated 10 December 1945.
- 2) We ensure that from I.S.R. side shall be done the best to avoid deficiencies signalled by a/m letter.

The General Director
sgd.: Di Raimondo

1359

FOONOGRAMMA A MANO

Dalla DIREZIONE GENERALE F.S. ROMA

Alla SOTTOCOMMISSIONE TRASPORTI A.C. - (Divisione Ferroviaria) ROMA

.....-27 DIC 1945-.....

M. 312/3050/2 Ma 14

Roma, 23/12/45

1) - Si è preso nota delle comunicazioni fatte con vostra lettera N. AC/301/Tn.4 del 10 and.-

2) - Si assicura che da parte di questa Amministrazione sarà fatto del meglio per eliminare le deficienze segnalate con detta lettera.

IL DIRETTORE GENERALE

*Udo Farnon*P
SM

1358

RPM/af

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

10 December 1945.

Tel.: 843209

Ref.: AC/301/Tn.4

SUBJECT: Wagon requirements.TO : Director General I.S.R.

1. During the month of November there was an extreme shortage of box cars in the Naples area. AC and UMRRA warehouses 676 and 696 having received only twenty five percent of their requirements. The shortage of open top or coal cars is now being felt in the Genoa-Milan-Turin area.
2. With the increased import program for December and succeeding months it is believed the distribution of food and other essential supplies is going to be affected unless immediate steps are taken to improve the availability of cars for loading, and most of all to protect port clearances satisfactorily.
3. To insure adequate cars for port clearances, also for the distribution of essential civil supplies, immediate steps must be taken to provide a quicker turn around on cars. Loaded cars are standing too long awaiting or being unloaded. Also, quicker dispatchment of empty cars must be made. When a car is empty it should be started as quickly as possible for another load and not permitted to stand idle. It is recognized that many cars under military load, especially in the Naples area, are being excessively delayed for unloading. This matter has been handled directly with AFHQ and it is hoped there will be an improvement.
4. The ability of the railways to handle the business is now the ruling factor in the importation program and I am sure the Director General will take such action as is necessary to insure efficient operation and effective car distribution.

2131
REF: 10/30/74/1224
SUBJECT: Wagon requirements.

TO : Director General I.S.R.

1. During the month of November there was an extreme shortage of box cars in the Naples area. AC and UNRRA warehouses 676 and 696 having received only twenty five percent of their requirements. The shortage of open top or coal cars is now being felt in the Genoa-Milan-Turin area.
2. With the increased import program for December and succeeding months it is believed the distribution of food and other essential supplies is going to be affected unless immediate steps are taken to improve the availability of cars for loading, and most of all to protect port clearances satisfactorily.
3. To insure adequate cars for port clearances, also for the distribution of essential civil supplies, immediate steps must be taken to provide a quicker turn around on cars. Loaded cars are standing too long awaiting or being unloaded. Also, quicker detachment of empty cars must be made. When a car is empty it should be started as quickly as possible for another load and not permitted to stand idle. It is recognized that many cars under military load, especially in the Naples area, are being excessively delayed for unloading. This matter has been handled directly with AFHQ and it is hoped there will be an improvement.
4. The ability of the railways to handle the business is now the ruling factor in the importation program and I am sure the Director General will take such action as is necessary to insure efficient operation and effective car distribution.

1357

R.P. MOSS,
Chief Rail Division.

EJ/af

File

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

Tel.: 843398/9582.

21 December 1945

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

SUBJECT: Wagon Demurrage.

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

1. I.S.R. record wagons, as detailed below which are being held for extended periods awaiting offloading via:

LOCATIONDETAIL

Venezia Scemenzera

2 wagons (N°415720 & 91036) loaded anchors and chains.

Caserta

3 wagons loaded with Auto pumps

Genova

1 wagon empty Grenade cases

Carnio

5 wagons Aeronautic Material.

(The above are understood to be enemy material, held awaiting military orders, and have been on hand for approx. 5 months).

Civile

8 wagons coal for Allied Command.

Modugno

1 wagon with material consigned to R.T.O.
Modugno on hand for 80 days.

2. These details are supplied by I.S.R. in response to a suggestion that, when local routine effort has failed to get cars offloaded, full informations shall be given in order that such cases may be followed up.

Co-ordination

3. Your consideration in obtaining the release of these cars will be appreciated.

1356

2133

Ref.: AC/1/H/Tp.4

SUBJECT: Wagon Demurrage.

TO : A.P.H.Q.
for G-4 (Mov.&Th.)

1. I.S.P. record wagons, as detailed below which are being held for extended periods awaiting offloading viz:

LOCATION	DETAIL
Venezia Scenonizera	2 wagons (No 415720 & 91086) loaded anchors and chains.
Casarsa	3 wagons loaded with Auto pumps
Gemonz	1 wagon empty Grenade cases
Carnis	5 wagons Aeronautic Material.
(The above are understood to be enemy material, held awaiting military orders, and have been on hand for approx. 5 months).	
Civiale	8 wagons coal for Allied Command.
Modugna	1 wagon with material consigned to R.T.O. Modugna" on hand for 80 days.

2. These details are supplied by I.S.P. in response to a suggestion that, when local routine effort has failed to get cars offloaded, full informations shall be given in order that such cases may be followed up.

3. ^{co-ordination} Your consideration in obtaining the release of these cars will be appreciated.

1356

W. J. J. J. J.
Per Director

THE MINISTER OF TRANSPORTS.

30 November 1945
M.312.23251.2.Ma.29

SUBJECT: Use of ISR cars for
Austrian traffic.

To: DIRECTION M.N.S.
Tr. SUB COMMISSION A.C. —

- 1.- For the movement of various traffic destined Austria, coming from localities within the Kingdom and from the Ports of Venice and Trieste, are used daily a certain amount of ISR cars.
- 2.- The running of said cars is rather long, and therefore a good number of them is failing to the Italian traffic.
- 3.- At present are under unloading at Venice and Trieste ships with various goods destined Austria.
- 4.- Since 25 Nov. has started movement of Polish refugees from Cervinara to Poland, with a total use of 603 ISR cars which, owing to long journey, will be away for some time.
- 5.- Furthermore, there is a daily movement of American material from Mercianise to Leghorn, for which are needed about 500 box cars, for an unspecified period.
- 6.- For the coming month of December it has been notified the arrival of several ships loaded with coal and wheat in our Ports, whose unloading must be absolutely ensured both for the feeding of the population and in order to ensure the supplies to vital industries to the recovery of the Country.
- 7.- Owing to the well known lack of rolling stock, the situation following continuous impoverishments - will further deteriorate.
- 8.- What above is brought to your knowledge kindly asking to will examine the possibility of using German stock for the movement of Austrian traffic.
- 9.- I will appreciate a favourable examination of the matter and remain in waiting of your communication on the subject.

THE MINISTER
Sgd. Ugo La Malfa

1355

Roma 11, 30 NOV 1945

M.312.23251.2.Ma.29



IL MINISTRO DEI TRASPORTI

DIREZIONE A.R.S.

S E D E

OGGETTO: Impiego carri F.S.
per trasporti di-
retti Austria.

SOTTOCOMMISSIONE ALLEATA PER I TRASPORTI
R O M A

- 1)- Per trasporti di merci varie destinate in Austria, in partenza da località interne del Regno e dai Porti di Venezia e Trieste, viene impiegato giornalmente un certo quantitativo di carri F.S.
- 2)- Il ciclo di detti carri è piuttosto lungo e quindi ne consegue che un buon numero di carri viene sottratto al traffico italia-
no.
- 3)- Attualmente si trovano sotto scarico a Venezia ed a Trieste pi-
roscafi di merci varie dirette in Austria.
- 4)- Dal 25 andante sono iniziati i trasporti di profughi polacchi da Cevinara per la Polonia, con un impiego compl esivo di 603
carri F.S., che dato il lungo tragitto da percorrere rimarranno
impegnati per parecchio tempo.
- 5)- Inoltre si stanno effettuando giornalmente trasporti di materia-
le americano da Marcianise a Livorno, per i quali si devono im-
piegare circa 500 carri chiusi, per una durata imprecisata.
- 6)- Sono preavvisati per il prossimo mese di dicembre numerosi pi-
roscafi di carbone e grano in arrivo ai nostri porti, il cui sca-
rico dev'essere assolutamente assicurato sia nei riguardi dell'al-
imentazione della popolazione, sia per assicurare i rifornimenti
delle industrie vitali per la rinascita del paese.
- 7)- Data la ben nota deficienza del materiale rotabile la situazione,
in seguito ai continui depauperamenti, andrà ancor più aggravan-
dosi.
- 8)- Quanto sopra si segnala con preghiera di esaminare la possibili-
tà di effettuare i trasporti a favore dell'Austria con materiale
tedesco.
- 9)- Sarò grato di un benevolo esame della questione e di favorevoli
comunicazioni in proposito.

IL MINISTRO

Fla La Malfa

br.

1374

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: **G 46502**
 Date/Time of Origin: **DEC 132146A**

Message Centre No: **G/5526**
 Date Time Rec'd: **DEC 140900A**
 Precedence: **PRIORITY**

FROM: **AFHQ FROM GHQ CMF**
 TO : **ACTION: MOV BIA MOV REAR XIII CORPS NORTH MOVES MOV ANCONA MOV ROMA**
MOV NAPLES MOV BARI MOV TARANTO MOV BARI
INFO: ALCOM ROME ACABRIT DMRSI PENBASE PENSOUTH NAFOU BIA
REAR XIII CORPS DISTWO TISTHREE RAAC TN MAIN ROME

UNCLASSIFIED.

Most critical situation has arisen in supply of box vans throughout this theater. Shortage is such that movement of essential military and civilian food-stuffs is being interrupted and may lead to serious consequences. Urgent steps will be taken by all concerned to ensure (A) that box vans are unloaded expeditiously and (B) that box vans are used only where absolutely essential for the traffic concerned. All informed.

DISTRIBUTION

INFO ACTION: **TN S/C (2)**

INFO: **CHIEF COMMISSIONER**
ECON SECTION (2)
FILE (2)
FLOAT

DIST 1353

RAIL DIV
MOV RAIL

INFO - ACTION

HEADQUARTERS
 14 DEC 1945

AMG LIGURIA REGION (ACTION) ALCOM MILAN FOR FISKE (INFO)

9257

12 DEC 45

PRIORITY

UNCLASSIFIED PD

PARA ONE PD REFERENCE YOUR SIGNAL ONE FOUR TWO EIGHT AND ONE FOUR THREE EIGHT PD

PAREN TO AMG LIGURIA REGION FOR KETIX PLO FOR ACTION TO ALCOM MILAN FOR FISKE FOR SENIOR TRANSPORTATION OFFICER FOR INFO FROM HQ ALCOM CITE ACTPT PAREN

SALT MONOPOLI HAVE SIGNALLED INSTRUCTIONS THAT WHEN ONLY OPEN CARS AVAILABLE WITHOUT TARPAULINS SALT MUST BE DESPATCHED WITH ESCORTS WHICH MUST BE ARRANGED LOCALLY PD MONTECATINI AGREED TO SIMILAR ARRANGEMENTS PD THIS PRACTICE WILL BE FOLLOWED WHEN NO ALTERNATIVE POSSIBLE AS IMPERATIVE TO DISCHARGE SHIPS WITHOUT DELAY OTHERWISE SLOW TURNROUND WILL SERIOUSLY REDUCE DELIVERIES PD POSSIBLE LOSS BY PILPERAGE IS MORE THAN COMPENSATED FOR BY INCREASED TONNAGES PD REPORT IF PROVISIONS OF ESCORT DIFFICULT PD

COPY TO: Rail Branch - Rail Div. ✓

Ports & Whse

1352

TRANS & SHIP S/C

534

G.J. LEONE
CWO USA
Asst. Adjutant

Subject:- POM Programme No. 65.

Military Railway Service,
CMP.

Tele : Firebox 9302.

Tn.A.3(0)/5/6.

12 Dec. 1945.

To:- Q (Moy),
CHC, CMP.

Copy to:- D.D.F.R.S.
Tn. Sub. Commission, AC (Rail Division).

1. Enclosed is copy of a letter received from Director General IGR, for information and any action you may be able to take.

2. There is no doubt that the position regarding the supply of box wagons for essential civilian food supplies is bad and is aggravated by the adverse balance of box wagons between Italy and Austria.



Lt.Col., R.E.
for Brigadier,
Director, Military Railway Service.

1351

C O P Y

CENTRAL DIRECTION ISR.
Transportation Dept.

3 December 1945
H. 212/2/25

Subject:- Priority of Movements Programme
H. 65 Monday 3 Dec. 1945.

To:- Director, W.R.S.

1. From programme H. 65 of 3 dec. for movement of wagons needed during period 13 - 16 December for traffic interesting Allied Forces, I do note that the total need has been established in 2650 wagons daily.

2. I beg to point out that if we were to take away from the present low availability of stock such a great quantity of wagons, we would be in great difficulty to meet the needs of civilian traffic, and above all to meet the needs of Ports due to the arrival, in the near future, of ships loaded with coal, wheat and other goods, for which are needed more than 2000 wagons daily.

3. On the other hand I beg to point out also that the reduced capacity of lines and all other difficulties of movement - well known to your Direction - do not allow to increase the number of trains at present circulating on the rail system, specially on the sections leading into Bologna, that is to say on the lines of Rimini, Prato and Ostiglia, owing to the fact that Bologna station, with its present services, can not handle a total movement above two 100 trains daily.

4. In consideration of what above said, I feel compelled to kindly ask your Direction to re-examine the programme in order to bring to it a reduction in the need of wagons, and this in order not to further deteriorate the already critical situation which we are trying to solve by discontinuing the acceptation of civilian and ISR traffic both from South to Rome and beyond and to Bologna and beyond, and from North also to Bologna and beyond.

1250

The General Director
Di Rainondo.

Rome, 14 December 1945

Ref.: Icca/55/7/28.

I.S.R. GENERAL DIRECTION

SUBJECT: Need of cars.

TO : Chief Rail Division
Tn. Sub-Commission
Bldg.

Referring to your letter AG/301/Tn.4 dated December
10, 1945 I herewith attach copy of cable sent to all Capi
Compartimento for a more intensive utilization of cars.

The Director General
sgd.: Di Raimondo

TR/AL/15/12.

1349

CABLE

Ref.: Ices/7517/28

Rome, 14 December 1945

TO : All Capi Compartimenti

COPY TO: Chiefs of Services.
Eldg.

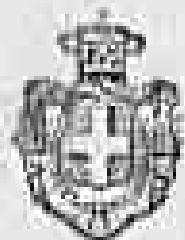
Freight stock presently available is absolutely insufficient to meet urgent and not adjournable requests of military and civilian Allied Transports. Transportations for imported foodstuff, and coal, indispensable to the Country, are also to be furnished. It is necessary that the time required for car utilization be reduced to the minimum, hastening especially loading and unloading operations and immediate forwarding of empties. I recall your attention upon this necessity in order to assure an improved traffic by giving instructions, to Chiefs of Departments, Station Masters and to all your depending Sections so that a continuous and active control upon car circulation may be ensured.

I am waiting for assurances and confirmation.

Director General
sgd.: Di Raimondo

TR/AL/15/12.

13'8



*Il Direttore Generale
delle Ferrovie dello Stato*

Roma, li 14 Dicembre 1945
n° Jcca. /4518/28

OGGETTO: Fabbisogno carri.

AL CAPO DELLA DIVISIONE FERROVIARIA
Sottocommissione Trasporti

S E D E

In relazione alla vostra lettera A.C.301/Tn.4
del 10 corrente, vi trasmetto copia del telegram-
ma inviato a tutti i Capi Compartimento per una
più intensiva utilizzazione dei carri.

IL DIRETTORE GENERALE

Adriano Ramond

137

136

ROMA

14/12/45

CAPI COMPARTIMENTO = TUTTI

per norma CAPI SERVIZIO = SEDE

Scia/45/14/38 MATERIALE DA CARICO ATTUALMENTE DISPONIBILE EST ASSOLUTAMENTE INSUFFICIENTE PER FRONTEGGIARE NUMEROSE ET IMPEROROGABILI RICHIESTE TRASPORTI CIVILI E MILITARI ALLIATI PUNTO DEVESSI ANCHE SODDISFARE A TRASPORTI GENERI ALIMENTARI ET CARBONE PROVENIENTI DALL'ESTERO INDISPENSABILI PER IL PAESE PUNTO OCCORRE CHE DURATA CICLO UTILIZZAZIONE CARRI SIA RIDOTTO AL MINIMO ACCELERANDO SOPRATTUTTO OPERAZIONI CARICO E SCARICO ET IMMEDIATO INOLTRO VUOTI PUNTO ATTIRO ATTENZIONE S.V. SU QUESTA NECESSITA' PER ASSICURARE MAGGIOR VOLUME TRAFFICO DANDO DISPOSIZIONI AT CAPI REPARTO ET CAPI IMPIANTO PUNTO ET SEZIONI DIPENDENTI PER CONTINUO ET FATTIVO CONTROLLO CIRCOLAZIONE VEICOLI PUNTO ATTENDO ASSICURAZIONE ET CONFERMA PUNTO

DIRETTORE GENERALE
Ing. G. di Raimondo

01/

TELEGRAMMA MARO

AL SERVIZIO MOVIMENTO = ROMA =
ALLA SOTTOCOMMISSIONE TRASPORTI A.C. (Divisione Ferroviaria) ROMA

M.312.1956

Roma li, 12 dicembre 1945

- 1) - Si risponde alla lettera AC.301.Tn.4 del 27.11 u.s.
- 2) - Da accertamenti fatti eseguire a Piombino circa la deficiente fornitura di carri che si sarebbe verificata nei giorni 18 e 19 s.m. di Novembre per carico grano e carbone è risultato che nei suddetti giorni i carri richiesti furono tutti regolarmente forniti.
- 3) - Infatti il giorno 18 detto mese furono richiesti e forniti 50 carri chiusi per grano, ne vennero caricati 43; per carbone richiesti e forniti 44 carri aperti alle sponde caricati solo 20.
- 4) - Giorno 19 richiesti 30 carri chiusi per grano caricati 36, e cioè sei in più della richiesta; per carbone richiesti e forniti 20 aperti alle sponde caricati 14.

