

1360

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

ACC AC911+11.4 10000/148/2156

RAIL TRAN
JUN. - DEC. 1945

00/148/2156

RAIL TRANSPORTATION - FREIGHT
JUN. - DEC. 1945

Ministry of Transports
I.S.R. Direction General
Movement Service

Rome Jan. 14th - 1946.
M.323/25736/363/35/Icca/4914/28

Subject:

Trains belated at Rome
Tuscolana Station as
awaiting for Allied escort.

To: Directorate M.R.S.

Building

Copy to: Tn.Sub Comm. A.C.

Building

1. The freight trains are still remarkably belated at Rome Tuscolana Station as waiting for the Allied escort and as military wagons are being requested to be coupled to these trains at the departure time. Considerign that Servizio Movimento, by letter M.323/2345/363/35, dated Dec. 5, 1945, have already reported to you the a/m inconveniences, you are kindly requested to avoid these delays so that no traffic stand still be caused.

It is to be considered, also, that the operation of Rome Tuscolana Station, as it was already pointed out by the a/m letter, is very difficult as the facilities available are limited in comparison with the present traffic.

2. The delays happened at this Station during the period from Dec. 16 to 22, 1945 are the following:

On Dec. 16, 1945 - Train 4320 dep. 0425 hrs., 240' belated

as awaiting for the Allied escort

- Train 8204 dep. 0420 hrs, 147' belated, do

- Train 9027 " 1500 " 30' 926 do.

On Dec. 17, 1945 - Train 6734 " 0855 " 250' " to

Subject:

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as awaiting for the Allied escort

- Train 8204 dep. 0420 hrs, 147' belated, do
- Train 9027 " 1500 " 30' 926 do.

On Dec. 17, 1945 - Train 6734 " 0855 " 250' " to discouple Allied Military stocks due to lack of Allied escort.

- Train 8047 dep.1350 hrs, 70' belated as awaiting for Allied escort.

- Train 8055 dep. 2157 hrs, 197' belated as above.

- Train 9031 " 2215 " , 237' (the corresponding train arrived from Traste=

Ci.14/1/cm.

not

- 2 -

vere at 1738 hrs) to decouple 2 wagons and to couple one (R.T.O.'s order) and as awaiting for British escort.

On Dec. 18, 1945 - Train 4360 dep. 1335 hrs, 219' belated (R.T.O.'s order) to couple 5 wagons loaded with British troops from Military Depot and as awaiting for Allied escort.

On Dec. 18, 1945 - Train 8200, dep. 0455, 100' belated (the corresponding train arrived at 0255 hrs) as awaiting for Allied escort.

- Train 8047, dep. 1340 hrs, 65' belated, to couple 2 wagons from Military Depot (R.T.O.'s order).

- Train 8256, dep. 2130 hrs, 137' belated, as awaiting for American authority.

- Train 8033, dep. 2156 hrs, 80' belated, to decouple 4 wagons of Military Transports used, upon R.T.O. order, for braking purposes and substitute brakes.

On Dec. 19, 1945. - Train 4520, dep. 0800 hrs, 90' belated, as awaiting for British escort.

Train 8057, dep. 2210 hrs, 35' belated to decouple 2 military wagons (R.T.O.'s order) and as no allied escort was available.

- Train 8039, dep. 2235 hrs, 115' belated as at the departure time two military wagons were decoupled (R.T.O.'s order) and as no Allied escort was available. 925

On Dec. 20, 1945 - Train 4330, dep. 0640 hrs, 70' belated as

- awaiting for British escort.
- On Dec. 18, 1945 - Train 4360 dep. 1355 hrs, 219' belated (R.T.O.'s order) to couple 3 wagons loaded with British troops from Military Depot and as awaiting for Allied escort.
- On Dec. 18, 1945 - Train 8200, dep. 0455, 100' belated (the corresponding train arrived at 0255 hrs) as awaiting for Allied escort.
- Train 8047, dep. 1340 hrs, 65' belated, to couple 2 wagons from Military Depot (R.T.O.'s order).
- Train 8256, dep. 2120 hrs, 107' belated, as awaiting for American authority.
- Train 8039, dep. 2155 hrs, 80' belated, to decouple 4 wagons of Military Transports used, upon R.T.O. order, for braking purposes and substitute brakes.
- On Dec. 19, 1945 - Train 4350, dep. 0600 hrs, 30' belated, as awaiting for British escort.
- Train 8057, dep. 2210 hrs, 35' belated to dis couple 2 military wagons (R.T.O.'s order) and as no allied escort was available.
- Train 8059, dep. 2235 hrs, 115 belated as at the departure time two military wagons were decoupled (R.T.O.'s order) and as no Allied escort was available. 925
- On Dec. 20, 1945 - Train 4350, dep. 0640 hrs, 70' belated as awaiting for Allied escort.
- Train 8049, dep. 1845 hrs, 270' belated, awaiting for R.T.O.'s Authority.
- Train 8061, dep. 0825, 175' belated (the corresponding train arrived at 0010 hrs) as awaiting for British escort.
- On Dec. 21, 1945. - OL 2747, dep. 0010, 35' belated as awaiting for Allied escort.