IL CAPO DEL SERVIZIO MOVIMENTO ¹²¹⁵

br.

REMOGRAPHED BY HAND

12 Dec. 1945

FROM : I.S.R. Mov. Service Rome
TO : Tn. Sub-Commission AC., Bldg. M.312/1956.

1. Ref. Letter AC/301/Tn.4 dated 27 November 1945.
2. By made investigation at Piombino about shortage supply of cars occurred on 17 and 18 Nov., for wheat and coal loadings, it is resulted that on these days, the requested cars were all supplied regularly.
3. In fact, the 18 November were requested and supplied 50 box-cars for wheat, have been loaded 43 open cars high side gond and loaded only 20.
4. The 19 requested 30 box-cars for wheat and loaded 36, therefore 6 more of the request, for coal requested and supplied 20 cars high side gond loaded 14.

For the Chief Mov. Service

Signed SOTTILE

Ministry of Transport
I.S.R. Direction General

Rome 28 NOV. 1945

M.331.32343.251. Rest *Penal* 7335/44

Subject:

Release of privately -

owned cars.-

1 Encl.

Tn. Sub Commission AC.

Rail Division

Building

1. Reference letter AC.129.Tn.A. dated 8 November 1945.
2. Instructions have been issued that all the non-wine railway tank cars requisitioned in Central and Southern Italy be released to their owners.
3. Attached herewith is copy of instruction issued.

Director General

Sgō. Di Raimondo

DA.28/XI/cm.

1343

CONFIRM WIRE

MINISTRY OF TRANSPORTS
ISR MOVEMENT SERVICE.

ROME D.G.

28 NOV. 1945.

Mov. Sections - Bologna, Florence, Ancona, Rome, Naples, Bari,
Reggio C., Palermo.

Per inf. Ferrotabile Firenze

" " Operating Office Milano-Verona

" " Mov. Sections Torino-Milano-Verona-Venice-Trieste-Genova

" " Fertraffico Bldg.

M.331/216 Ref. circular M.331/12729/251 dated 8th Dec. 1944.

By present advice, private national cars handled by I.S.R. (EXCEPT WINE TANKS)
Administration as requisitioned on center and south Italy, they
must be again released to the owner disposition, exception done,
tankers for Railway Allied HQ ^{Genova} of Genova whom must be marked with
a new number.

Please issue dispositions to the single owner and report
as soon as possible in a list all tankers redelivered, with date of
the freight interruption sent till now.

Confirm by wire.

SIGNED BIONDI

Handwritten notes:
"Handwritten notes" (faint, illegible)
"Handwritten notes" (faint, illegible)
"Handwritten notes" (faint, illegible)

1322

BEST COPY POSSIBLE

250 256 262

1341

 **MINISTERO DEI TRASPORTI**
FERROVIE DELLO STATO - DIREZIONE GENERALE

Roma 11, 28 NOV. 1945 194

N. M. 331.22642.251. Rest Dec 1333/44

Al N. _____ del _____

OGGETTO Derequisizione carri
privati.-----o

SOTTOCOMMISSIONE TRASPORTI A.C.
DIVISIONE FERROVIARIA S E D E

All.N.1

- 1)- Riferimento lettera AC.129.Tn.4 dell'8 corrente.
- 2)- Sono state impartite disposizioni perchè vengano lasciati nuovamente a disposizione dei proprietari tutti i serbatoi non da vino requisiti nell'Italia Centro-Meridionale.
- 3)- Si allega copia della disposizione diramata.

IL DIRETTORE GENERALE

Indi Ramond 1310

br.

RFM/af

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

Tel.: 843209 10 December 1945.

Ref.: AC/301/Tn.4

SUBJECT: Wagon requirements.

TO : Director General I.S.R.

1. During the month of November there was an extreme shortage of box cars in the Naples area. AC and UNHRA warehouses 676 and 696 having received only twenty five percent of their requirements. The shortage of open top or coal cars is now being felt in the Genoa-Milan-Turin area.
2. With the increased import program for December and succeeding months it is believed the distribution of food and other essential supplies is going to be affected unless immediate steps are taken to improve the availability of cars for loading, and most of all to protect port clearances satisfactorily.
3. To insure adequate cars for port clearances, also for the distribution of essential civil supplies, immediate steps must be taken to provide a quicker turn around on cars. Loaded cars are standing too long awaiting or being unloaded. Also, quicker dispatchment of empty cars must be made. When a car is empty it should be started as quickly as possible for another load and not permitted to stand idle. It is recognized that many cars under military load, especially in the Naples area, are being excessively delayed for unloading. This matter has been handled directly with AFHQ and it is hoped there will be an improvement.
4. The ability of the railways to handle the business is now the ruling factor in the importation program and I am sure the Director General will take such action as is necessary to insure efficient operation and effective car distribution.

2152

SUBJECT: Wagon requirements.

TO : Director General I.S.R.

1. During the month of November there was an extreme shortage of box cars in the Naples area. AC and UNRRA warehouses 676 and 696 having received only twenty five percent of their requirements. The shortage of open top or coal cars is now being felt in the Genoa-Milan-Turin area.
2. With the increased import program for December and succeeding months it is believed the distribution of food and other essential supplies is going to be affected unless immediate steps are taken to improve the availability of cars for loading, and most of all to protect port clearances satisfactorily.
3. To insure adequate cars for port clearances, also for the distribution of essential civil supplies, immediate steps must be taken to provide a quicker turn around on cars. Loaded cars are standing too long awaiting or being unloaded. Also, quicker dispatchment of empty cars must be made. When a car is empty it should be started as quickly as possible for another load and not permitted to stand idle. It is recognized that many cars under military load, especially in the Naples area, are being excessively delayed for unloading. This matter has been handled directly with AFHQ and it is hoped there will be an improvement.
4. The ability of the railways to handle the business is now the ruling factor in the importation program and I am sure the Director General will take such action as is necessary to insure efficient operation and effective car distribution.

1229
J
E.P. MOSS,
Chief Rail Division.

IFC/elo

TRANSPORTATION & SHIPPING SUB COMMISSION

INTER OFFICE MEMORANDUM

30 November 1945

Tel : 478701

278/292/Tn 3

SUBJECT : Movement of Sulphuric Acid to Austria

TO : Industry & Utilities Sub-Commission
Attn. Industry Department

1. Reference to your AC/5571/IND dated 2 Nov and further to my 278/279/Tn 3 dated 19 Nov to Rail Division, Transportation Sub-Commission (copy to you).
2. It is understood that all rail tank cars for transportation of sulphuric acid have now been requisitioned.
3. The firm of Montecatini now hold the largest number of these tank cars and have been approached by the ISR in order to obtain 12 tank cars to fulfill the programme. Montecatini, however, are not agreeable to handing over their cars for this traffic.
4. The Economic and Supply Division G-5 Section AFHQ have been contacted today by telephone and informed of this latest position.

For the Director


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

1328

Copy to : Economic and Supply Division G-5 Section AFHQ
 (reference conversation Maj. Jeffery-Capt. Clinging today)
 Lt. Jeffreys AC Wagon Controller c/o Rail Division (Tn 4)

Rail Division

TV 21
031000A

G/4838
DEC 040930

ROUTINE

REG TN OFFICER VENEZIE REGION SIGNED CORBY
MOV REAR 13 CORPS ACTPT MILAN FOR HARRIS
INFO: AMG VERONA FOR PRINSLOO ALCOM ROSE AMG 13 CORPS

UNCLASSIFIED

Subject is control line 71 Venice Udine.

- 1 Alcom 8631 dated 21 Nov and ACTPT Milan 1716 dated 27 Nov refers
- 2 Rail Officer Venice Lieut Allen has been recalled to USA and not replaced.
- 3 In view of staff reduction necessary to keep work to minimum. Therefore subject to concurrence ACTPT Milan propose to release control line Venice Udine to ISR in accordance with previous instructions of AFHQ for traffic movement on and after 17 December.
- 4 This office will still retain control of traffic over lines Udine Tarvisio and Udine Trieste and Verona Bologna within bulk tonnage allocations.
- 5 ACTPT Milan will please wire confirmation or otherwise.

1337

AC DIST

INFO ACTION: TPTN.S/62

INFO: CHIEF COMMISSION

FILE 2

FLOAT

RAJ/ic

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

29 November 45

Tel: 843191/9562
Ref: AC/30/Tn 4

SUBJECT : Car Detention Venice Compartment.

TO : AFHQ for G4 (Mov & Tn)

1. Efforts to increase wagon availability by reducing the overall turn-round continue to be prejudiced by the slow average rate of offloading military traffic.
2. During the period November 1st to 28th, inclusive, the average number of daily arrivals (civil and military) was 195. During the same period the daily average number of cars with Military Traffic waiting offloading more than 24 hours was 227.
3. Allowing an average of 48 hours for release, there should be not more than 120 cars waiting offloading on military account and action to expedite release will be appreciated.

For the Chief Commissioner :

W. H. H. H. H. H.
for Director

1336

RAJ/1c

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

27 November 45

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

SUBJECT : Wagon Availability.

TO : DARS

1. An acute shortage of Box Cars, with a continually increasing demand, exists in all parts of Italy. During December, the ISR will be called upon to handle a heavily increased grain import which will tax carrying capacity to the utmost.
2. Present difficulties are being aggravated by the fact that cars passing to Austria are not returning promptly. The current movement of Polish troops will materially worsen the position unless immediate action is taken to transfer these troops to Austrian Cars at the border. Under the present arrangements, with the cars already owing, the loss will amount to approximately 1000 Box Cars.
3. The ISR are doing everything possible to avert a breakdown on the December programmes and will need every car it is possible to obtain. A rectification of the Austrian exchange will naturally assist and your action in that direction will be appreciated.

For the Chief Commissioner :

(Signed) R P Moss
 for Director

1335

Subject : Military Loads - VENICE Compartimento

Q (Movements)

CHQ CIP

Tel : Freedom 320.

To : HQ AC (Tn Sub Commission.)

Nov 3/378/8

26 Nov 45

Your AC/301/Tn4 of 1st Nov 45 refers.

This matter has been thoroughly investigated and the complaint seems to be entirely unfounded.

Capo Compartimento VENICE has been contacted and can produce no evidence in support of his allegation.

Movements staff can ill be spared to follow up such complaints and it is therefore requested that you instruct ISR to substantiate their statements before this HQ is approached.

*ISR admit
that the movement shown
was as at Oct 8th
Nov 12*

Ed Bailey Mpi
A.M. WILLIS, Lt-Col.
for Brigadier,
DQME (Mov & Tn).

1334

BAJ/ic

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

1st November 45

Tel: 343291/9582
 Ref: AC/301/Xn 4

SUBJECT : Military Loads awaiting offloading - Venice Compartimento.

TO : AFHQ
 (for G4 Mov & Tn)

1. Attached copy of letter from ISR indicates that there are 50 cars on hand at Mestre/Venezia with loads consigned to Allied Command.
2. These cars have been held for various periods ranging from 25 to 47 days. Allowing two days per car as a normal offloading time the wastage amounts to 376 wagon days.
3. The ISR are being constantly pressed to take all possible measures to reduce the turn-round of cars and thus increase availability to meet the increasing demand for empties.
4. There are particularly bad cases of demurrage and it will be appreciated if appropriate action can be taken both to obtain immediate release of these cars and prevent similar delays in future.

1323

Acting Director

2159

Rome 1th Nov. 1943.

MINISTRY OF TRANSPORTS
IS. R. GENERAL DIRECTOR OFFICE

M. 321/21409/300.000.2

SUBJECT: Cars awaiting to be unloaded.

TO : "n/Sub-Commission AC.,

1. From Venice Compartimento are signalled following remnances on Venice - Mestre of cars destined to Allied Command.

6	Cars with various goods in	sufferece since 14 Sept. 43
2	" "	" 26 " "
9	" cereals "	" 21 " "
1	car with "	" 29 " "
1	" "	" 1st Oct. 43
2	cars "	" 2 " "
2	cars with empty barrels	" 3 " "
2	" " cereals	" 3 " "
2	" " empty barrels	" 4 " "
1	car with various goods	" 4 " "
10	" " empty barrels	" 5 " "
1	" " gasoline	" 5 " "
3	" " various goods	" 5 " "

2. A/m for your competence forecasts with beg to urge their unloading.

The Director General
Signed di Raimondo.

1332

Station arrived at 11th of November, 1943, cleared by whom.

1. From Venice Compartimento are signalled following remmances on Venice - Mestre or cars destined to Allied Command.

	Cars with various goods in	reference since	14 Sept. 45
6	" "	" "	" " 26
9	" cereals	" "	" " 21
1	car with	" "	" " 29
1	" "	" "	" " 1st Oct. 45
2	cars	" "	" " 2
2	cars with empty barrels	" "	" " 3
2	" " cereals	" "	" " 3
2	" " empty barrels	" "	" " 4
1	car with various goods	" "	" " 4
10	" " empty barrels	" "	" " 5
1	" " gasoline	" "	" " 5
3	" " various goods	" "	" " 5

22. A/m for your competence forecasts with beg to urge their unloading.

The Director General
Signed di Raimondo.

1332

[illegible]

Jan 14.



MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 4 NOV 1945

N. M. 321/21469/306.06.5

Al N.

del

OGGETTO
Giacenza carri da scaricare.Commissione Alleata
Sottocommissione Trasporti
R O M A

ALLEGATI N.

1) Dal Compartimento di Venezia ci sono state segnalate le seguenti giacenze nella stazione di Venezia Mestre di carri carichi destinati al Comando Alleato.

- 6	carri	mercà varie	giacenti dal 14 settembre u.s.
- 2	"	"	" " 26 " "
- 9	"	cereali	" " 27 " "
- 1	"	merci varie	" " 29 " "
- 1	"	"	" 1 ottobre u.s.
- 2	"	"	" 2 " "
- 2	"	fusti vuoti	" 3 " "
- 2	"	cereali	" 3 " "
- 2	"	fusti vuoti	" 4 " "
- 1	"	merci varie	" 4 " "
- 18	"	fusti vuoti	" 5 " "
- 1	"	benzina	" 5 " "
- 3	"	merci varie	" 5 " "

2) Tanto si comunica per i provvedimenti di competenza con preghiera di voler sollecitare lo scarico dei carri.

IL DIRETTORE GENERALE

A.B.

BAJ/ic

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

Tel: 843191/9582
Ref: AO/301/Tn 4

27 November 45

SUBJECT : Wagon Availability.

TO : DRES

1. An acute shortage of Box Cars, with a continually increasing demand, exists in all parts of Italy. During December, the ICR will be called upon to handle a heavily increased grain import which will tax carrying capacity to the utmost.
2. Present difficulties are being aggravated by the fact that cars passing to Austria are not returning promptly. The current movement of Polish troops will materially worsen the position unless immediate action is taken to transfer these troops to Austrian Cars at the border. Under the present arrangements, with the cars already owing, the loss will amount to approximately 1000 Box Cars.
3. The ICR are doing everything possible to avert a breakdown on the December programme and will need every car it is possible to obtain. A rectification of the Austrian exchange will naturally assist and your action in that direction will be appreciated.

For the Chief Commissioner :

(Signed) R P. Meads.
for Director

13205

2163

BAJ/10

TRANSPORTATION & SHIPPING SUB-COMMISSION, AG
(RAIL DIVISION)
c/o Transportation (Br) Main
O.R.F.

Tel: 843121/9582
Ref: AC/301/Tn 4

23 November 45

SUBJECT : Port Clearance Ploebino
TO : Italian State Railway
(Attention Ing. Bertoli)

1. The following report of discharge at Ploebino has been received

November 18	Grain 827 Tons	Coal 563 tons	<i>50 Grain 2 43</i>
" 19	" 1,66 "	" 237 "	<i>44 Coal 2 20</i>
			<i>Grain 36 2 36</i>
2. The Port Authority states that the slow rate of discharge is because of the short supply of empty cars. *Coal 20 - 2 14*

3. Surplus cars in the Firenze Compartimento were as follows :

	Box	High Gons
Nov. 17	196	116
18	174	115
19	135	124

4. Will you please make enquiry and advise me (a) the numbers and types demanded for Nov. 18 and 19.
 (b) the numbers and types supplied for Nov 18 and 19
 (c) the " " loaded do do

P. G. MATSON
MAJOR T.C.
for Director

1329

EMJ/ic

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

Tel: 843191/9582
Ref: AC/304/Tn 4

20 November 45

SUBJECT : Requests for Cars.

TO : The Director General
Italian State Railways.

Reference is to your Circular Letter N 312/17850/2 Ha 1/63 dated
10 September.

1. Examination of Form 2 (Distribution) of November 18th indicates that your instructions, contained in the above mentioned letter, are not being observed.

2. The worst examples are : -

Compartments	Total Demand	Total Shortage	Actually loaded Nov 18 '45
BARI	1060	NIL	277
VERONA	835	239	40
VERCELLA	842	NIL	255
MILAN	1035	NIL	424

In these four Compartments a total demand was made for 3822 cars to cover actual daily requirement of 996 cars.

The Gross Total of all Demands is shown as 10,600 - the actual loadings 4,453.

3. Form 2 is designed to show the Daily position in each Compartments as a basis for the movement of empties to cover shortages. The demand figures which are now shown on this form are so exaggerated as to be quite useless. It is therefore suggested that method of calculating requests for cars be closely examined and arrangements made for the Car Distributor in each Compartments to personally check the demand on the basis of one days' loading.

4. To be effective, it is important that the Car Distributor be interested in the Demand and be fully aware of expected supplies of empties. When the demand is limited to the number of wagons which can be distributed and loaded in one day the Wagon Committee will have a correct statement of the position and will be able to make any necessary adjustments.

1328

5. During the next few months the wagon supply position is expected to be difficult and it is urged that immediate action be taken to ensure that the organisation of supply to meet demand shall work smoothly.

Reference is to your Circular Letter M 312/17850/2 Ma 1/53 dated 10 September .

1. Examination of Form 2 (Distribution) of November 18th indicates that your instructions, contained in the above mentioned letter, are not being observed.

2. The worst examples are : -

<u>Compartments</u>	<u>Total Demand</u>	<u>Total Shortage</u>	<u>Actually loaded</u> <u>Nov 18 19</u>
BARI	1060	Nil	277
VERONA	835	239	40
VERONA	842	Nil	255
MILAN	1085	Nil	421

In these four Compartments a total demand was made for 3822 cars to cover actual daily requirement of 996 cars.

The Gross Total of all Demands is shown as 10,600 - the actual loadings 4,453.

3. Form 2 is designed to show the Daily position in each Compartments as a basis for the movement of empties to cover shortages. The demand figures which are now shown in this form are so exaggerated as to be quite useless. It is therefore suggested that method of calculating requests for cars be closely examined and arrangements made for the Car Distributor in each Compartments to personally check the demand on the basis of one days' loading.

4. To be effective, it is important that the Car Distributor be interested in the Demand and be fully aware of expected supplies of empties. When the demand is limited to the number of wagons which can be distributed and loaded in one day the Wagon Committee will have a correct statement of the position and will be able to make any necessary adjustments.

1328

5. During the next few months the wagon supply position is expected to be difficult and it is urged that immediate action be taken to ensure that the organisation of supply to meet demand shall work smoothly.

6. Your comments in due course will be appreciated.

(Signature) R.P. Moss
for Director

BAJ/af

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

Tel.: 843191/9582

17 November 1949.

Ref.: AC/301/Tn.4

SUBJECT: Car Distribution Bologna.

TO : I.S.R.
 General Director.

1. The Bologna Compartimento loading programme for week 1/8 Oct., included 200 tons of wheat from Forli. ~~Of~~ this only 95 tons moved, the reason for failure being given as lack of cars.
2. During that week the actual Box-Car availability at Bologna was 152 cars less than the stated demand - a shortage of 13%.
3. In view of the high priority of this food loading it is not understood why a 13% shortage should result in a 50% failure to load.
4. Will you please ensure that the Car Distribution gives more attention to the priority of food traffic.

W. J. J. J.
 For Director.

1327

ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (DMRSI)

Subject : Control of Freight Equipment.

Tn.A.3(C) 26/5

17 November 45

To : Tn. Sub Commission, A.C.
(Rail Division)

With reference to your letter (unsigned)
AC/301/Tn.4 dated 10 November.

This matter has been investigated and there appears to be no foundation for the statement by the ISR that an Allied Officer vetoed the movement of cars to cover salt loadings. If they can quote who is alleged to have done this, the matter will be further followed up.

Our instructions regarding interference with the distribution of cars has again been brought to the notice of all MRS officers.

Lt-Col. HE.
for Brigadier,
Director, Military Railway Service.

1326

SAJ/af

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

Tel.: 843491-9592.

Ref.: AC/301/Tn.4

SUBJECT: Car distribution Florence Compartment.

TO : I.S.S.
Gen. Direction.

1. Attached please find an extract of report which details 7309 tons of important traffic which failed to move in Florence Compartment during the week 1-7 October on the alleged excuse that no wagons were available.

2. During that week the car position in Florence was as follows:

Date	Box Car	High Gons
Sept. 30	281 Surplus	197 Surplus
Oct. 1	227 "	193 "
" 2	165 "	73 "
" 3	137 "	53 "
" 4	124 "	55 short.
" 5	5 "	48 "
" 6	127 "	176 "
Total	1666 Surplus	237 Surplus

3. It will be noted that 150 tons of wheat is included in the total failure and that the remainder comprises lignite and Pyrites.

4. The reason for these extremely serious failures is shown on the IB Form as "Wagons not available". The figures quoted in para 2 clearly show that wagons were available.

5. It is strongly urged that vigorous action be taken to find out why these programmed loadings failed to move.

1325

SUBJECT: Car distribution Florence Compartment.

TO : I.S.B.
Gen. Direction.

1. Attached please find an extract of report which details 7809 tons of important traffic which failed to move in Florence Compartment during the week 1-7 October on the alleged excuse that no wagons were available.

2. During that week the car position in Florence was as follows:

Date	Box Car	High Cons
Sept. 30	281 Surplus	197 Surplus
Oct. 1	227 "	193 "
" 2	165 "	73 "
" 3	137 "	53 "
" 4	124 "	55 Short.
" 5	5 "	45 "
" 6	127 "	176 "
Total	1066 Surplus	237 Surplus

3. It will be noted that 190 tons of wheat is included in the total failure and that the remainder comprises lignite and Pyrites.

4. The reason for these extremely serious failures is shown on the XB Form as "Wagons not available". The figures quoted in para 2 clearly show that wagons were available.

5. It is strongly urged that vigorous action be taken to find out why these programmed loadings failed to move.

1225

W. J. J. J.
Director.

EXTRACT

(Over 100 tons)

NO.	Bid.N.	Consigner	Loading Station	Commodity	Tonn. Progr.	Tonn. not moved
<u>F L O R E N C E</u>						
252	2988	CAP Siena	Chiusi	Wheat	150	150
257	10047	Palmucci	"	Building material	135	119
263	3111	Pietrafitta	Panicale	Lignite	1200	1200
265	3114	"	"	"	225	153
267	3118	"	"	"	300	300
	3119	"	"	"	795	341
270	3127	"	"	"	360	360
271	3126	"	"	"	450	360
274	3155	Ansaloni A.	Firenze C. Marte	"	630	391
291	M 125 bl	Cidonio	Borgo a Buggiano	Building Material	840	752
305	3005	Montecatini	Scarline	Pyrites	375	170
	3006	"	"	"	225	225
306	3007	"	"	"	375	375
307	3008	"	"	"	180	180
322	1786	ICE	Livorno	Newsprint	110	110

1324

(Over 100 tons)

Loading Station	Commodity	Tonn. Progr.	Tonn. not moved	Reasons
<u>F L O R E N C E</u>				
Chiusi	Wheat	150	150	No wagons available
"	Building material	135	119	" " "
Panicali	Lignite	1200	1200	" " "
"	"	225	153	" " "
"	"	300	300	" " "
"	"	795	341	" " "
"	"	360	360	" " "
"	"	450	360	" " "
"	"	630	391	" " "
Firenze C. Marte	"	840	752	" " 2
Bergo a Buggiano	Building Material	375	170	No wagons available
Scarline	Pyrites	225	225	" " "
"	"	375	375	" " "
"	"	180	180	" " "
Livorno	Newsprint	110	110	Moved during a previous period

1324

RAM/10

TRANSPORTATION & SHIPPING SUB-COMMISSION, A.C.
(RAIL DIVISION)
c/o Transportation (Gr) Main
O.N.F.

15 November 45

Tel: 843191/9582
Ref: AC/301/Tn 1

SUBJECT : Car Detention Venice Compartment.
TO : AFHQ (for GL Mov & Tn)

1. Examination of the returns for period November 1st to 13th inclusive indicates that the rate of offloading at Venice is well below normal viz

		Cars
Average Daily Arrivals	177	
" " Carry Over	234	military
	106	civil
	<u>340</u>	Total

2. Taking the Average Daily Arrival as a reasonable number to Carry over it will be seen that the excess is 163 cars of which a little over half are Military Loads.

3. Present and future Commitments require that cars be offloaded immediately transit is completed. Action is being taken to correct the position as far as Civil Loads are concerned and it will be appreciated if a parallel effort be made to reduce the Military Demurrage.

For the Chief Commissioner :

P. G. MATSON
MAJOR T.C.
~~Director~~

Copy to: DDMS (for Major J.A. Mc Evoy)
Chief Movements AC (for Lt Col Worthington)

2173

303/10

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

Tel: 242191/9532
Ref: AC/304/Tn 4

13 November 45

SUBJECT : Control of Freight Equipment.

TO : DMR (for Major J.A. Mc Roy).

Reference is to your letter in A.S.(O) 26/9 dated 29 September 45.

1. The above mentioned letter contains implicit instructions that local Allied Officers will not directly interfere with the distribution of cars.
2. During the past few weeks strong criticism has been addressed to the IAR concerning the repeated failure of the Distribution in the Bari Compartment to meet requirements although holding surplus cars.
3. A report has now been received by the Wagon Control Committee that a specified failure during week ended Nov. 4th - (the supply of only 66 cars to load Salt from Margherita against a demand of 225 cars) - is attributed to the fact that an "Allied Officer" scrutinises every car movement and that he vetoes the movement of cars to cover these Salt loadings.
4. It is disturbing to know that this may be one of the prime reasons for the fact that the distribution in the Bari area is the cause of more complaint than the rest of the IAR system. The IAR Distributors have all the information necessary to plan car allotments, - they are aware of military and other priorities, and should be allowed to carry out their job.
5. Further action to rectify the position will be appreciated.

For the Chief Commissioner :

Chapman
may

GFE/mb

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

7 November 1945

Tele : Ext/ 514

298/189/Tn.3.

SUBJECT : Stops on civilian Freight TrafficTO : G-4 (Nov & Tn) A.F.R.O.

1. During the winter months certain operating difficulties are bound to arise due to bad weather, which will result in stops being placed on civilian traffic.
2. It is the opinion of this Sub-Commission that some formula should be devised whereby civilian freight traffic is not alone in restrictions. In view of the fact that the war is now over, it is felt that certain Military traffic, which is at present class one priority could easily be with-held in order that high priority civilian traffic such as grain and other foodstuffs could be realized.
3. It is suggested, therefore, that there should be drawn up a table of priorities, which would have to be fluid so far as Military demands are concerned, such a priority list would be brought into operation directly any delay to traffic was indicated over a period to be agreed, suggested 48 hrs.
4. A copy of the civilian priority list which the I.S.R. are at present strictly adhering to is attached for your information.

For the Chief Commissioner



F.D.G. BUCHANAN,
Colonel.

Copy to : Economic Section
Food Sub-Commission
Rail Division (Tn.A.)
M.R.S.

1321

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

KJO/1g

5th November 1945.

TEL : 466
REF : 51-2/39/FOOD
SUBJECT : Stops on civilian freight traffic.
TO : HQ. A.C. Transportation S/C, Attn. Movements (rail)

1. Please refer to letter reference AC/91/Tn 4 dated 1st November to you from your rail division.

2. We heartily concur with the position that the rail division has taken to the effect that military freight should not be given a blanket priority over all types of civilian freight in the event that stoppages occur on Italian rail lines.

3. We hope that you will succeed in having an order of priorities established which would recognize the growing importance of civilian movements and the declining importance of much military traffic.

V.R.A. Cowper
V.R.A. COWPER
Major

Acting Director, Food Sub-Commission

Copy for info. to:

HQ. A.C. Tn. S/C. (Attn. Maj. Ping)

1320

HEADQUARTERS

HAJ/10

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F. 27 October 1945

6 November 45

Tel: 843191/9582
Ref: AG/301/Tn 4

SUBJECT : Transit of Firewood
TO : Regional R.T.O. Lombardia Region AMG
(Capt. R.J. Woodcock) Milan.

Replying to your letter dated 27 October.

1. If the requirement is an ordinary ISR Rail Transit application should be made to the Car Distributor (ISR) for Milan Compartimento and there should be no difficulty in his supplying the necessary cars.
2. If, however, cars are required on loan, to work on a Private Tramway, this is a matter for local negotiation between the ISR Milan and the Tramway owners, as to terms and period of Wagon-hire. This Division has no objection to any temporary assistance the ISR may be able to offer.

By Command of Rear Admiral STONE:

A.C. Director
Major

Copy to: ISR
(General Direction)

1319

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
REGIONAL RAILWAY TRANSPORT

Milan, October 27, 1945.

TO : Transportation Sub-Commission
Rail Branch
H.Q. A.C. R o m e

Subject : - Supply of fire-wood.

The accredited representative of the Azienda Tran-
viaria Municipale in Milan, has appealed to this office for assist-
ance to load fire-wood urgently needed for their employees.

Can you render any assistance in supplying rail
wagons for this purpose ?

A. J. Woodcock Capt.
OFFICIAL
LOMBARDIA REGION
A. M. G.
A. J. Woodcock, Capt. (AC)

REGIONAL RAIL
TRANSPORT OFFICER

1318

EJ/10

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

3th November 45

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

SUBJECT : Cars awaiting to be unloaded.

TO : Director General
 I.S.R.

Reference is to your letter M 321/21469/306.06.5 dated 1 Nov. 45.

1. The particulars given of cars held with Military Loads have been passed to Military Movements Section with a request for urgent action.
2. Under existing circumstances it is possible that there are loaded cars at various stations, which have been neglected or temporarily forgotten. It will therefore be appreciated if you will arrange for Capos Stazioni to report any cars which are not released or consigned in the normal period.
3. On receipt of information from you the necessary action will be taken to correct these irregularities.

Acting Director

Reference is to your letter M 321/21469/306.06.5 dated 1 Nov. 45.

1. The particulars given of cars held with Military Loads have been passed to Military Movements Section with a request for urgent action.
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3. On receipt of information from you the necessary action will be taken to correct these irregularities.

Acting Director

1317

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

24 October 1955

Tel: 043191/9582
Ref: AG/301/2m 4

SUBJECT : Tank Cars for movement of Food Oil.

TO : ICR General Direction
(Action Ing. Bartola)

with reference to the attached letter received from the Sezione Provinciale dell'Alimentazione Milano.

1. The information given suggests unwarranted interference with the allocation of cars, and further details of all the circumstances are necessary.
2. It is suggested that the Capo Experimento of Milan be asked for a full report of the alleged transfer, including:-

- (a) Whether these cars were being regularly loaded and used for Food Oil.
- (b) Whether they are now being used for Fuel Oil.
- (c) Why the transfer was made while Fuel Oil and Petrol Tanks can be provided.

acting mcy
for Director

TO

1. IER General Direction
(Action Ing. Bartoli)

With reference to the attached letter received from the Sezione Provinciale dell'Alimentazione Milano,

1. The information given suggests unwarranted interference with the allocation of cars, and further details of all the circumstances are necessary.

2. It is suggested that the Capo Compartimento of Milano be asked for a full report of the alleged transfer, including:-

- (a) Whether these cars were being regularly loaded and used for Food Oil.
- (b) Whether they are now being used for Fuel Oil.
- (c) Why the transfer was made while Fuel Oil and Petrol Tanks can be provided.

Auting May
for Director

1316

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
TRANSPORTATION DIVISION

270/123
Milan, 11 Oct. 1945

TO

Rail Branch,
Transportation Sub-Commission
Headquarters Allied Commission
R o m e.

The attached request is passed to you for
what action you may consider appropriate.

R.J. Woodcock

CAPT. R.J. WOODCOCK
Regional Railway Transport Officer
Montecatini Building
Milano

RJW/rb.

1315

TRANSLATION

AS/gg

No. 3666/5

Milan 6 October 1945

SUBJECT : Tank-wagons for movement of
Food-oil.

TO : AC Food Office
Attn. Capt. J.D. Lester.