- OL 2070 dep. 1628 hrs, 53' belated (the corresponding train arrived from Ostiense at 1515hrs as awaiting for Allied escort and to couple an empty wagon for the very escort.
- Train 8244, dep. 1745 hrs, 162' belated as, upon RPO's order, the loco was decoupled and used for other movement.
- Train 8246, dep. 1905 hrs, 155' belated as R.T.O. ordered to wait for OL.6 (foodstuff), while it was used for common freights.
- Train 8051, dep. 1855 hrs, 55' belated (the corresponding train arrived at 1840 hrs) as awaiting for Allied escort.
- Train 8064, dep. 0040 hrs, 171' belated, as awaiting for Allied escort.
- Train 8031, dep. 0325 hrs, 165' belated, as awaiting for Allied escort.
- Train 8043, dep. 1250 hrs, 30' belated, as at the departure time a wagon was decoupled (R.T.O.'s order)
- Train 8035, dep. 2030 hrs, 113' belated as awaiting for Allied escort.

On Dec. 22, 1945 -

The Director General

Sgd. Di Raimondo

as awaiting for Allied escort and to couple an empty wagon for the very escort.

- Train 8244, dep. 1745 hrs, 152' belated as, upon RFO's order, the loco was decoupled and used for other movement.
- Train 8245, dep. 1806 hrs, 156' belated as R.F.O. ordered to wait for OL.6 (foodstuff), while it was used for common frights.
- Train 8051, dep. 1858 hrs, 55' belated (the corresponding train arrived at 1840 hrs) as awaiting for Allied escort.
- Train 8264, dep. 0040 hrs, 171' belated, as awaiting for Allied escort.
- On Dec. 22, 1945 - Train 8021, dep. 0325 hrs, 165' belated, as awaiting for Allied escort.
- Train 8043, dep. 1850 hrs, 30' belated, as at the departure time a wagon was decoupled (R.F.O.'s order)
- Train 9035, dep. 2030 hrs, 113' belated as awaiting for Allied escort.

The Director General

Sgd. Di Raimondo

Cu.cm.

924



MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

Roma, li 1 GEN 1946 194

N. M. 323/25736/363/35. / *via 79/11/28*

Al N.

del

DIREZIONE M.R.S.

S E D E

OGGETTO

Ritardo treni a Roma Tu-
scolana per attendere
scorta Alleata.

p.n.

SOTTOCOMMISSIONE TRASPORTI A.C.

S E D E

ALLEGATI N.

- 1)- Continuano a verificarsi alla stazione di Roma Tuscolana, sensibili ritardi ai treni merci per attendere la scorta Alleata e per richieste di aggiunta di carri militari all'atto in cui i treni sono pronti a partire. E poichè il Servizio Movimento, con lettera n° M/323/2345/363/35 del 5-12-s.a., ebbe già a segnalare a codesta Direzione tali inconvenienti, si rivolge nuovamente viva preghiera perchè i ritardi in questione siano evitati per non creare incagli alla circolazione dei treni, considerato anche che la stazione di Roma Tuscolana, come è già stato riferito dal Servizio stesso con la lettera innanzi citata, trovasi sovente in difficoltà per la limitata potenzialità dei suoi impianti, in relazione al traffico attuale.-
- 2)- Si citano, qui appresso, i ritardi verificatesi alla suddetta stazione, nel periodo dal 16 al 22-12-s.a.:
 - Giorno 16-12-45 - Treno 4320 partito ore 4.25 con 240' di ritardo per attendere scorta Alleata.
 - Treno 8204 partito ore 4.20 con 147' - idem
 - Treno 9027 " " 15.- " 30' - idem
 - Giorno 17-12-45 - Treno 6734 " " 8.55 " 260' di ritardo per scartare materiale militare per mancanza scorta Alleata.
 - Treno 8047 partito ore 13.50 con 70' di ritardo per attendere scorta Alleata.
 - Treno 8055 partito ore 21.57 con 197' di ritardo per attendere scorta Alleata.
 - Treno 9031 partito ore 22.15 con 237' di maggior ritardo (corrispondente giunto da Trastevere ore 17.58) per scartare 2 carri ed aggiungere uno, d'ordine R.T.O. ed attesa scorta inglese.
 - Giorno 18.12.45 - Treno 4360 partito ore 13.55 con 219' di ritardo d'ordine R.T.O. per aggiungere 5 carri truppa inglese dal magazzino militare ed attendere scorta Alleata.