We have been informed that the A.C. 2 District of Monza (Capt. Weeb) through the Comitato Italiano Petroli of Genoa, has ordered the transferring to Genoa of 2 tank-wagons, No. 510379 and 516035 used by the S.U.P.E.R. Firm of Milan, sister firm of the Firma Balestrini from whose side track the tanks were taken.

Since the Firm S.U.P.E.R. has important work in the food field and owns two factories in Central and South Italy for the extraction with the sulphate process of oil from husks we beg the Allied Command to examine the possibility of having the a/m transfer suspended.

The tank-wagons solely serve the purpose of moving oil for the civilian population of the Province, and the absence of such would only render more serious the present lack of means at disposal for the movement of such products.

Hopeful you will give our request due consideration we thank you.

THE COMMISSA IO STRAORDINARIO
(sgt Giambelli)

1314

IFC/ele

HEADQUARTERS ALLIED COMMISSION

LPO 394

Transportation Sub-Commission

Tel : 478761

25 October 1945

474/9/EN 3

SUBJECT : Movement of Calceined Dolomite by Rail

TO : Mr. Caccotti,
ISM Servizio Movimento,
Sezione Quarta

1. In connection with the steel Programme for Central and Southern Italy the programmed monthly movement of Calceined Dolomite from the Ilva works Bagnoli is 300 tons to Terni, 110 tons to Ilva Ferro and 60 tons to Giovinazzo. Commencing mid-November these monthly tonnages will be increased to 400 tons to Terni, 200 tons to Ilva Ferro and 100 tons to Giovinazzo.

2. The Industry Sub-Commission states that for this movement a large number of open wagons have been allotted by the ISM, resulting in large quantities of this material arriving at destinations hydrated to the point of being useless.

3. It is understood that 4000 wagon sheets have recently been handed over to the ISM and it is suggested that a proportion of these be allotted to Bagnoli in order to sheet open wagons when box cars cannot be provided for this traffic.

For the Director

B. T. L. Sanderson

B. T. L. SANDERSON,
Major R.E.

1313

1. In connection with the Steel Programme for Central and Southern Italy the programmed monthly movement of Calceined Polomite from the Ilva works Magnoli is 300 tons to Terni, 150 tons to Ilva Torre and 60 tons to Giovinazzo. Commencing mid-November these monthly tonnages will be increased to 400 tons to Terni, 200 tons to Ilva Torre and 100 tons to Giovinazzo.

2. The Industry Sub-Commission state that for this movement a large number of open wagons have been allotted by the IRI, resulting in large quantities of this material arriving at destinations hydrated to the point of being useless.

3. It is understood that 4000 wagon fleets have recently been handed over to the IRI and it is suggested that a proportion of these be allotted to Magnoli in order to meet open wagons when box cars cannot be provided for this traffic.

For the Director

B. F. L. Sanderson

B. F. L. SANDERSON,
Major R.E.C.

1313

Copy to : Rail Division (En 4)

Engineering Division - Industry Sub-Commission
(yours I.O.M. dated 13 Oct '45 refers)

Lt. Jeffreys, AC Wagon Controller

RAJ/ic

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

24 October 45

Tel. 843230/9582
Ref: AG/301/Tn 4

SUBJECT : Conveyance of Racehorses.

TO : ISH
General Direction
(Attention Ing. Bertoli)

1. A request has been made for 4 box cars to load Race Horses Milan to Rome.
2. This is agreed, provided that local loading priorities are covered and that you consider the movement will benefit industrial revival.

1212

ac Pym
for Director

HAJ/ic

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

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

19 October 45

SUBJECT : Freight Car Detention.

TO : DMRS
(for Major J.A. Mc Ivoy)

Reference is to your Tn A.3.(O) 26/44 dated 16 October 45.

1. It is fully agreed that the persistently high figures of wagons standing under load is one of the major causes of the low wagon availability, and, also, that the present figures are unlikely to be reduced while the policy of less work at week-ends continues.
2. As a general principle, it is considered that full offloading should be positively required for seven days each week rather than the palliative of a cut in the loading programme which would have only a temporary effect.
3. Separate figures of Civil and Military arrivals and offloadings are not available at present - the proportion of Civil traffic in each Compartmento, as at October 13th, is, however, known and, on that basis, it is computed that, of the 620 difference in Cars received and Cars offloaded, the failure can be divided at 204 Civil and 416 Military.

On the same basis it is noted that the Average Detention is lower where civil traffic predominates

viz:	REGGIO	100% Civil	Average detention
ROME	90%	"	2.1.
NAPLES	19%	"	2.6.
ANCONA	73%	"	5.4.
FLORENCE	45%	"	3.0.
BOLOGNA	50%	"	5.0.
BARI	30%	"	4.3.
		"	2.1.

Naples is now having every attention but Florence, Ancona, and Bologna, also, need to increase their unloadings, both Civil and Military, at week-ends. Bari, during the past three week-ends, have done fairly well.

4. The ISR are being urged to do everything possible to reduce the arrival turn-round and there have been local improvements. Even under present conditions an average turn round of 2.0 days should be fairly easy in all areas.

For the Chief Commissioner :

311

(For Major J.A. Mc Evoy)

Reference is to your Tn A.3.(O) 26/44 dated 16 October 45.

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		"	"	2.1.

Naples is now having every attention but Florence, Ancona, and Bologna, also, need to increase their unloadings, both Civil and Military, at Week-ends. Bari, during the past three week-ends, have done fairly well.

4. The ISR are being urged to do everything possible to reduce the arrival turn-round and there have been local improvements. Even under present conditions an average turn round of 2.0 days should be fairly easy in all areas **4.3.1**
constant pressure will be kept up until it is attained.

For the Chief Commissioner :

Anthony May
Director

Copy to: Chief Movements Div
(for Major G.F. Constable)

Subject:- Freight Car Detention.

Military Railway Service,

CMF.

Tele : Firebox 9313,

Tn.A.3(0)/26/44.

16 Oct. 1945.

To:- Mr & Mrs,
A.F.H.Q.

ALCOM.
(Rail Division).

Further to my Tn.A.3(0)/26/44 Sep. 1945.

1. The failure to off load cars at the week-end has not improved following my letter with consequent serious effect on car availability generally.

Following on from information given the up to date off loadings on Sundays is given below for area BOLOGNA and South:-

Date.	No. of cars for off-loading at 17.00 hours	No. off loaded Sunday.
Sept. 23	3391	1733
" 29	3771	1585
Oct. 5	3523	1711
" 13	3379	1475

2. In particular during the past week NAPLES Compart-into car underload position each evening was the subject of almost daily conference with Mr & Mrs. A.F.H.Q. The progress made during ~~the~~ week is now set by little work being performed during the week-end.

Consequent upon the continued high car under-load position the following average wagon detention figures are quoted. These the highest on record, *for inward loads*

Date.	Compartimento.	Average Detention.	% Civil Traffic
14 Oct. '45	ROME	2.5 days.	90%
"	ANCONA	3.0 "	43%
"	FLORENCE	5.0 "	45%
"	BOLOGNA	4.3 "	50%
"	NAPLES	5.4 "	13%
"	BARI	2.7 "	30%
"	REGGIO	2.1 "	100%

1. The failure to off load cars at the week-end has not improved following my letter with consequent serious effect on car availability generally.
Following on from information given the up to date off loadings on Sundays is given below for area BOLOGNA and South:-

Date.	No. of cars for off-loading at 17.00 hours	No. off loaded Sunday.
Sept. 22	1291	1733
" 23	3771	1585
Oct. 8	3523	1711
" 13	3379	1475
		Sunday.
		4537
		4301
		4235
		3989

2. In particular during the past week NAPLES Compartimento car underload position each evening was the subject of almost daily conference with Mr & Mrs. A.F.H.C. The progress made during ~~the~~ week is now off-set by little work being performed during the week-end.

Consequent upon the continued high car under-load position the following average wagon detention figures are quoted. These the highest on record, *for inward loads*

Date.	Compartimento.	Average Detention.
14 Oct. '45	ROME	2.6 days.
"	ANCONA	3.0 "
"	FLORINCE	5.0 "
"	BOLOGNA	4.3 "
"	NAPLES	5.4 "
"	BARI	2.7 "
"	REGGIO	3.1 "

off Civil Traffic

90.5
43%
45%
50%
19%
30%
100%
88

1310

3. For information the following is an analysis of the work performed in the various Compartimenti on Sunday 14 Oct. 1945.

- 2 -

Comp.	Number on hand from previous day.	Number received.	Number off - loaded <i>Sunday</i>	Number on hand at close of work.	Average No off- loaded daily Mon to Sat.
ROME	346/30	261	232	375/45	412
ANCONA	266/51	132	127	271/51	241
FLORENCE	318/219	194	98	414/207	323
BOLOGNA	269/136	165	100	334/146	263
NAPLES	1449/1290	635	390	1724/1164	701
BARI	684/539	644	490	838/539	493
REGGIO	47/1	34	38	43/3	70
	3379	2095	1475	3999	2503
	2272			2461	

4. Accordingly it is requested serious consideration should be given to a cut in the loading programme, and preferably that it should take immediate effect.

5. will you please reply.

jk.

McEvoy
Major R.E.
(J.A. McEVROY),
for Brigadier,
Director, Military Railway Service.

RAJ/ic

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

Tel: 843191/9582
Ref: AC/301/Tn L

20 October 45

SUBJECT : POL. R.R. Tank Wagons for Rail Haulage.

TO : Regional Commerce Officer Turin
(for Lt. Col. Fred. H. Reiter)

Reference is to your PR/CO/10 dated 10 October 45.

1. There is a ^{five}plus of approximately 200 tank cars in circuit between the A.G.I.P. Oil Installations at Porto Marghera, Venice and Austria. These are all specially allocated and stencilled to move in that circuit.

2. There are however over 1000 tank cars of all descriptions in general use. The availability being considerably in excess of the demand viz: (as at Oct. 18th).

<u>COMPARTMENT</u>	<u>AVAILABLE</u>	<u>DEMAND</u>	<u>SPARE</u>
Torino	73	Nil	73
Milano	28	Nil	28
Verona	83	Nil	83
Genova	99	9	90
Bologna	39	Nil	39
Firenze	24	2	19

3. From these figures it will be agreed that no fuel oil should fail to move for lack of cars.

By Command of Rear Admiral STONE:

Anthony May
Director

1309

PMR/mm

PR/CO/10

Turin, 10 October 1945

SUBJECT: POL R.R. Tank wagons for Rail haulage.

TO : Capt. Jarvis, Petrol Officer, CO Sub-Area
 Palazzo Ilva via Corsica, Genoa.
 Pet. Sec., ARHQ RAAC.

1. Realizing the shortage of tank wagons for POL, especially fuel oil, the undersigned officer, in a trip to Venice, noted long lines of petroleum tank wagons along sidings at Venice.
2. It is believed that there were over 100 lines up on several tracks. These wagons were all in good condition.
3. This is forwarded to you for your information, as it is believed that the Ports of Genoa, Savona, Vado, with greater population loads, might be able to utilize some of these wagons. It is recommended that greater use be made of these cars in the western side as Piemonte Region have not yet received its August allocation of fuel oil.

FRED M. REITER
 Lt. Colonel, CWS
 Regional Commerce Officer.

Copy to:-

Transportation S/C, AC Milan
 Transportation S.C., HQ AC Rome
 C.I.P., Succursale, Genoa.

1308

1. Realizing the shortage of tank wagons for PCL, especially fuel oil, the undersigned officer, in a trip to Venice, noted long lines of petroleum tank wagons along sidings at Venice.
2. It is believed that there were over 100 lines up on several tracks. These wagons were all in good condition.
3. This is forwarded to you for your information, as it is believed that the Ports of Genoa, Savona, Vado, with greater population loads, might be able to utilize some of these wagons. It is recommended that greater use be made of these cars in the western side as Piemonte Region have not yet received its August allocation of fuel oil.

FRED M. KAUFER
Lt. Colonel, CMS
Regional Commerce Officer.

Copy to:-

Transportation S/C, AC Milan
Transportation S.C., HQ AC Rome
C.I.P., Succursale, Genoa.

1308

LT Jeffrey
- action pass

FMR/mm

Turin, 10 October 1945

PR/CO/10

SUBJECT: POL R.R. Tank Wagons for Rail Haulage. *263/35*

TO : Capt. Jarvis, Petrol Officer, 60 Sub-Area
Palazzo Ilva, Via Corsica, Genoa.
Pet.Sec., AFHQ, RAAC.

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Fred M. Reiter
FRED M. REITER
Lt. Colonel, CWS
Regional Commerce Officer.

Copy to:

Transportation S/C, AC Milan
Transportation S/C Hq AC, Rome
C.I.F., Succursale, Genoa.

1207

BAJ/ic

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

Tel: 243101/9532
Ref: AC/301/Tn 4

15 October 45

SUBJECT : Wagon Returns Form R. (INT) Oct. 13th.

TO : IIR
General Direction
(Attention Ing. Bertoli)

1. A scrutiny of the above mentioned forms reveals that dispositions made by the Wagon Committee are not being obeyed and also that movements of empties between Compartimenti are taking place which conflict with orders. A few examples are detailed below, viz:
2. (a) Rezzatto to Milan 43 Box.
Verona demand for loading on 12th shows a shortage of 235 Box Cars - this is known to be a highly exaggerated figure, - but why send Box Cars to Milan where there is a surplus of 397? Box Cars were not ordered by the Committee to move in that direction.
- (b) Ancona to Termoli 15 Box.
Termoli to Ancona 39 Box.
The despatch of 39 Box Cars from Bari to Ancona is correct. Why were 15 empty Box Cars sent from Ancona to Bari?
- (c) Piacenza to Milan 24 Box 17 High Gons.
Bologna declares a shortage of 70 Box Cars. Milan with a surplus of 397, has been ordered to send Box Cars to Ancona. Why send 21 cars north?
Bologna have orders to send 45 High Sides daily to Ancona-Milan 100 to Venice- it is obviously wrong to send High Gons to Milan while these payments are in force.

3. The cases quoted indicate a disturbing lack of co-operation or understanding by those responsible for ordering the movements. It should be made clear that empties must not be moved between Compartimenti unless they are definitely required to meet shortages.

4. Each Compartimento should be advised of all Empty Cars payments decided upon the Wagon Committee. Properly used, this information should enable Local Distributors to save empty mileage - for example:-
Milan has orders to send empties to Ancona and arranges to hand them over at Piacenza, for transit via Bologna.
Bologna has empties at Terli which are needed at stations within the Bologna Compartimento. By mutual arrangement between Bologna and Milan the empties at Terli can go south via Rimini for Ancona and those which come in at Piacenza be distributed locally.

1. A scrutiny of the above mentioned forms reveals that dispositions made by the Wagon Committee are not being obeyed and also that movements of empties between Compartimenti are taking place which conflict with orders. A few examples are detailed below, viz:
2. (a) Rezzatto to Milan 18 Box.
Verona demand for loading on 12th shows a shortage of 235 Box Cars - this is known to be a highly exaggerated figure, - but why send Box Cars to Milan where there is a surplus of 397? Box Cars were not ordered by the Committee to move in that direction.
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Bologna declares a shortage of 70 Box Cars. Milan with a surplus of 397, has been ordered to send Box Cars to Ancona. Why send 21 cars north?
Bologna have orders to send 45 High Sides daily to Ancona-Milan 100 to Venice - it is obviously wrong to send High Cons to Milan while these payments are in force.
3. The cases quoted indicate a disturbing lack of co-operation or understanding by those responsible for ordering the movements. It should be made clear that empties must not be moved between Compartimenti unless they are definitely required to meet shortages.
4. Each Compartimento should be advised of all Empty Cars payments decided upon the Wagon Committee. Properly used, this information should enable Local Distributors to save empty mileage - for example:-
Milan has orders to send empties to Ancona and arranges to hand them over at Piacenza, for transit via Bologna.
Bologna has empties at Forlì which are needed at stations within the Bologna Compartimento. By mutual arrangement between Bologna and Milan the empties at Forlì can go south via Rimini to Ancona and those which come in at Piacenza be distributed locally.

The saving of power and time is obvious and it should therefore be the duty of each Car Distributor in each Compartimento to study the inter-compartmental movements of empties and to make such mutual arrangements whenever possible.

A. S. May
for Director

TRANSPORTATION AND COMMUNICATIONS,
(Rail Division)
c/o Transportation (Sr) Main
C.H.P.

Tel: 543141/9582
Ref: 40/301/En 4

16 October 1955

SUBJECT : Availability of Wagons for Coal Transports.

TO : For General Direction
(for Mr. Bertoli)

1. The importation of coal at Italian Ports (exclusive of Sicily) from November to March inclusive will be increased to 4,000,000 tons per month. This will be 100,000 tons more than is being handled during October.

2. You will agree that the present traffic is being maintained only by careful distribution of empties. It is therefore urgent that the prospect of carrying this additional tonnage be examined now and the necessary action taken to ensure an even and regular flow of wagons to the ports.

3. It is suggested that all executives concerned with the movement of wagons, loaded or empty, shall be instructed in the importance of the problem of wagon supply. Especially should it be stressed that every hour that a wagon is standing idle, either empty or waiting to be offloaded, adds to the difficulty of distributing coal and fuel.

4. With the co-operation of all concerned the transit delays which occur can be admitted and offloading speeded up. A strict watch should be maintained on arrivals and reports made if offloading is not immediate. Every wagon standing under load for more than 24 hours should be regarded as seriously affecting the programme.

The Car Distributors in each Compartment should be kept continually informed of the offloading position at every station in order that they can detect and check any laxity. Similarly, Capo's Compartimenti should personally review the situation daily and report any difficulties which cannot be adjusted locally, such as the receipt of loads in excess of the offloading capacity.

5. A vigorous propaganda, instituted now, will prevent such difficulty and failure during the next few months.

Anthony M. J.
for Director

1955

2109
EAS/10

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

10 October 45

Tel. 843191/252A
Ref. AC/301/21 1

SUBJECT : Port Clearance at Porto Marghera.

TO : Monsignor A.C.
for Major Constable

Reference your 277/30/21 3 dated Sept. 8 1945.

1. The present availability of wagons 45 such that, given reasonably accurate forecasts and programmes, it is possible to provide the clearances projected at Marghera.

Reding may
Chief
Rail Division

1304

TRANSLATIONMINISTRY OF TRANSPORTS
ISR MOVEMENT SERVICE

Rome, 7 October 1945
 Ref: M.312/20011-2 Ma 14.01
 Your file: AC/301/m.4 of
11 Sept. 1945.

SUBJECT: Supply of cars to
 Porto Marghera.

TO : Major AC., Ping
 in. Sub-Commission AC.,
Bldg.

1. We reply to your above reference concerning the supply of cars for coal unloading at Porto Marghera.
2. Quantity of cars to be supply is decided daily by that local Allied Command.
3. There is no difficulty for the daily unloading of 400 tons of coal in that Port, except if the military requirements will not consent a sufficient availability of cars.

The Chief of Mov. Service
Biondi

1393

Tr/al 17/10/45.

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO - DIREZIONE GENERALE

II. Servizio Movimento

OGGETTO Fornitura carri a
Porto Marghera.

Roma, - 7 OTT 1945 - 194

N. M.312.20011-2 Ma-14.01

Al N. AC.301.Tn.4 del 1.11/9/45

Sig. Maggiore Ping
Sotto Commissione Trasporti
S E D E

- 1° - Si risponde alla lettera a riferimento relativa fornitura carri per scarico carbone al Porto di Marghera.
- 2° - La quantità dei carri da fornire al Porto di Marghera viene giornalmente stabilita da quel Comando Alleato.
- 3° - Nessuna difficoltà si oppone per lo scarico in quel Porto di 4000 tonnellate giornaliere di carbone - e potrà essere effettuato se le esigenze militari consentiranno la necessaria disponibilità dei carri occorrenti.

IL CAPO DEL SERVIZIO MOVIMENTO

A. B.

RAJ/1c

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

Tel: 843491/9582
Ref: AC/301/Th 4

11 September 45

SUBJECT : Port clearance at Porto Marghera.

TO : IER General Direction
Action: Inspector Bertoldi

1. It is reported that difficulty has been experienced in the provision of wagons for Coal Imports at Marghera.
2. Up to 3000 tons per day has been handled and it is now suggested that by working a third shift, the release of ships would be expedited.
3. The suggestion of a third shift, however, raises the question whether wagons would be available to move 4000 tons per day.
4. Will you please let me have your views as to future wagon availability at Marghera.

A.C. BING, Major

for Director

1301

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

8 September 1945

Tel : 478704

277/30/Tn 3

SUBJECT : Port Clearance at Marghera

TO : Rail Division (Tn 4) ✓

1. The following para from the Minutes of the Port Control Committee Meeting held on 31 Aug '45 at Venice is given for your information and necessary action :

""Ministry of War Transport Representative said that coal discharge at Marghera in the last three days had been 8300 tons and with such big discharges, the difficulty was transporting it away, owing to the shortage of trucks. Port Commandant said that the rolling stock position was expected to improve shortly. Ministry of War Transport Representative also said that in order to work the ships evenly it was some times necessary to work a third shift, and though labour had always been available as yet, there was a definite shortage of crane drivers. It was agreed that the Provveditorato al Porto be asked to have further men trained as crane drivers.""

2. It is of the utmost importance that sufficient wagons are available for Port Clearance, otherwise there will be congestion which will undoubtedly affect the discharge and turn-round of ships.

3. Your views regarding future wagon availability for clearance at Marghera are awaited.

For Chief Movements Division

1300

Celli

1. The following para from the Minutes of the Port Control Committee Meeting held on 31 Aug '45 at Venice is given for your information and necessary action :

""Ministry of War Transport Representative said that coal discharge at Marghera in the last three days had been 8300 tons and with such big discharges, the difficulty was transporting it away, owing to the shortage of trucks. Port Commandant said that the rolling stock position was expected to improve shortly. Ministry of War Transport Representative also said that in order to work the ships evenly it was some times necessary to work a third shift, and though labour had always been available as yet, there was a definite shortage of crane drivers. It was agreed that the Provveditorato al Porto be asked to have further men trained as crane drivers.""

2. It is of the utmost importance that sufficient wagons are available for Port Clearance, otherwise there will be congestion which will undoubtedly affect the discharge and turn-round of ships.

3. Your views regarding future wagon availability for clearance at Marghera are awaited.

For Chief Movements Division

1300

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

Copy to : Regional Transportation Officer - Venezia Region
P.I.O. Transportation - Venezia Region AMG
Shipping Branch
Ports & Warehouse Division

00/20

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

10 October 45

Ref. 243402
Ref. AQ/301/2n 4

SUBJECT: Wagon Control

TO: ICR, General Direction

1. GALANTI BARGIO, an ICR employee at present with Joint Railway Control, will be freed from this work shortly.

2. It would be appreciated if arrangements could be made for his services to be placed at the disposal of this Division for liaison work between our Wagon Control Section and the office of Ing. Bartala.

R.C. BARGIO, Major

Chief,
Rail Division.

1. GALATI SERGIO, an IAR employee at present with Joint Railway Control, will be freed from this work shortly.

2. It would be appreciated if arrangements could be made for his services to be placed at the disposal of this Division for liaison work between our Wagon Control Section and the office of Ing. Bartola.

R.C. PINO, Major

Chief,
Rail Division.

1299

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

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

8 October 45

SUBJECT : Privately Owned Cars.

TO : Director General
Italian State Railways

Reference is to your letter M.334.18057.251/A 6626/XH, dated
Sept. 28 1945.

1. In view of the importance of the traffic an exception is agreed
to in the case of the tank cars mentioned viz.

No. 522087 to be allocated for movement of Causter Soda
from Rome S.Lorenzo to Nera Montora.

No. 522088 to be allocated for movement of Sulphuric Acid
from Nera Montora to Terni.

2. Will you please arrange accordingly.

Robt M. King
for Director

Ministry of Transports
I S R Direction General

no. 28 SEI. 1946
L. 331.18057.251/1004 6626/HH

Subject: privately owned cars

Min. Sub Commission A.C.

Mail Division

Building

1) The Società per l'Industria e l'Elettricità "Terni" have pointed out their urgent need for a regular supply of caustic soda, required for their works. Moreover, they have stressed the importance of being able to supply more regularly with sulphuric acid their associated iron and steel mills at Terni.

2) Therefore, the above Società ask for authority to use continually, as an exception to the existing instructions concerning requisition of privately owned cars, the tank car 522087 for movement of caustic soda from Roma S. Lorenzo to Vera Montoro, and the tank car 522088 for movement of sulphuric acid from Vera Montoro to Terni.

3) As two tank cars only are required for the rehabilitation of an activity of national interest, also in view of the short mileage, please kindly take the above request into consideration and let us know your decisions.

ca ng 28/9

for the Director

Lo Cigno

2208

1) The Società per l'Industria e l'Elettroliticità "Terni" have pointed out their urgent need for a regular supply of caustic soda, required for their works. Moreover, they have stressed the importance of being able to supply more regularly with sulphuric acid their associated iron and steel mills of Terni.

2) Therefore, the above Società ask for authority to use continually, as an exception to the existing instructions concerning requisition of privately owned cars, the tank car 522097 for movement of caustic soda from Rome S. Lorenzo to Vera Montoro, and the tank car 522088 for movement of sulphuric acid from Vera Montoro to Terni.

3) As two tank cars only are required for the rehabilitation of an activity of national interest, also in view of the short mileage, please kindly take the above request into consideration and let us know your decisions.

For the Director

Lo Signo

ca ug 28/3

1297



MINISTERO DEI TRASPORTI
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma li, 28 SET. 1945

N. M.331.18057.251/MA6686/HH

Al N. _____ del _____

OGGETTO

Carri privati.-

SOTTOCOMMISSIONE TRASPORTI A.C.
Sezione Ferrovie

S E D E

ALLEGATI N. _____

- 1°)- La "TERNI", Società per l'Industria e l'Elettricità ha fatto presente che si trova nell'urgente necessità di disporre di un regolare approvvigionamento della soda caustica necessaria per le proprie lavorazioni e di poter effettuare più regolarmente i rifornimenti di acido solforico ai consociati Stabilimenti Siderurgici di Terni.
- 2°)- La predetta Società chiede pertanto di poter utilizzare, in via continuativa ed in eccezione alle vigenti norme di requisizione dei carri privati, il serbatoio 522087 per il trasporto di soda caustica da Roma S.Lorenzo a Nera Montoro ed il serbatoio 522088 per il trasporto di acido solforico da Nera Montoro a Terni.
- 3°)- Trattandosi di soli due carri serbatoio necessari per la ripresa di una attività che riveste carattere nazionale, in considerazione anche del breve percorso, si prega prendere in benevolo esame la richiesta della Società e far conoscere le proprie decisioni.

IL DIRETTORE GENERALE

br.

MR/mb

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tels : 478701

5 October 1945

399/126/tn.3.

SUBJECT : Provision of 'bell' wagon for movement of Transformer

TO : D.M.R.S. Rome
AC. Wagon Controller (Lt. Jeffreys) ✓

1. Reference telephone conversation of this morning with Lt. Jeffreys. herewith dimensions of transformer core, to be moved with accessories, from Pianopoli station, near Ferolito, to Battipaglia :-

Length : 4.65 metres
Width : 2.54 "
Height : 3.75 "

2. It is essential suitable 'bell' wagon and two P.O.L. wagons be made available at loading station on 8 October in order to ensure that programme set up for movement and erection of this transformer is carried out without delay.
3. It is requested this matter be treated most urgently as the work in hand is of a high priority and delay in movement of transformer would result in serious consequences.

For the Chief Commissioner



G.F. CONSTABLE,
Major, R.E.

1295

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

Tel: 843491/9582
Ref: AC/301/B/Fn 4

5 October 45

SUBJECT : Wagon Requisitions.

TO : ISR General Direction
Action Ing. Bertoli

1. With further reference to my letter of September 1, 1945 and the Director General's Circular Ref:- M 342/17850/2 Ma 1/103 dated 10th September.

2. It is obvious that the instruction that each Compartimento shall show, in Column C of Form 2, only those wagons which are actually required to load during the ensuing 24 hours, is being ignored in every Compartimento except Reggio, Bologna and Venice.

3. Examples are taken from the Form 2 dated October 3rd viz:-

BARI	demand	1457	Cars	loaded	691
NAPLES	"	1214	"	"	610
FIRRENZE	"	565	"	"	305
ROME	"	779	"	"	448
ANCONA	"	693	"	"	364
MILAN	"	879	"	"	662
GENOA	"	1115	"	"	874
TURIN	"	943	"	"	812
VERONA	"	623	"	"	244

4. The Director General's instructions on this subject are clear and definite - Compartimental Officers were told to check these figures daily but they are certainly not doing so.

At the present time the figures shown in Column C are so unreliable that the proper distribution of cars is seriously hampered. It is suggested that a daily scrutiny of demands and loadings should be made and any discrepancies referred back to the Compartimenti immediately.

Your Office should refuse to accept inaccurate and exaggerated demands, and insist that the correct figures be submitted.

Acting May
for Director

1294

2213

Subject: Control of Freight Equipment.

Military Railway Service,
CMF

Telo: Firebox 9302
Tn.A.3 (C) 26/9
29 September 45.

To: MRS MILAN
Capt. Johnson, MRS FLORENCE
1 Rly Cp Group, TRIESTE
189 Rly Cp Coy VERONA
185 Rly Cp Coy VERONA
182 Rly Cp Coy BOLGONA
192 Rly Cp Coy ANCONA
RAIL Ops Office
Joint Railway Control, ROME
Joint Railway Control, NAPLES.
Info: Il Capo Servizio Movimento
A.G. (Rails) ✓
0-4 (Mov & Tn) AMHQ.

As you are aware the control and distribution of freight equipment is carried out on an all Italy basis by a composite committee in this HQ whose decisions are based on the Daily Statements submitted by all Compartimenti.

For this system to be a success it is essential that orders for the movement of empty cars issued by the ISR HQ with the authority of this office, be obeyed.

When cases of failure to carry out various orders have been taken up with the ISR in certain cases they allege that instructions have been countermanded by local Allied officers who insist on cars being retained to meet their actual or anticipated requirements.

This practice will cease at once and only in cases of extreme urgency will local MRS Officers countermand orders given by ISR HQ for the movement of empty equipment, and in all such cases an immediate report of the circumstances will be made to this HQ by telephone or telegram.

All requirements of each compartimento for 293 days loadings are included in the returns and in addition the HQ is aware of impending moves which are likely to require an unusual number of cars.

URGENT

Subject : Maximum Wagon Axle Loadings.

Military Railway Service.

CMF

Tele : Firebox 9302

Tn.A.3(0) 27/1

28 September 45

To : Director General,
I.S.R.

Copy to: A.C. (Rail Division) for information.

It is understood that MINISTERO DEI TRASPORTI
BOLLETTINO UFFICIALE ORDINE DI SERVIZIO 14 dated 31 May
and recently implemented, rules that maximum wagon axle
loadings will revert to the pre-war figure of 15 tons
per axle instead of the war-time relaxation of 17 tons
per axle.

In view of the serious shortage of all types
of wagons existing in this country it is considered
that this is a most inopportune time to make such a
change which will reduce the lift capacity of the
railway as a whole.

Accordingly it is considered that the
amendment should be immediately cancelled and the
war-time maximum be allowed to continue.

Please give the matter your immediate
attention and advise this HQ the action taken.

1292

W. L. L. L. L.
Lt-Col R.E.

for Brigadier,
Director, Military Railway Service.

To : Director General,
I.S.R.

Copy to: A.C. (Rail Division)✓ for information.

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1292

1002
W. L. L. L. L.
Lt-Col R.E.
for Brigadier,
Director, Military Railway Service.

Director, Military Railway Service.

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% Transportation (Br) Main, C. M. F.

3 October 1945

Tel. 645238
Ref. AC/301/Tn4

Doctor Ugo La Malfa:

It is felt necessary to advise you that circumstances prevailing in Naples continue to be extremely difficult, and unless something is done in regard to the placing of freight cars to Warehouses 676 and 696, there is likely to be a strong complaint from the Minister of Food and from UNRRA.

After an investigation at the Warehouses, where it was noticed that food was going bad, arrangements were made for the Italian State Railways to feed 60 freight cars a day into the sidings for 676 and 696 Warehouses. This figure of 60 freight cars has never been reached and the figure is so low on the average that we are getting complaints from the Food Sub-Commission.

It is essential that this important and often perishable traffic should be moved at the highest possible rate, and it is felt that some special steps should be taken to ensure that the instructions issued by the Headquarters of Italian State Railways to the Naples Compartimento receive the attention which they deserve.

It will be appreciated if you will advise us of the result of action you may take in this matter.

Sd R.P. Moss

for Director

1291

FILE 301/

EJ/ic

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

Tel. 843191/9582
Ref. 10/303/Tn 4

2nd October 1945

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

Reference your 339/90/Tn 3 dated Sept. 28th 1945.

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

A. B. M. J.
for Chief,
Rail Division

Copy to: DARS (for Lt. Col. ~~Siddaby~~)

Perdwin

1290

CFC/mb

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

Tele : 478704

28 September 1945

333/90/Tn.3.

SUBJECT : Sunday working

TO : Rail Division (Tn.4.)

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

For Chief, Movements Division



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

1289

EAJ/ic

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

25 September 45

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

SUBJECT : Sunday Working.

TO : Chief Movements Div.
(for Major Constable)

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

John
Chief,
Rail Division

1288

3302

Subject : FREIGHT CAR DETENTION.

Tn.A.3(C) 26/44

17 September 45

To : Gen (Mov + Tn)

AFHQ

ALCOM.

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

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

No. cars on hand for off loading at 1700 hours		No. off loaded	
<u>Saturday.</u>		<u>Sunday.</u>	
	S		
Aug 25	3336	Aug. 26	4328
Sep 1	3601	Sep 2	4623
8	3228	9	4565
15	3413	16	4328
			1685
			2017
			1721
			1685

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

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

ALOCK.