923

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- Giorno 18.12.45 - Treno 8200 partito ore 4.55 con 100' di maggior ritardo (corrispondente giunto ore 2.55) per attendere scorta Alleata
- Treno 8047 partito ore 13.40 con 65' di maggior ritardo per aggiungere 2 carri dal magazzino militare d'ordine R.T.O.
 - Treno 8256 partito ore 21.30 con 137' di ritardo per attendere benestare americano.
 - Treno 9039 partito ore 21.55, con 80' di ritardo, per togliere 4 carri trasporti militari utilizzati per frenatura d'ordine R.T.O. e sostituire freni.
- Giorno 19.12.45 - Treno 4520 partito ore 8, con 90' di ritardo, per attendere scorta inglese.
- Treno 8057 partito ore 22.10 con 35' di maggior ritardo per togliere due carri militari d'ordine R.T.O., per impossibilità scorta da parte Alleata.
 - Treno 8059 partito ore 22.35 con 115' di ritardo perchè all'atto della partenza dovuti togliere due carri militari d'ordine R.T.O. per impossibilità scorta da parte Alleata.
- Giorno 20-12-45 - Treno 4330 partito ore 6.40 con 70' di maggior ritardo per attendere scorta alleata.
- Treno 8049 partito ore 18.45 con 270' di ritardo per attendere benestare R.T.O.
 - Treno 8061 partito ore 3.25 con 175' di maggior ritardo (corrispondente giunto ore 0.10) per attendere scorta inglese.
- Giorno 21.12.45 - OL.2747 partito ore 0.10 con 35' di ritardo per attendere scorta alleata.
- OL.2070 partito ore 16.28 con 53' di ritardo (corrispondente giunto da Ostiense ore 15.15) per attendere scorta alleata ed aggiungere un vuoto, conto medesima.
 - Treno 8244 partito ore 17.45 con 152' di ritardo, perchè, ordine R.T.O., distolta locomotiva ed utilizzata per altro trasporto.
 - Treno 8248 partito ore 19.05 con 156' di ritardo, perchè R.T.C. ordinava attendere OL/6 viveri, mentre era utilizzato per merci ordinarie.
 - Treno 8051 partito ore 19.55 con 55' di maggior ritardo (corrispondente giunto 18.40) per attendere scorta alleata.
 - Treno 8264 partito ore 0.40 con 171' di ritardo per attendere scorta alleata.



MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

194

N. _____

Al N. _____

del _____

OGGETTO

Seguito lettera n.M.323/25736/363/35

ALLEGATI N. _____

- Giorno 22.12.45 - Treno 8031 partito ore 3.25 con 165' di ritardo per attendere scorta alleata
- Treno 8043 partito ore 12.50 con 30' di maggior ritardo perchè all'atto della partenza dovuto scortare un carro d'ordine R.T.C.
 - Treno 9035 partito ore 20,30 con 113' di ritardo per attendere scorta alleata.

IL DIRETTORE GENERALE

Udo Roncato

MINISTRY OF TRANSPORTS

I.S.D. GENERAL DIRECTOR OFFICE

Rome, 7th January 1945

R.M.312/25215/2/25/464

SUBJECT: Foreign wheat movement in
arrival in Sicily.

TO : Ministro del Tesoro
Regione Generale dello Stato
Roma.

For inf.: Alto Commissariato per l'alimentazione
Roma
Th. Sub-Commission Roma
Federazione Italiana dei Consorzi Agrari
Roma

Ref., N.141002.XIX dated 10 December 1945.

About wheat signalled by "Federazione Italiana Consorzi Agrari" concerning the damages for wet suffered by the wheat loaded sometime ago in the ports of Catania, Messina and Siracusa and partially attributed to the use of open cars, we have replied and copy of letter was sent also to your Ministry. We pointed out that the present box car situation does not permit their use even for those movements which absolutely require it, while wheat movements are scheduled by open cars covered with tarpaulins.

After the issue of the Ministerial Decree N.2138 of January 7, 1941 our Administration is no more obliged to furnish box-cars or open cars with tarpaulins for those goods which, according to our regulations, should be transported in such cars. The supply of tarpaulins to applicants is therefore made by our Administration when it is possible and the shipper cannot refuse the car unless the application contain a special mention about its acceptance being subordinated to the supply of a determined type of car.

The present shortage of tarpaulins does not permit, besides, to satisfy the numerous requests, for the present consist amounts at abt. 40,000 pieces, while our pre-war one was of 30,000 pieces.

It is therefore necessary for the shippers of wheat in Sicily and in other parts of Italy to make their movements using also open cars and, when we are unable to supply tarpaulins, to protect their loads in the best possible way.

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Regione Generale dello Stato
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for inf.: Alto Commissariato per l'alimentazione

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The present shortage of tarpaulins does not permit, besides, to satisfy the numerous requests, for the present consist amounts at abt. N. 3000 pieces, while our pre-war one was of 30.000 pieces.

It is therefore necessary for the shippers of wheat in Sicily and in other parts of Italy to make their movements using also open cars and, when we are unable to supply tarpaulins, to protect their loads in the best possible way.

921

The Director General
Di Reimondo



MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 1°

194

N. 312/25215/2/25/464

Al N.

del

OGGETTO

Trasporti di grano

estero in arrivo in

Sicilia.

MINISTERO DEL TESORO

-Ragioneria Gen.le dello Stato-
D.C.

ALTO COMMISSARIO PER L'ALIMENTAZIONE

-COMMISSIONE ALBATA- SOTTOCOMMISSIONE
TRASPORTI

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI

= ROMA= ROMA= ROMA= ROMA

Riferimento N° 141002.XIX del 10.12.s.a.-

In merito a quanto segnalato dalla Federazione Italiana dei Consorzi Agrari, circa le avarie per bagnatura riportate dal grano caricato tempo addietro nei porti di Catania, Messina e Siracusa, ed in parte ascrivite all'utilizzazione di carri scoperti, è stato risposto con lettera diretta per conoscenza anche a questo Ministero, facendo presente che l'attuale consistenza di carri chiusi, tanto limitata, non consente neppure di fornirli per i trasporti che ne richiedono il tassativo impiego, mentre il trasporto del grano è previsto con carro scoperto con copertone.-

Però in base al D.M. N° 2138 del 7 Gennaio 1941 l'Amministrazione non è più obbligata a fornire carri chiusi o carri aperti con copertone per le merci che, secondo le Condizioni e Tariffe, dovrebbero essere trasportate in tali carri, e perciò la fornitura dei copertoni a richiesta del mittente viene accordata dall'Amministrazione delle Ferrovie quando la è possibile, e la parte non può rifiutare il carro fornito, a meno che la parte stessa, nel fare la richiesta del carro, non ne abbia subordinata l'accettazione alla fornitura di quel determinato tipo.-

Si aggiunge che la deficienza di copertoni non consente di soddisfare le numerosissime richieste che vengono fatte giornalmente, poichè la consistenza di anteguerra, che era di 30000 unità, è oggi ridotta a poco più di 3000.-

Occorre pertanto che gli speditori del grano in Sicilia, come quelli delle altre parti dell'Italia, rendendosi conto di tali deficienze, provvedano ad utilizzare anche i carri scoperti, ricorrendo ad opportuni adattamenti di protezione del carico, quando questa Amministrazione non possa fornire i copertoni.-

IL DIRETTORE GENERALE



MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO DIREZIONE GENERALE

(1) SERVIZIO MOVIMENTO

OGGETTO:

Roma, li 12 DIC 1945 194

N. M. 222/97/380

Al N. del

ALLA DIREZIONE M.R.S.

S E D E

1703 - Tipo Lito F. S. - Roma 4/1945

- 1°)- Riguarda il trasporto di un gruppo di Polacchi in partenza da Roma e diretti a Varsavia.
- 2°)- Il nostro Ministero degli Affari Esteri chiede che detti Polacchi siano fatti partire da Roma il giorno 15 andante nella carrozza polacca P.K.P. 982 col treno 75 e coincidenti 460 da Falconara 38 da Bologna a Milano.

Prego benestare.-

919

(1) Servizio.

IL CAPO DEL SERVIZIO MOVIMENTO

[Handwritten signature]

ACABRIT (ACTION) AFHQ CITE FROM FROM (INFO)

8949

1 DEC. 1945

PRIORITY

RESTRICTED PD

PARA ONE PD REQUEST AUTHORITY TO ROUTE ONE PULLMAN CAR
POLISH RAIL STOCK ROME TO WARSAW VIA BREMEN MUNICH AND PILSEN
~~CONVEYING~~
~~ARRANGING~~ ONE FIVE POLISH SUBJECTS PD

PARA TWO ACABRIT FOR ACTION TO AFHQ CITE FROM FROM FOR INFO
FROM HQ ALONG CITE ACTIT FROM

PARA TWO PD AUTHORITY FOR POLISH SUBJECTS BEING OBTAINED
SEPARATELY PD

COPY TO: RAIL DIVISION (TR4)