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

The following figures for the area BOLONGA and South, covering the four weeks Aug 25 to Sep 15 show that due to little Sunday work being carried out, the number of cars underload increases by approximately 1,000 each Sunday.

No. cars on hand for off loading at 1700 hours		No. off loaded	
	Saturday.	Sunday.	Sunday.
Aug 25	3336	Aug. 26	4358
Sep 1	3601	Sep 2	4653
8	3598	5	4565
15	3413	16	4358
			1685
			2017
			1791
			1665

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

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

1287

...../2

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

Comp.	Number on hand from previous day.	Number received.	Number off-loaded	Number on hand at close of work.	Average No. off-loaded daily Mon to Sat.
ROMA	420	299	224	455	265
ANCONA	284	338	21	531	257
FLORENCE	437	333	215	555	258
BOLOGNA	259	344	240	403	230
NAPLES	1397	730	489	1646	726
BARI	486	486	329	643	417
REGGIO	90	132	97	125	95
	3413	2670	1685	4398	2296

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

W. J. H. H. H. H.
Lt Col R.R.
for Brigadier,
Director, Military Railway Service.

BAG

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

29 September 45

Tel. 843191/9582
Ref. AG/301/Ta 4

SUBJECT : Cleaning of Cattle Wagons
TO : ICR Building
Attention Ing. Bertoli

1. It has been noted that a train, which had conveyed sheep to the Rose area, was being cleaned by one man. The rate of cleaning was about nine cars per day and it would have been five days before all the cars were available for use.

2. As considerable cattle movements are now taking place it is suggested that arrangements should be made for cleaning the cars immediately on discharge.

3. When Cattle are unloaded at stations where there are no facilities for cleaning the Car Distributor should make prior arrangements to remove the cars to the nearest station at which the work can quickly be done. Proper cleaning arrangements, made before the cattle are unloaded, will ensure that no time is lost in putting the cars back into service.

file

Arthur May
for Director

BAJ/ic

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

28 September 45

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

SUBJECT : Daily Operating and Car Returns.
TO : DMRS - Bldg.

1. Your letter TN A 3 (0) 26/44 dated 24 September 45 has been received and the contents noted.

For the Chief Commissioner :

ac By my
~~Director~~

Subject : Daily Operating and Car Returns.

Military Railway Service

OMV

Tele Wirebox 2302

Tn.A.3(O) 26/44

24 September 45

El-Capo Servicio Movimiento, ISR.

P.M.R.S.

B.D.M. R.R.

Director General, ISR.

Supt. Transportation.

1-Rly-Cp Group, TRIESTE.

185-Rly-Cp Coy VENEZIA.

185-Rly-Cp Coy Cpa Office VENEZIA.

MRS-MILAN.

ALCOA (Rails)

To
Info

Reference this HQ letter Tn.A.3(O) 26/44 dated

5 August.

With the improvement in communications available to the ISR, para 7 of the above letter is cancelled with effect from 1 October. Accordingly commencing with the returns in respect of the period ending 1700 hours 30 Sep. it will become the responsibility of the ISR to transmit the returns from the Compartimenti of GENOVA, TURIN, MILAN, VERONA and VENEZIA to ROME nightly as is already done in the case of the Compartimenti of BOLOGNA and Genua.

The returns in respect of TRIESTE will continue to be transmitted by the MR3 local representatives to MRS HQ ROME as at present.

From 1 October therefore, paras 1 to 6 inclusive of the above mentioned letter will apply to the Northern Compartimenti and will be complied with.

MILAN Compartimento will for the present continue to be responsible for the collection of returns from TURIN and GENOVA for onward transmission to ROME.

With effect from the same date the Chairmanship of the Wagon Control Committee (this HQ letter Tn.A.3(O) 5/13-1A dated 25 August) will pass from MRS to ISR, the Committee otherwise remaining unchanged.

Capt. Transportation; --
 1-PLY Co Group, TRISTE,
 185-PLY Co Coy VANCE,
 185-PLY Co Coy GUS CIRCLE
 MRS WILLIAM
 ALCOH (Halla)

Reference this Re letter TN.A.3(0) 26/44 dated
5 August.

With the improvement in communications available to the ISR, para 7 of the above letter is cancelled with effect from 1 October. Accordingly commencing with the returns in respect of the period ending 1700 hours 30 Sep, it will become the responsibility of the ISR to transmit the returns from the Compartimenti of GENOVA, TURIN, MILAN, VERONA and VENEZIA to ROMA nightly as is already done in the case of the Compartimenti of BOLOGNA and South.

The returns in respect of PRINCE will continue to be transmitted by the WKS local representatives to WKS HQ KCMN as at present.

From 1 October therefore, barns 1 to 6 inclusive of the above mentioned letter will apply to the Northern Compartment and will be complied with.

MILAN Compartmento will for the present continue to be responsible for the collection of returns from TURIN and GENOA for onward transmission to ROME.

With effect from the same date the Chairmanship of the Wagon Control Committee (this HQ letter TN.43 (C) 5/13-1A dated 25 August) will pass from URS to ISK, the composition of the Committee otherwise remaining unchanged.

All concerned to please note and arrange accordingly and also acknowledge receipt of this letter.

Wm. L. L. L. L. L.
Lt-Col. V. B.
for Brigadier.
Director, Military Railway Service.

BAJ/20

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

29 September 45

Ref. 643191/9582
Ref. AG/301/Tn 4

SUBJECT : Cleaning of Cattle Wagons
TO : ICR Building
Attention Ing. Bertoli

1. It has been noted that a train, which has conveyed sheep to the Romo area, was being cleaned by one man. The rate of cleaning was about nine cars per day and it would have been five days before all the cars were available for use.

2. As considerable cattle movements are now taking place it is suggested that arrangements should be made for cleaning the car immediately on discharge.

3. When Cattle are unloaded at stations where there are no facilities for cleaning the Car Distributor should make prior arrangements to remove the cars to the nearest station at which the work can quickly be done. Proper cleaning arrangements, made before the cattle are unloaded, will ensure that no time is lost in putting the cars back into service.

Arthur M. G.
for Director

2229

17 SET. 1945

Ministry of Transports
I. Direction General

M.312.17305.2.25/cca/6462/28

Subject: Availability of wagons and users.
Rail Division
Transportation Sub Commission
Building

1. We reply to letter AC/301/Tn.4
2. The I.S.R. have always arranged to issue the most proper dispositions to meet trade requirements through the full utilization of their facilities.
3. It is true that before the war the turn round of wagons was lowered to little more than 5 days. In October 1939 with an average turn round of 5 days and 3 hours, the maximum daily loading average was achieved, totalling 20796 wagons, although some 2000 daily bids for wagons could not be accepted.

But the ISR situation was then very unlike, with regard to the present one.

4. Of course, the present turn round of 12 days, might be lowered, but the reduction cannot be stated since many difficulties are to be overcome. Not all these difficulties are of a technical nature, as they don't concern condition of lines, stations, equipment and power. Anyhow, the ISR are steadily aiming to the purpose mentioned in para 1.
5. With particular reference to paras 3 and 4 of your

letter above referred to, it is stated that 282

Building

1. We reply to letter AC/301/Tn.4
2. The I.S.R. have always arranged to issue the most proper dispositions to meet trade requirements through the full utilization of their facilities.
3. It is true that before the war the turn round of wagons was lowered to little more than 5 days. In October 1939 with an average turn round of 5 days and 3 hours, the maximum daily loading average was achieved, totalling 20796 wagons, although some 2000 daily bids for wagons could not be accepted.

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But the ISR situation was then very unlike, with regard to the present one.

Dara 1.

1282

Ca. 17. cb.

of lire 500 per wagon, for goods lying on wagons.

These fines are to be increased of 400%.

b/3 - The ISR have always arranged to enroute loaded and empty equipment on the shortest milage, unless another routing appears to be more convenient, either to get a better utilization of power or to avoid slopes.

c - In order to get a prompt unloading by the consignees, the following fines have been fixed: lire 500 per quintal (as above) of goods lying on wagons, with the minimum fine of lire 500 per wagon; these figures are to be increased of 400 %.

To prevent as much as possible undue bidding of wagons, the deposit amount for the request of each wagon has been raised from 400 to 4000 lire.

a/4 - To ensure a full utilization of wagons, it has been arranged that, whenever the weight loaded is less than that shown on the authority (apart from an allowance of 5%), the movement should be charged with an additional fare amounting to ten times the whole movement charge, with a minimum of lire 25.000; said amount is to be increased of 400 %.

b/4 - Repair of bad order wagons has been speeded up as much as possible, through the maximum utilization of the few ISR shops, also with the cooperation of the private shops.

c/4 - With regard to the assignment of wagons according to the goods nature at present the relative regulations cannot be fully applied; it is necessary therefore to do our utmost, according to the quantity and type of wagons daily available.

Of course the present policy concerning allocation of wagons for civilian movements is often causing the non-utilization of the very wagons, as those wagons which are assi-

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c/4 - With regard to the assignment of wagons according to the goods nature at present the relative regulations cannot be fully applied; it is necessary therefore to do our utmost, according to the quantity and type of wagons daily available.

Of course the present policy concerning allocation of wagons for civilian movements is often causing the non-utilization of the very wagons, as those wagons which are assigned to scheduled movements and are not used, cannot be assigned to non-scheduled movements.

Director General
Sgd. Di Raimondo



MINISTERO DEI TRASPORTI
DELL'ECONOMIA E DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

7 SET 1945

Roma

193 - Anno

N. 312.17305.2.25/Decal 6462/28

Al N.

SOTTO COMMISSIONE TRASPORTI
Sezione Ferrovie

S E D E

OGGETTO

Disponibilità carri

ed utenti

1 - Si risponde alla lettera N. AG. 301. Tn. 4 -

2 - E' sempre stata cura costante di questa

Amministrazione escogitare, in ogni circostanza, i provvedimenti più idonei per fronteggiare le richieste del Commercio, sfruttando al massimo i propri mezzi.

3 - E' vero che nell'anteguerra il ciclo del carro fu ridotto a poco più di 5 giorni. Nel mese di Ottobre 1939 con un ciclo medio di 5 giorni e 3 ore, si raggiunse la massima media giornaliera di carico: 20796 carri, pur rimanendo ancora insoddisfatte circa 2000 richieste di carri al giorno. Ma le Ferrovie erano allora in ben altre condizioni.

4 - L'attuale ciclo di circa 12 giorni è certamente suscettibile di riduzione; non si può precisare in quale misura, poichè troppe difficoltà bisogna sormontare per migliorarlo, e non tutte di carattere tecnico, e cioè, indipendenti dalle condizioni delle linee, delle stazioni, del materiale rotabile e dei mezzi di trazione. Comunque le Ferrovie tendono costantemente allo scopo di cui si è detto al punto

1281

5 - Rispondendo dettagliatamente ai punti 3) e 4) della lettera a riferimento si comunica:

SOTTO COMMISSIONE TRASPORTI
Sezione Ferrovie

S E D E

OGGETTO

Disponibilità carri

ed utenti

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5 - Rispondendo dettagliatamente ai punti 3) e 4) della lettera a riferimento si comunica:

a/3) - Per ottenere il sollecito carico dei carri messi a disposizione è stato stabilito che se gli speditori non caricano i carri nei termini di tempo fissati vanno soggetti ad una

./.

penalità di L.5,00 per quintale indivisibile, col minimo di L.500.- per carro-per i trasporti sostenuti sui carri.

A tali tasse si deve applicare la maggiorazione del 400%.

b/3)- E' sempre stata norma delle ferrovie di istradare il materiale caricato ^{per} la via più breve; semprechè, per ottenere una migliore utilizzazione dei mezzi di trazione o per evitare tratti acclivi, non risultino più conveniente un diverso istradamento.

c)- Per indurre i destinatari a scaricare sollecitamente i carri in arrivo, sono state stabilite le seguenti penali per i ritardatari: L.5,00 per quintale indivisibile di merce sostante sui carri, col minimo di L.500 per carro; a queste cifre si applica la maggiorazione del 400%.

Per infrenare, per quanto possibile, l'indebito accaparramento dei carri, il deposito per la richiesta di ciascun carro è stato elevato da L.400 a L.4000.-.

a/4)- Per assicurare la completa utilizzazione dei carri, è stato stabilito che ogni qualvolta il peso caricato risulti inferiore, salvo una tolleranza del 5%, a quello indicato nella autorizzazione dovrà applicarsi al trasporto una soprattassa pari a dieci volte l'intero prezzo del trasporto con un minimo di L.25.000.-; a tale somma si deve applicare la maggiorazione del 400%.

b/4)- La riparazione dei carri guasti è stata spinta al massimo, sfruttando intensamente i modesti impianti rimasti alle ferrovie e ricorrendo all'industria privata.

c/4)- Riguardo all'assegnazione dei carri secondo la natura della merce, oggi non si possono osservare in pieno le relative norme; è giocoforza provvedere come è meglio possibile in relazione alla quantità e tipo dei carri che si hanno giornalmente a

una migliore utilizzazione dei mezzi di trazione o per evitare tratti acclivi, non risultati più conveniente un diverso istradamento.

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E' certo che l'attuale disciplina della concessione dei carri per i trasporti civili, spesso provoca l'inutilizzazione dei carri stessi, perché quelli assegnati per trasporti programmati e che non vengono utilizzati non possono essere assegnati per trasporti non programmati.

IL DIRETTORE GENERALE

Luigi Raimondo

KFM/lal

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

Tel. 843209
Ref. 10/301/Tn4

17 September 1945

SUBJECT : Bari and Naples Compartimenti.

TO : Director General, Italian State Railways.

1. Confirming conversation with the Minister of Transport and the Director General, Italian State Railways, 13 September 1945.

2. The operation and movement in the Bari and Naples Compartimenti continues to be in a congested condition.

3. With the amount of business moving within these Compartimenti, it reflects that there is not proper direction or coordinated effort to systematize the working of the Compartimenti. Complaints have been received that AG and UMRRA warehouses 676 and 696 in Naples are not receiving proper switching and cars are not being placed when ordered. Essential civil supplies for the feeding of the population of Italy move into and out of these warehouses, and it is urgent and essential that they receive adequate switching and sufficient cars to move all commitments.

4. It is requested that an investigation be made, and immediately, of the conditions in the Bari and Naples Compartimenti, and advise what action is taken to clear up the present congested situation and what will be done to avoid a future recurrence.

R. P. MOSS
Chief, Rail Division

Copy to: Director, Military Railway Service
Attention: Lt. Col. Suddady, A. D. Tn. (Operations)

ACP/lml

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

11 September 1945

Tel. 843236
Ref. AC/301/Tn4

SUBJECT : I. S. R. Wagons Marked D. R.

TO : Director, Military Railway Service.

1. Reference is to ISR letter M.531/17493/260/ICGA 6366/44 of 10 September 1945 addressed to you with copy to this Sub-Commission.

2. In accordance with the decision of the Allied Railway Board, this Sub-Commission has written to E. C. I. T. O. in order to ascertain what general arrangements are intended for the satisfactory inter-change of displaced rolling stock on the continent of Europe.

3. Whilst the ISR is quite obviously very concerned about the fact that numerous ISR freight cars are in Germany and are being over-painted D. R. (Deutsche Reichsbahn), numerous German freight cars in this country have been over-painted by the ISR themselves, so that the problem definitely requires attention on an international footing.

4. Quite recently, freight cars belonging to the French, Belgian and Netherland Railways have been observed in the Rome district, and all of those countries are entitled to claim the right of the return of their rolling stock.

For Director

1279

Ministry of Transports
I.S.R. Direction General

10 SET. 1945

M.331/17491/260/104 6366/H4

Subject:

I.S.R. Wagons marked D.R.

To Directorate M. R. S.

Building

Copy to Tn. Sub-Commission AG.
(Rail Division)

Building

You will find herewith attached copy of a letter from Mr. TABANO Gino, Venegano Inferiore (Varese).

By said letter it is pointed out that some I.S.R. rail tanks have been abusively marked DR and incorporated into the German Railway Pool.

You are kindly requested to intervene, on this Administration's behalf, for the restitution of the I.S.R. rolling stock at present located on the foreign railway European Systems, and especially on the German one.

For the Director General

Sgd. Palmieri

Subject:

I.S.R. Wagons marked D.R.

Building

→ Copy to Th. Sub-Commission AC.
(Rail Division)

Building

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For the Director General

Sgd. Palmieri

Ca.9.9.cb.

1278

July 3, 1945

Subject:
Tank cars belonging
to I.S.R.

To Ministry of Transports
I.S.R. Rolling Stock and
Traction Service

- R o n e -

Copy to I.S.R. Commission
Compartimento of Milan

I am coming from Germany where I was first as a military internee and after as a civilian one.

When I was residing in that country I was assigned as a worker to Firm "Wollny", Ohlau (Breslavia), the owner of a great shop for the repair of railway tank cars. Among the wagons, belonging to many countries, repaired at the very shop, I saw many Italian ones. Up to May 1944 the wagons were repaired without cancelling the Italian mark and therefore respecting the ownership.