918

TRANS. & SHIP. S/O

336

G. J. LEONE
CWO CSA
ASST. ADJUTANT.

AGABRIE VIENNA (ACTION) ALICE BILLY FOR FIVE ALICE BILLY
AND: VERONA (INFO)

9412 17 DECEMBER 1945 PRIORITY

UNCLASSIFIED FD

PARA ONE FD REFERENCE YOUR CHARLES FOUR FOUR THREE FIVE THREE OF
FIVE DECEMBER NOT TO ALL FD
PARA TO AGABRIE VIENNA FOR ACTION TO ALICE BILLY FOR FIVE FOR HARRIS
TO ALICE BILLY FOR THREE TO THE VERONA FOR PRIORITY FOR INFO FROM
IN ALICE BILLY WITH FIVE

PARA TWO FD POLISH RAIL COACH NUMBER NINE EIGHT TWO CONVEYING EIGHT
POLISH THREE ONE IS NOT DEPART SOME TWO AND ONE FIVE THREE ONE ONE
SEVEN DECEMBER VIA VIENNA ONE FIVE THREE THREE THREE ONE EIGHT
DEPARTURE VIA BRUNNEN ZERO TWO THREE THREE THREE ONE NINE DECEMBER FD
PARA THREE FD ADVISE FORWARD FOR OFFICE ADVISING VIA BRUNNEN AND
PLEASE TO ADVISE FD

NOTE TO : RAIL DIVISION (Tn.4)
AC TYPE OFFICER SOME

947

MESSAGE OUT

FROM : DMRS

18

TO : 192 RLY OF COY ANCONA
192 RLY OF COY BOLOGNA
1 RLY OF CP TRIESTE
TN VILLACH

288/ TN.A.3(0)/26/1 (.) UNCLASSIFIED (.) SUBJECT IS MOVEMENT
OF POLISH DEPATRIATED CERVINARA - LINZ (AUSTRIA) VIA TARVISIO (.)
FURTHER SIGNAL 648 TN.A.3(0)/26/1 DATED 22 NOV (.) LAST TRAIN WILL
NOW LEAVE 19 DEC (.) TRAIN FOR 21 DEC CANCELLED (.) COMPOSITION
OF TRAIN DEPARTING CERVINARA TO BE REDUCED BY TWO BOX CARS ATTACH
ROME ONE SPECIAL TYPE WAGON (Nº 246240) FOR LOADING CAR AT PADOVA
ON 21 DEC (.) ARRANGE (.)

As Written..... Degree of Priority.

916

cc : Supt. Transportation.
Il Capo Servizio Movimento,
Controllers.

✓ Tn. Sub. Com. (Tn.4). ✓

NOTE FOR MAJ. MATSON

Dec. 19, 1945

Called Cpt. Cleaving (473701) at 12.00 hrs. and furnished required informations about the special type wagon (N° 346240) which will be handled at Rome Termini Station on the Polish repatriate train in departure from Cervinara on Dec. 19, 1945:

Cervinara	dep.	0800 hrs.	Dec. 19	-
Rome Termini	arr.	21.45 "	"	"
"	"	dep. 22.45 "	"	"
Padua	arr.	0500 "	Dec. 21	-
"	"	dep. 0600 "	"	"

(informations received from Doct. Alieri)

ROBERTI

915

IFC/elo

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation & Shipping Sub-Commission

Tel : 478701

17 December 1945

278/318/Tn 3

SUBJECT : Movement of an automobile by rail from Turin to
Warsaw for the Italian Ambassador to Poland

TO : Ministero degli Affari Esteri

1. With reference to your 6/4381/2021 dated 7 November, 6/4497/2059 dated 13 November and 6/4755/3069 dated 24 November '45.
2. It is noted that the ISM have located a box car No 345240 to convey the automobile, 10 cases of food-stuffs and one safe to Warsaw.
3. It is understood from Count Fabricotti your Liaison Officer to the Allied Commission that you have received the necessary permit authorising Signor Colla to accompany the consignment.
4. Permission has been granted to route the rail wagon via the Brenner, Pilsen and Czechoslovakia to Warsaw and the consignment can now be despatched at your earliest convenience.

For the Director

C. F. Berridge 914
C.F. BERRIDGE,
Major R.E.

Copy to : Office of Representative of the Chief Commissioner
AC Milan (Attn.: Lt. Col. Harris)
Rail Division (Tn 4) Confirming conversation Major Matson-
Capt. Clinging today. Please advise this
office the a.t.a. at Brennero in order that
the wagon can be advised forward by signal.

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION
Surplus and Special Materials Branch

CAM/lp

14 December 1945

Tel. 478905

Ref. AC/5300/5/S & S M.

SUBJECT: Movement of glass to Austria

TO : Transportation Subcommittee AC

1. Your AC/91/Tn 4 of 8 November refers.
2. The whole subject of exports by the Military from Italy has been taken up by the Chief Commissioner with AMHQ, and you will be advised of the result in due course.

ALBERT E. DICKENS
Chief of Branch

913

MINISTRY OF TRANSPORTS
I.S.R. MOVEMENT SERVICE

Rome, 7 December 1945.
Ref.: M.312/23735.2.25.464.

SUBJECT: Wheat Movement in Sicily.

TO : Federazione Italiana dei Consorzi Agrari
Via XXIV Maggio 43 R o m e

COPY TO: Ministry of Treasure
Ragioneria Generale dello Stato
R o m e

Tn. Sub-Commission AC R o m e
Food Ministry
Servizio Distribuzione Cereali, Farina e Pasta.
R o m e

Ref is M.A.B. VV dated 21 Nov. 1945.

In relation to what signalled about the wet damages suffered by the wheat loaded sometime ago in the ports of Catania, Messina and Siracusa, and which were attributed to utilization of gondolas, we inform you that the present availability of box cars does not always permit their supply for movements requiring their use. Therefore when the shippers are using gondolas, they are supposed to cover their loads conveniently even if the supply of appropriate covers has not been possible

Chief of Movement Service
B i o n d i

912



MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

OGGETTO

Trasporti grano in

Sicilia

ALLEGATI N. _____

Roma li, 7 DIC 1945 194

N. M.312.23735.2.25.464

Al N. _____

ds. _____

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI
- Via XXIV Maggio 43 - R O M A

P.C.

MINISTERO DEL TESORO

Ragioneria Generale dello Stato R O M A

- COMMISSIONE ALLEATA

Sottocommissione Trasporti

R O M A

MINISTERO ALIMENTAZIONE

Servizio Distribuzione Cereali, Farina e Pasta

R O M A

Riferimento N. AB.VV del 21.11.1945.

In merito a quanto segnalato, circa le avarie per bagnatura riportate dal grano caricato tempo addietro nei porti di Catania, Messina e Siracusa e che in parte vengono attribuite all'utilizzazione di carri scoperti, si fa presente che l'attuale consistenza di carri chiusi, non sempre consente di fornirli per i trasporti che ne richiedono il tassativo impiego, e pertanto gli speditori devono utilizzare carri scoperti, con opportuni adattamenti, quando non sia possibile fornire anche i copertoni.

IL CAPO DEL SERVIZIO MOVIMENTO

[Signature]

5
br.

941

DD. MOV. SECTIONS ROME FOR INF. MOV. SECTION ANCONA, FIRENZE,
BOLOGNA, NAPLES, TRACTION SERVICE.
D.M.R.S. BLDG TN. SUB-COMMISSION AC BLDG. LIAISON TRACTION SERVICE
OFFICE BLDG.

M.323/871. Partial modify wire M.323/804 on date 14 Nov. 1945.
Please arrange for raise up Grosseto Line; that from
to-morrow 29 Nov. at 0000 hrs for consecutive 48 hrs, all freights
cars transports on civilian behalf, excluded foods stuffs and military
freights transports isolated, and complete trains destined to Bologna
and Northbound flowing to Rome years, they may be advanced through
Orte - Falconara Line.

Confirm.

Signed BIONDI



MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO

Stazione di _____

M-106

DISPACCIO DI SERVIZIO (in partenza, in arrivo o in transito)

RICEVUTO da _____	il _____	ore _____	TRASMESSO a _____	il _____	ore _____
per Circuito N.° _____	dall'impiegato _____	194	per Circuito N.° _____	dall'impiegato _____	194
Indicazioni d'urgenza e categoria	DESTINAZIONE	PROVENIENZA	NUMERO	DATA DELLA PRESENTAZ. giorn. e mese ore e minuti	
		Roma DG	5132	28	1730

DD Sezione Movimento Roma pn Sezione Movimento Ancona
 Firenze Bologna Napoli Servizio Trazione Firenze
 DIREZIONE GENERALE MRS Sede COMMISSIONE ALLEATA SEZIONE
 TRASPORTI Sede NUCLEO TRAZIONE Sede=
 M 323/871 Parziale modifica teleg. M 323/804 del 14 and.
 preghi disporre che per sollevare linee Grossetana a
 cominciare ore zero domani 29 et per 48 ore consecutive
 tutti trasporti merci a carro conto civili escluse der-
 rate et trasporti merci militari isolati et treno com-
 plete destinati Bologna et oltre affluenti scali Roma
 vengano istradati linea Orte Falconara punto Conferma
 BIONDI