Since said date, however, the ownership right was no longer respected for the Italian wagons. Namely after the due repairs the Italian mark "F.S. (Italia)" stenciled on the wagons was substituted by the mark D.R. (Deutsche Reichsbahn) and the German serial number. All these wagons were assigned to Saarbrücken Compartimento.

The approximative number of these wagons on which was made the a/m substitution (from May 1944 to Jan. 21, 1945), date on which I left said shop due to the arrival

Subject:
Tank cars belonging
to I.S.R.

To Ministry of Transports
I.S.R. Rolling Stock and
Traction Service

- R o m e -

Copy to I.S.R. Commission
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The approximative number of these wagons on which was made the a/m substitution (from May 1944 to Jan. 21, 1945), date on which I left said shop due to the arrival of the Russians, is of about 200 wagons.

Similar substitutions were made also at other German Shops. Indeed I saw that other wagons made in Italy

Cu.cb.

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- 2 -

(O.M. Reggiano Fiat) on which the a/m substitution had been already made, had on the proper beams, just on the space reserved for the marks of the repair Shops, the names of other German Shop.

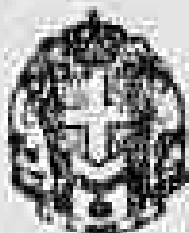
It is my duty, as an Italian, to inform you of the matter so that our Government can take the necessary action to recover this rolling Stock now so much needed by Italy.

For eventual informations or to find out said wagons I am ready to go back, if necessary in Germany.

Sgd. Gino Tabano (Geometra)

Venegano Inferiore
(Varese)

1277



MINISTERO TRASPORTI
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

~~XXXXXXXXXXXX~~

Roma, 10 OTT. 1945 194 - Anno

N. M.331/17491/260/100A 6366/HA

DIREZIONE GENERALE M.R.S.

S E D E

OGGETTO

p.n. SOTTO COMMISSIONE TRASPORTI A.C.

Veicoli F.S. marcati D.R.

S E D E

all.n°1.-

Si trasmette copia della lettera del Sig. TABARO
Gino di Venegono Inferiore (Varese) in cui viene segnalato
che taluni carri serbatoio F.S. sono stati immatricolati
abusivamente dalle ferrovie tedesche nel parco D.R., con
preghiera di voler intervenire, a favore di questa Ammini-
strazione, per la restituzione del materiale rotabile F.S.
che trovasi sulle reti estere europee e particolarmente su
quella germanica. =

IL DIRETTORE GENERALE

De.)

1276

11 3 luglio 1945

AL MINISTERO DEI TRASPORTI

Ferrovie dello Stato - Sez. Materiale

R O M A

e, p.c. AL COMMISSARIATO FERROVIE STATO

MI L A N O

Oggetto: Vagoni cisterna
già di proprietà delle FF.SS.
Italia.

Sono un reduce dell'internamento in Germania prima come inter-

nato militare e dopo come internato civile.

Durante la mia permanenza in tale paese fui destinato, frè l'altro a lavorare presso la Ditta Wollny di Ohlau (Breslavia) che aveva una grande Officina per la rimozione dei vagoni cisterna delle Ferrovie. Tra i vagoni di tutte le nazionalità capitati per la revisione c'è da comprendere, purtroppo tanti italiani; fino al maggio 1944 tali vagoni venivano riparati rispettando l'iscrizione italiana e quindi la proprietà.

Da tale data, però, per i soli vagoni italiani non venne più rispettato il diritto di proprietà e dopo le dovute riparazioni, sui vagoni le lettere italiane F.S. (Italia) venivano sostituite con D.R. (Deutsche Reichsbank) e immatricolazione tedesca. Si aggiunge anche che tali vagoni venivano immatricolati tutti al Compartimento di Saarbrücken e il numero approssimato su cui fu effettuata la variazione del maggio 1944 al 21 gennaio 1945 (data in cui tale località fu fatta evacuare allo scrivente per l'arrivo dei Russi) si aggira su circa 200 (duecento) unità.

Inoltre le variazioni venivano eseguite anche presso altre Officine e ciò lo scrivente lo ha potuto a suo tempo dedurre dal fatto che altri vagoni di fabbricazione italiana (O.M.-Reggiano Fiat) su cui era già stata apportata la variazione in parola portassero, nello spazio riservato ai nomi delle Ditte riparatrici sulla traversa longitudinale, i nominativi di Officine di altre regioni della Germania.

Tanto si comunica perdovere d'Italiana e perché il nostro Governo possa fare gli opportuni passi presso chi di dovere per

1275

Sono un reduce dell'internamento in Germania prima come internato militare e dopo come internato civile.

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Tanto si comunica perdovere d'Italiano e perché il nostro Governo possa fare gli opportuni passi presso chi di dovere per il ritorno sulle nostre strade ferrate di materiale tanto prezioso in questo momento.

Per eventuali delucidazioni o magari riconoscizioni del materiale sarei disposto anche a recarmi nuovamente in Germania. =

F.to Geometra Gino Tabano

HEADQUARTERS
ALLIED COMMISSION
MILAN OFFICE
APO 394
TRANSPORTATION SUB-COMMISSION

7 September '45

Tel. 067 Ext. 200
864/M/TH2/W

SUBJECT : Disposition of railway wagons
in North Italy.
TO : Transportation Sub-Commission
Rome

The attached shows the disposition ect. of rolling stock in
Lombardia - Liguria and Piemonte on 4 September 1945.

N.A. Symon
for Mr. J.

M. HARRIS
Lt. Col. C.E.

GC/mg

1274

2248

LOMBARDIA REGION

TYPE	LOADED	EMPTY	TOTAL SERVICABLE	BROKEN DOWN WAGONS	TOTAL ALL CONDITIONS	1273
Closed wagons	337	391	728	904	1632	
High sides	391	1119	1510	1510	3020	
Low sides or box wagons	104	224	328	120	448	
PMZ POZ PRZ PVZ	11	26	37	18	55	
Refrigerators	---	45	45	9	54	
Tankers	4	32	36	193	229	
Other types	---	16	16	7	23	
Grand total	847	1853	2700	2761	5461	

2249

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

	EMPTY	TOTAL SERVICABLE	BROKEN DOWN WAGONS	TOTAL ALL CONDITIONS	1273 REMARKS
	391	728	904	1632	
	1119	1510	1510	3020	
	224	328	120	448	
	26	37	18	55	
	45	45	9	54	
	32	36	193	229	
	16	16	7	23	
	1853	2700	2761	5461	

LIGURIA REGION

TYPE	LOADED	EMPTY	TOTAL SERVICABLE	BROKEN DOWN WAGONS	TOTAL ALL CONDITIONS	REMARKS
Closed wagons	406	367	773	64	837	
High sides	730	982	1712	64	1776	
Low sides or box wagons	31	103	134	2	136	
IWZ POZ PRZ PVZ	3	7	10	===	10	
Refrigerators	===	10	10	===	10	
Tankers	30	63	93	76	169	
Other types	46	89	135	===	135	
Grand Total	1246	1621	2867	206	3073	

LIGURIA REGION

EMPTY	TOTAL SERVICABLE	BROKEN DOWN WAGONS	TOTAL ALL CONDITIONS	REMARKS
367	773	64	837	
982	1712	64	1776	
103	134	2	136	
7	10	===	10	
10	10	===	10	
63	93	76	169	
89	135	===	135	
1621	2867	206	3073	

PIEMONTE REGION

TYPE	LOADED	EMPTY	TOTAL SERVICABLE	BROKEN DOWN WAGONS	TOTAL ALL CONDITIONS	R
Closed wagons	186	193	379	82	461	
High sides	741	646	1387	136	1523	
Low sides or box wagons	40	149	189	22	211	
PWZ POZ PRZ PVZ	9	6	15	==	15	
Refrigerators	2	22	24	1	25	
Tankers	9 t	94	103	6	109	
Other types	18	29	47	5	52	
Grand total	1005	1139	2144	252	2396	

2253

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

ED	EMPTY	TOTAL SERVICABLE	BROKEN DOWN WAGONS	TOTAL ALL CONDITIONS	1271 REMARKS
	193	379	82	461	
	646	1387	136	1523	
	149	189	22	211	
	6	15	===	15	
	22	24	1	25	
	94	103	6	109	
	29	47	5	52	
	1139	2144	252	2396	

24J/10

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

8 September 45

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

SUBJECT : Wagen Distribution

TO : Sr Tn Officer - Naples
Tn Officer Reggio
" " Bari
" " Florence
" " Ancona
" " Rome
" " Bologna

1. With the object of creating a better distribution of Wagons, a Wagon Control Committee representative of MRN - AC and I.R.P., meets at this HQ daily. This Committee's decisions are based upon the Daily Wagons Reports and orders are given for levies and supplies of empties between Compartimenti as the situation requires.
2. Up to the present there has been considerable weakness in carrying out these orders by the Compartimenti concerned and it does not seem to be understood that orders for movements of empties must be met irrespective of any other demands or requirements.
3. Before making an order for movement of empties, the Committee takes fully into consideration the needs of each Compartimento in conjunction with the wagon position as a whole.
4. The existing wagon shortage calls for special attention to be given to the following points, viz:-
 - (a) speedy offloading
 - (b) collection of odd empties, from outlying stations, which are not required for immediate reloading.
 - (c) When the demand for empties for following day's loadings exceeds the supply in sight - advance arrangements must be made to collect and load wagons as they become empty on the following day.
5. Transportation Officers can help considerably in these initial stages by creating a proper understanding of the scheme in each area.

By Command of Rear Admiral SACRE:

Arthur May
for Director
1270

In Officer Regio
 " " Bari
 " " Florence
 " " Ancona
 " " Rome
 " " Bologna

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 - (a) speedy offloading
 - (b) collection of odd empties, from outlying stations, which are not required for immediate reloading.
 - (c) When the demand for empties for following day's loadings exceeds the supply in sight - advance arrangements must be made to collect and load wagons as they become empty on the following day.
5. Transportation Officers can help considerably in these initial stages by creating a proper understanding of the scheme in each area.

By Command of Rear Admiral STONE:

Arthur May
 for Director

Copy to: MEMS

22/20

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

8 September 45

Ref: 02.3491/9582
Ref: AC/30/In 4

SUBJECT : Wagon Distribution.

TO : Mr. In Officer - London
In Officer Reggio
" " Bari
" " Florence
" " Ancona
" " Rome
" " Bologna

1. With the object of creating a better distribution of wagons, a Wagon Control Committee representative of SAC - AC and IIR, meets at this HQ daily. This Committee's decisions are based upon the Daily Wagon Reports and orders are given for loading and supply of empties between Compartments as the situation requires.

2. Up to the present there has been considerable wastage in carrying out these orders by the Compartments concerned and it does not seem to be understood that orders for movements of empties must be met irrespective of any other demands or requirements.

3. Before making an order for movement of empties, the Committee takes fully into consideration the needs of each Compartment in conjunction with the wagon position as a whole.

4. The existing wagon shortage calls for special attention to be given to the following points, viz:-

- (a) Speedy Offloading
- (b) Collection of old empties, from unloading stations, which are not required for immediate reloading.
- (c) When the demand for empties for following day's loadings exceeds the supply in sight - advance arrangements must be made to collect and load wagons as they become empty on the following day.

5. Transportation Officers can help considerably in these initial stages by creating a proper understanding of the scheme in each area.

By Command of Rear Admiral SMITH :

1289
Admiral Smith
for Director

1. With the object of creating a better distribution of wagons, a Wagon Control Committee representative of MRS - AC and IOR, meets at this HQ daily. This Committee's decisions are based upon the daily wagon reports and orders are given for levies and supplies of captives between Compartments on the situation requires.

2. Up to the present there has been considerable weakness in carrying out these orders by the Compartments concerned and it does not seem to be understood that orders for movements of captives must be met irrespective of any other demands or requirements.

3. Before making an order for movement of captives, the Committee takes fully into consideration the needs of each Comartment in conjunction with the wagon position as a whole.

4. The existing wagon shortage calls for special attention to be given to the following points, viz:-

- (a) Speedy offloading
- (b) Collection of old captives, from existing stations, which are not required for immediate reloading.
- (c) When the demand for captives for following day's loadings exceeds the supply in sight - advance arrangements must be made to collect and load wagons as they become empty on the following day.

5. Transportation Officers can help considerably in these initial stages by creating a proper understanding of the scheme in each area.

By Command of Rear Admiral STICK :

1249

Admiral
for Director

Copy to: MRS

RAJ/ic

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

7 September 45

Ref. 843191/2502
Ref. AG/301/Tn 4

SUBJECT : Wagon Availability

TO : Movements (Rail Branch)

1. Examination of the totals of wagons arriving and off-loaded during the period August 21st to September 5th reveals the following figures: viz:-

Average Arrivals 2755 per day
" Offloaded 2713 " "
" Remainder 3745 " "

Date	Arrived	Off Loaded	Remainder
Sat. Aug. 25	2730	2742	3316
Sun. " 26	2944	2235	4015
Sat. Sep. 1	2787	2724	3601
Sun. " 2	3051	1939	4693

2. It will be noted that, while the arrivals at each week-end were slightly above average, the offloading rate failed to the extent of 699 wagons and 1092 wagons respectively. Also that, during the week August 26th to September 1st the failure to maintain average offloading leaves a remainder of 3601 on Sept. 1st which increased to 4693 on Sept. 2nd.
3. During the period under review, the proportion of Civil Traffic has increased in relation to Military Traffic and this week-end lag is probably due, to some extent, to Civil traffic not being offloaded on Saturday afternoon and Sunday.
4. Having regard to the fact that Civil Traffic will continue to increase, as Military Traffic will decrease, the absence of a full offloading programme at week-ends will have a serious affect on the availability of wagons.
5. This Division therefore suggests that consideration be immediately given to the position as outlined above with the view to ensuring that, on Saturdays and Sundays, the unloading of Civil Traffic shall continue to the fullest possible extent.

Adrian May 1268
Chief,
Rail Division.

4. Examination of the totals of wagons arriving and off-loaded during the period August 21st to September 5th reveals the following figures: viz:-

Average Arrivals 2755 per day
 " Offloaded 2713 " "
 " Remainder 342 " "

Date	Arrived	Off Loaded	Remainder
Sat. Aug. 25	2730	2742	5316
Sun. " 26	2944	2235	4015
Sat. Sep. 1	2787	2724	3601
Sun. " 2	3051	1959	4693

It will be noted that, while the arrivals at each weekend were slightly above average, the offloading rate failed to the extent of 699 wagons and 1092 wagons respectively. Also that, during the week August 26th to September 1st the failure to maintain average offloading leaves a remainder of 3601 on Sept. 1st which increased to 4693 on Sept. 2nd.

During the period under review, the proportion of Civil Traffic has increased in relation to Military Traffic and this weekend lag is probably due, to some extent, to Civil traffic not being offloaded on Saturday afternoon and Sunday.

Having regard to the fact that Civil Traffic will continue to increase, as Military Traffic will decrease, the absence of a full offloading programme at weekends will have a serious affect on the availability of wagons.

This Division therefore suggests that consideration be immediately given to the position as outlined above with the view to ensuring that, on Saturdays and Sundays, the unloading of Civil Traffic shall continue to the fullest possible extent.

Adrian May 1268
 Chief,
 Rail Division.

Copy to: MTS

CRW/mb

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

7 September 1945

Tele : 478704

333/85/Tn.3.

SUBJECT : Sunday-Port Working

TO : Rail Division (Tn.4.)

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

For Chief, Movements Division

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

Copy to - Shipping Branch

1267

Subject: Delay in unloading
Rail Wagons - Coal.

Movements,
Rear HQ 13 Corps
Tel: TRIESTE 29004
Mov 2/10.

To: AMG VENEZIA Region XII

30 Aug 45.

Copy to: AMG 13 Corps
Port Comdt VENICE (2) incl 1
for Lt. Roger Fitman Coal Sect.
Tn AC ROME

1. Considerable difficulty is being caused by the despatch of high sided wagons containing coal to individual stations (mostly West of VENICE) from where the wagons are not returning.
2. It is pointed out that the breakdown of the coal given to Movements and Transportation shows that there are about 20 - 30 different points to where individual wagons are despatched.
3. This has caused a serious shortage of high sided wagons in 13 Corps Area with a direct result that there is 5,400 tons of coal on the quay in VENICE waiting despatch.
4. May this matter be energetically pursued and a system organised so that wagons are kept underload at the stations for a maximum of 24 hrs only and that the I.S.R. are properly informed when the wagons are unloaded so that they can be returned to circulation.
5. May this HQ please be informed how the scheme will operate to ensure the wagons are unloaded.

Philip Webb
(H.D. PHILIP) Lt-Col.
A.Q.M.G. (M).

1286

EAJ/10

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

5 September 45

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

SUBJECT : Wagon allocation for Civil Loadings.