909

1385

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

~~Pol~~ Commiffine
Alleata
deg. - Harporth



MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO

M-106

Stazione di

DISPACCIO DI SERVIZIO (in partenza, in arrivo o in transito)

RICEVUTO da <u>Copia</u>	ore <u>194</u>	TRASMESSO a <u>il</u>	ore <u>194</u>
per Circuito N.° <u></u>	dall'Impiegato <u></u>	per Circuito N.° <u></u>	dall'Impiegato <u></u>
Indicazioni d'urgenza e categoria	DESTINAZIONE	PROVENIENZA	NUMERO
	<u>C.C.</u>	<u>Roma D.C.</u>	<u>1482</u>
			DATA DELLA PRESENTAZ. giorn, o mese, ore e minuti
			<u>6/12 10.30</u>

Sez. Mov. Firenze Ancona p.c. Bologna Pertraffico,
 Ernesto Parlavori Sede Ferrovie dello Stato Direzione
 E.R.S. Sede Sottocommissione Alleanza Sezione Trasporti Sede
 1/51.651. Da Fivizzano presente et fino nuovo avviso
 sospensione scottazione tutti trasporti et carro grande
 velocità e piccola velocità conto civili et servizio
 per Bologna et oltre fatta esclusione eccezione per
 trasporti generi alimentari et combustibili minerali
 solidi o liquidi. Resta inteso che trasporti comunque
 interessanti località comprese presente sospensione
 non debbono accettarsi anche se autorizzati con L. 10.10.30
 L.B. punto Conferma. Biondi

Sottocommissione
Alliata
Seyoni Crossfront

MINISTRY OF TRANSPORTS
ISR MOVEMENT SERVICE.

Rome, 24th Nov. 1945

N.M. 312.22705.2.25.7500.24

SUBJECT: Timber and glasses transports.

TO : Industry and Commerce Ministry
General Direction Industry and Mines.

R O M E

for inf. Tn. Sub-Commission AC.
Rail Division.

Rome.

Ref. is made to n° 3822 dated 13th Nov.

This Administration understood the great importance that are assuming stated facilities forecast on national reconstruction action, timber and glasses transport, has disposed, that glasses must be included at point 15 and timber at point 16, on freight priority shipment.

Therefore, on acceptance transports weekly reports, m/items have priority on the large quantity of transports of less importance, and cars requests may be satisfied in a more large number as before.

THE CHIEF MOVEMENT SERVICE
SIGNED/ BIONDI

998



MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Movimento

OGGETTO

Trasporti di legname
e di vetri

ALLEGATO N. _____

Roma, 24 NOV 1945

N. 312.22705.2.25.7500.24

Al N. _____

MINISTERO DELL'INDUSTRIA E DEL COMMERCIO
- Direzione G.le Industria e Miniere -

P.C.

R O M A

COMMISSIONE ALLEATA SOTTOCOMMISSIONE
TRASPORTI

R O M A

Riferimento N. 3822 del 13 corrente.

Questa Amministrazione rendendosi conto dell'importanza che assumono nel quadro dei provvedimenti intesi a facilitare l'opera di ricostruzione nazionale, i trasporti di legname e di vetri, ha disposte che nelle graduatoria stabilita circa l'importanza delle merci da spedire, i vetri siano inclusi al punto 15° ed il legname al punto 16°.

Pertanto nei programmi settimanali per l'accettazione dei trasporti, le voci di cui trattasi hanno la precedenza sulla gran massa dei trasporti d'importanza meno viva e le richieste di carri possono essere soddisfatte in numero molto maggiore di prima.

IL CAPO DEL SERVIZIO MOVIMENTO

Luigi 907

3 SM

AC. Tr. Rail Div

BRITISH MILITARY MISSION FOR ORKOA BRUSSELS -TO INFO
 ROUTE U/C WAR TRANSPORT LONDON -TO NOV BAS PARIS -
 NOV LIAISON BERN - AFHQ CITE FUSCO - NOV MILAN -
 14 November 1945 PRIORITY

RESTRICTED PD

PARA ONE PD PARIS ROME WAGON LIT SERVICE PD

PARISH TO BRITISH MILITARY MISSION FOR ORKOA BRUSSELS
TO INFO ROUTE U/C WAR TRANSPORT LONDON TO NOV BAS PARIS
TO NOV LIAISON BERN TO AFHQ CITE FUSCO TO NOV MILAN FROM
ORKOA U/C ALONG CITE ACTIVE PARISH