TO : DDMRS (Lt. Col. W.A.G. Suddaby)

1. With reference to your enquiry as to the average wagon requirements, in each Compartimento.

2. Requisitions are prepared, about 14 days in advance, based upon the accepted bids in each area and the proportion of wagons allotted by AFHQ for Civil Traffic viz.

WEEK ENDED :	August 19	August 26	Sept. 2	Sept. 9
ANCONA (Wagons per day)	130	124	115	143
FLORENCE "	88	100	163	128
ROME "	207	199	237	243
NAPLES "	185	154	194	193
BARI "	82	102	116	136
REGGIO "	73	41	114	86
BOLOGNA "	—	45	26	36
TOTAL "	765	765	965	965

The reservation of 35 cars for Refugee Trains daily completed the authorized allocation of 1,000 cars.

For the Chief Commissioner :

A.S. PING, Major
A.S. PING, Major

1265

HAJ/10

TRANSPORTATION SUB-COMMISSION, AG
(RAIL DIVISION)
c/o Transportation (br) Main
C.M.P.

1 September 45

Ref: 843191/9583/Tn 4
Ref: AG/301/Tn 4

SUBJECT : Wagon Distribution

TO : I.S.R. General Direction
Action: Ing. Bertoli

1. An examination of the Daily Wagon Returns received up to date indicates that in most Compartimenti the totals shown as Wagons Required for loading are much in excess of the actual loading, viz.

	<u>Average Demand</u>	<u>Average Actual Loading</u>
Naples	1290	470
Bari	1440	500
Reggio	310	160
Firenze	490	325
Ancona	615	425
Bologna	500	245
Rome	160	350

2. Column C on Form 2 should include only those wagons which are required to Load the during the ensuing 24 hours.

3. Will you please take up with those concerned in order that requirements shall be accurately shown.

acting
for Director

Copy to: DURS - Bldg.
Sen Tn Officer, Naples
" " " Bari
Tn Officer, Rome
" " Bologna
" " Ancona
" " Florence
" " Reggio

TO : I.C.R. General Direction
Action: Ing. Bertoli

1. In examination of the Daily Wagon Returns received up to date indicate that in most Compartimenti the totals shown as Wagons Required for Loading are much in excess of the actual loading, viz.

Average Demand

Naples	1290
Bari	1140
Reggio	310
Firenze	430
Ancona	615
Bologna	300
Rome	160

Average Actual Loading

470
500
160
325
425
245
350

2. Column 0 on Form 2 should include only those wagons which are required to Load the during the ensuing 24 hours.

3. Will you please take up with those concerned in order that requirements shall be accurately shown.

acting
for Director

Copy to: D.M.RS - Bldg.
Sen Tn Officer, Naples
" " " Bari
Tn Officer, Rome
" " " Bologna
" " " Ancona
" " " Florence
" " " Reggio

1264

ALCOM MILAN FOR FISKR ALCOM GENOA FOR COOMBS

INFO AFHQ CITE PHOEN PHOEN

EX 4593

31 AUG 46

02 PRIORITY

RESTRICTED PD

PARA ONE PD SUBJECT PD SWISS IMPORTS THROUGH PORT OF GENOA PD
PAREN TO ALCOM MILAN FOR FISKR FOR SYMONS TO ALCOM GENOA FOR COOMBS
INFO TO AFHQ CITE PHOEN PHOEN FROM HQ ALCOM CITE ACFT PAREN

PARA TWO PD AFHQ REPORT SWISS GOVERNMENT ARRANGING DIVERT VESSEL
 GALANDA BX USA WITH SIX SIX ZERO ZERO TONS GRAIN TO GENOA FOR DISCHARGE PD VESSEL AT PRESENT ROUTED TONLON ETA ^{GENOA} ~~THREE~~ FOUR SEPT PD

PARA THREE PD AFHQ HAVE BEEN INFORMED THAT VESSEL CAN BE ACCEPTED PD

PARA FOUR PD ITALIAN PORT AUTHORITIES AT GENOA HAVE BEEN ~~INFORMED~~
 INFORMED AND IT IS UNDERSTOOD SWISS FEDERAL PORT COMMISSIONER ALREADY
 AT GENOA WILL ARRANGE DISCHARGE LOCALLY WITH PORT AUTHORITIES PD

PARA FIVE PD RAILWAY WAGONS FOR CLEARANCE OF CARGO WILL BE PROVIDED
BY SWISS GOVERNMENT PD ITALIAN ROLLING STOCK WILL NOT REPEAT NOT BE
USED PD

PARA SIX PD ANY FURTHER INFORMATION RECEIVED ON THIS SUBJECT WILL BE
 PASSED TO YOU BY SIGNAL PD

Copy to : MOON SHOT - RAIL DIV (In.4) - SHIPPING BRANCH - ACCOUNTS &
 STATE BRANCH - COMMERCE SC (FOREIGN TRADE) - FOOD SC -

1263

TRANSPORTATION SC

541

[Handwritten signature]

NICHOLAS PIERBINO
 CWG - U.S.A.
 Asst. Adjutant

2266

24J/10

22 August 45

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

Tel: 843238/9582
Ref: AC/301/Tn 4

SUBJECT : Wagon Turn Round.

TO : Ing. di Raimondo
Director General ISR

1. Reports indicate undue detention of wagons under load, as detailed below.
2. Will you please identify and bring to the notice of the section responsible with the view to an early release.

REMARKS	
STATION	NO. OF WAGONS
Campo Trens	35
Merano	16
Bolzano	53
Cade David	6
Rezzatto	94
Donneglaria	17
Somme campagna	7
Sanguinetto	2
Parona	7
Griszane	8
Palestrina	4

On hand since Aug. 1st	
On hand 10 to 20 days	
Average offload 10 per day	
On hand since 1st August	
" " " " " "	July
" " " " " "	July 18th
" " " " " "	Aug. 3rd
" " " " " "	" 6th
" " " " " "	July.

Offloading NIL
Some on hand since July 29th.
Received August 6th.

auding
for Director

ACP/lnl

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

Tel. 843238
Ref. AC/301/Tnl.

21 August 1945

SUBJECT : Wagons, Line 69.

TO : LDMRS

1. When on a visit to the North recently, the Deputy Director of this Sub-Commission noticed along the line, particularly, at Bolzano, Trento, and Rovereto, a number of wagons standing in sidings. Some of them were obviously, nonrunners but the bulk appeared to be in good order and a large proportion of them were empty.

2. In view of the shortage of wagons in the South the matter is brought to your attention in case it is possible to arrange for some of these wagons to be transferred.

acting mng
for Director

CC: Movements Division, Rail Section

1261

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/lrv

430/70/Tn 1

10 August 1945

SUBJECT: Wagons, Line 69

TO: Rail Division, Transportation Sub-Commission

1. When returning from Bolzano a few days ago I noticed that all along the line, particularly at Bolzano, Trento, and Rovereto, a number of wagons were standing in sidings. Some of them were nonrunners but the bulk appears to be in good order and certainly a large proportion of them were empty. In view of the great shortage of wagons in the south will you please follow up with MRS to ascertain the true position and find out whether these wagons could be transferred to the south.

M. B. Thomas

M. B. THOMAS, Colonel
Deputy Director

cc: Movements Division

1280

BEST COPY POSSIBLE

1. The Department should be aware that the Department of State has been requested to provide information to the Department of Defense regarding the Department of State's activities in the area of international law.

2. The Department should be aware that the Department of State has been requested to provide information to the Department of Defense regarding the Department of State's activities in the area of international law.

3. The Department should be aware that the Department of State has been requested to provide information to the Department of Defense regarding the Department of State's activities in the area of international law.

- (a) General, covering the area of international law.
- (b) General, covering the area of international law.
- (c) General, covering the area of international law.

4. The Department should be aware that the Department of State has been requested to provide information to the Department of Defense regarding the Department of State's activities in the area of international law.

- (a) General, covering the area of international law.
- (b) General, covering the area of international law.
- (c) General, covering the area of international law.

5. The Department should be aware that the Department of State has been requested to provide information to the Department of Defense regarding the Department of State's activities in the area of international law.

The Department of State should be aware that the Department of State has been requested to provide information to the Department of Defense regarding the Department of State's activities in the area of international law.

Refugee

6. The Department should be aware that the Department of State has been requested to provide information to the Department of Defense regarding the Department of State's activities in the area of international law.

Maj/ag

TRANSPORTATION SUB-COMMISSION A.C.S.
(RAIL DIVISION)
C/o Transportation (Mr) Main,
C.M.P.

9 August 1945

Tel.: 643191/9592

Our ref.: AC/101/24.4

SUBJECT: Wagon Turn Round.TO : C.M.P.

1. Attached is a list of 1028 wagons which, according to sitreps examined up to Aug. 8th inclusive, are being held under load at destinations over 48 hours.

2. In most cases the length of time these wagons have been held exceeds 3 days and there are some cases of holding up for 10 days.

3. The cases quoted are just a few obvious examples which a study of the sitrep reveals - there are probably many more individual wagons held for unnecessarily long periods which can only be detected by detail review of wagon arrival and clearance, at each station.

4. Reduction of the holdings shown on this list to a 48 hour straddle based on average rate of offloading, would increase wagon availability immediately by nearly 600 wagons.

5. Information is not at present available to show whether these loads are Military or Civil but the matter is so urgent that it is passed to you in this form in order that both Military & Civil Sections may examine their loadings and take the necessary steps to effect the speedy release of all wagons for which they are responsible.

6. It follows also that where the offloading rate cannot be stepped up consideration should be given to the imposition of a stop on loading to such points until the normal straddle is reached and also to control future loadings at a rate to conform with offloading capacities as nearly as possible.

Arthur May

Per Director.

1945

2 2 7 3

TO : D.V.H.H.

1. Attached is a list of 1028 wagons which, according to Sitrop examined up to Aug. 6th inclusive, are being held under load at destinations over 48 hours.

2. In most cases the length of time these wagons have been held exceeds 3 days and there are some cases of holding up for 10 days.

3. The cases quoted are just a few obvious examples which a study of the Sitrop reveals - there are probably many more individual wagons held for unnecessarily long periods which can only be detected by detail review of wagon arrival and clearance, at each station.

4. Reduction of the holdings shown on this list to a 48 hour standage based on average rate of offloading, would increase wagon availability immediately by nearly 600 wagons.

5. Information is not at present available to show whether these loads are Military or Civil but the matter is so urgent that it is passed to you in this form in order that both Military & Civil Sections may examine their loadings and take the necessary steps to effect the speedy release of all wagons for which they are responsible.

6. It follows also that where the offloading rate cannot be stepped up consideration should be given to the ~~imposition~~ of a stop on loading to such points until the normal standage is reached and also to control future loadings at a rate to conform with offloading capacities as nearly as possible.

Asbury May

For Director, 1258

Copy to:- Movements (Rail)
Capt. Sub-Comm HQ AG.
Capt. Gray AFHQ Liaison Officer
W/O M.H.S.
Ing. Pl. Balduino
Director General ISH

Mr. M. Officer
Mr. M. Officer
Capt. Officer
Capt. Officer
Capt. Officer
Capt. Officer
M.S./1 AFHQ Liaison Officer

2274

Karl R. Swenson (Tad)

RECEIVED 11/10/45

11/10/45

Transportation Sub-Committee

Ref: 478704

103/41/22

9 August 1945

SUBJECT: Wagon - Supply and delivery in offloading

Distribution: See below

1. It has been reported by Rail Division that the number of wagons standing under load has increased by 50% between July 7 and August 1st when the total was 4,000.

2. This shortage of capacity is seriously affecting the already unsatisfactory availability position and all Transportation Officers must maintain a close watch, with a view to speeding up offloading.

3. Any serious cases of bed offloading will be reported to this HQ as soon as it is clear that local action has failed to effect the necessary improvement.

By Command of Rear Admiral W. H. W.

Ch. Worthington
C. H. WORTHINGTON, R.N.
Major

DISTRIBUTION

Senior Transportation Officer, AD War

" " " " " " " " " " " "

AD War

1257

1. It has been reported by Rail Division that the number of second standing under load has increased by 30% between July 7 and August 1st when the total was 4000.
2. This shortage of capacity is seriously affecting the already unsatisfactory availability position and all Transportation Officers must maintain a close watch, with a view to speeding up offloading.
3. Any serious cases of bad offloading will be reported to this HQ as soon as it is clear that local action has failed to effect the necessary improvement.

By Command of Rear Admiral *W. H. H. H.*

C. H. Worthington
 M.A. WORTHINGTON,
 Major

DISTRIBUTION

Senior Transportation Officer, AD Bari	AD Bari	1257
" " " " " "	AD Reggio	
" " " " " "	AD Naples Commune	
" " " " " "	AD Rome	
" " " " " "	AD Florence	
" " " " " "	AD Ancona	
" " " " " "	AD Lido Region	

IFC/mb

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

Tele : 478701

8 August 1945

272/84/Tn.3.

SUBJECT : Rail Movement of Wheat

TO : Rail Division (Tn.4.) ✓
(Attn. Lieut Jefferies)

1. Enclosed is a translation of letter dated 27 July, received from the Federazione Italiana dei Consorzi Agrari by the Food Sub-Commission, complaining re wagon shortage for shipments of wheat to Rome, Frosinone and Latina.
2. Grain movement is of high priority and every effort should be made to see that adequate wagons are provided to meet accepted programmed bids.

For Chief, Movements Division

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

Copy to : Food Sub-Commission
(your 51-2-124/FOOD, dated 2 Aug. '45 refers).

1256

copy

/mb

TRANSLATION

FROM : Federazione Italiana dei Consorzi Agrari
Ufficio Interregionale di Roma, Cereals

TO : Food Sub-Commission

Ministry of Transport, Serv. Movimento, Sez. IV Rome (For information)
Commissariato Regionale Alimentazione, Rome
SE.PR.AL. Via delle Grazie, Rome.

SUBJECT : Transference of Wheat

As you are aware, for a long time we have been repeatedly advised by our federations, who make deliveries of wheat and by-products to the provinces of Rome, Frosinone and Latina that the wagons bid for and conceded are not made available at loading stations.

This continued state of affairs causes, as we have advised you from time to time, by slowing down deliveries, an irregular supplying of the provinces to which the produce is consigned.

This irregularity, in addition to the principal inconvenience above mentioned, brings about an accumulation of commodities awaiting movement on the loading stations, and delays, and often holds up altogether the amassing of new crop wheat as the collecting warehouses still contain cereals from the last harvest.

We would inform you that the last factor causes much dissatisfaction amount farmers who are forced to delay delivery of their produce.

We should be very much obliged if you would attend to this question in an effort to obviate these disadvantages.

FEDERAZIONE ITALIANA CONSORZI
AGRARI
Ufficio Interregionale
R O M A

RAJ/ic

INTER-OFFICE MEMORANDUM

Tel. 843238

Ref. AG/301/Tn 4

SUBJECT : Wagon Supply (Rate of Repair of Cripple Wagons).TO : Major S. L. ~~WINTER~~, *Burns*
Mech Engineer.

1. In connection with arrangements now being made to effect a better distribution of wagons, the question of the rate of repair of cripple wagons arises.
2. It is becoming increasingly difficult to meet all demands for empty wagons, and, while this difficulty may be partly met by improved methods of distribution it will be useful to know all the information obtainable as to increasing availability.
3. The main shortages at present are of covered cars and high sides, in that order, and it would be useful to know the number of wagons of these types now waiting for light repairs, whether covered cars are given priority, and the average rate at which these types are coming into traffic.

as per May
for Director
Operating Branch

Transportation Sub-Commission, (Rail)
4 August 45

1254

BAJ/ic

INTER-OFFICE MEMO

Ref. AC/301/Tn 4.

6 Aug 45

SUBJECT : Wagon Supply.

TO : Movements
Tn Sub-Commission H; AC

1. Figures have now been received which show that the number of wagons standing under load has increased since July 7th by 50% via July 7th, 2798 August 1st 4206.
2. This progressive wastage of capacity is seriously affecting availability and call for drastic action to speed up offloading, together with an immediate stoppage of loading wagons which cannot be cleared currently.
3. Several cases of serious lag in offloading Allied Commission traffic have been brought to notice this week and action has been taken as per paragraph 2., and the general position is now notified in order to emphasize the necessity for a close watch to be maintained by the Movements Officers in each Compartimento.

A. B. May
for Director

Transportation Sub-Commission (Ralls)
Tel. 343238
6 August 45.

1253

ACP/1c

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

Tel. 843238
Ref. AC/129/Tn 4

2 August 45

SUBJECT : Import of Cotton Seed Oil at Genoa.

TO : Movements (Rail)
To Sub-Commission HQ AC

1. It is confirmed that tank wagons can be made available at Genoa for movement of 1500 tons of cotton seed oil provided reasonable notice is given of arrival of the vessel in order that tankers can be cleaned and spotted as required.
2. It is understood syphoning from tanker to rail vehicles is responsibility of Ports and Warehousing Division.

Arthur May
for Chief,
Rail Division.

Copy to: MRB (Major London)
Lt. Jeffrey Rail Div Ops.
Major Talbot To Sub-Comm. Ad. Schelon.

1252

2281