PARA TWO PD OWING PRESENT SERIOUS TRAFFIC CONGESTION NORTH
 ITALY AFHQ CANNOT AGREE TO SERVICE BEYOND MILAN PD

PARA THREE PD ONWARD JOURNEY POSSIBLE ONLY BY ORDINARY DAILY
 CIVIL TRAIN PD TIMINGS CORRESPONDING WITH FIRST SERVICE PD
 MILAN DEP 0650 17 NOV ROME ARR 0945 18 NOV PD ROME DEP
 1620 19 NOV MILAN ARR 1825 20 NOV PD WAGON LIT AGREE PASSENGERS
 REMAIN OVERNIGHT IN SLEEPING CAR AT MILAN EACH CASE PD

PARA FOUR PD REQUEST BAS PARIS ARRANGE STATION MASTER PARIS TELEPHONE
 OR TELEGRAPH STATIONMASTER MILAN CANCEL NUMBER OF PASSENGERS FOR

P.T.O

906

CONTINUATION FROM PAGE NO 1.

EACH DESTINATION SOUTH OF MILAN OR PASS INFORMATION BY NOV CHAIRS
IF QUICKER AND MORE RELIABLE PD UNLIKELY SLEEPING BERTHS ONWARD
WILL BE AVAILABLE BUT ISN ARRANGING RESERVE FIRST CLASS SEATS PD
PARA FIVE PD APPROX FARES & RAILWAY & WAGON LIT SUPPLEMENT INCLUSIVE
SERVICE PD PARIS BASEL FRENCH FRANCS (A) 605 B 455 BASEL CHIASSO
5132 FRANCS A 33 B 13 CHIASSO MILAN LINE A 132 B 327 MILAN ROME
A 1405 B 1000 FB

PARA SIX PD UNDERSTAND SWISS AGENTS ACCEPT WARRANT FOR SWISS
JOURNEY IN RESPECT MILITARY PASSENGERS PD SEPARATE WARRANT
REQUIRED FOR EACH COUNTRY AND CIVILIAN PASSPORT AT EACH FRONTIER PD
WAGONS LITS WILL ACCEPT PAYMENT FOR SUPPLEMENT FOR WHOLE JOURNEY
IN CURRENCY OF COUNTRY OF DEPARTURE PD

925

PARA SEVEN PD ESSENTIAL MILITARY PASSENGERS HAVE MINIMUM 30 SWISS

FRANCS TO COVER MEALS IN SWITZERLAND ONE OF WHICH MUST BE TAKEN
AT ST PICH RESTAURANT PD NO RESTAURANT CAR BETWEEN MILAN AND ROME PD
PARA EIGHT PD BAS PARIS AND NOV LIAISON BERNE PLEASE INFORM RESPECTIVE
RAILWAY AUTHORITIES PD

MOITO(CENOS) c/o Transportation S/C
314

B.J. LEONE
CWO U.S.A.
ASST. ADJUTANT

Ph. H. Helms
Brig

U.S. DEPARTMENT OF AGRICULTURE
(Rural Administration)
U.S. Transportation (Rural) Administration
U.S.D.A.

91/76

Ref: 64-1116
Ref: 64-1116/In 4

19 November 45

SUBJECT : Importation of seed potatoes from Holland.

TO : Italian State Railways
Rome.

1. Reference yours R.S. 312/1475/22/1 of 15 November 45.
2. The scheme whereby Swiss stock be used instead of I.R. stock for the movement of seed potatoes from Holland to Italy has our approval; compensation to be made on a car day basis by the Swiss use of I.R. stock.
3. It must be understood that this movement be made so as not to interfere with military traffic and when all details are worked out submit data to us so that the proposal can be put up to the occupational authorities of the countries involved.

For Director

Copy to: SAC (SCITD)
Bureau to Rail to S/C.
Food & Agriculture S/C

Nov 27
The Commission agrees
about 75 cars will
move
fly

904

PHONOGRAMME BY HAND

MINISTRY OF TRANSPORTS
ISR MOV. SERVICE.

N.M. 312/1477/22/1.

Rome, 15 Nov. 1945.

TO : Tn. Sub-Commission AC
Rail Division.

1. Ref. your note AC/91/Tn.4 dated 1st Nov. following our letter M.312/20858/22/1 dated 17 Oct, 1945,

2. Have been handled with Swiss Federal Railway Direction for 210 of their cars grant, to be sent in Holland for loading sow potatoes destined in Italy.

3. Said Direction will approve a/m cars quantity outset, subordinating, to put at disposal on Genova Port of 125 Italian box-cars each day, and for five days, for several transport destined in Switzerland.

4. This ISR Administration, has, instead, proposed to compensate as much as days ISR car, the days of engagement of Swiss cars.

5. Will be appreciate to know if you will give your approval on such proposal if Switzerland will accept it.

For the Chief Mov. Service
Signed; CELLI

993

8435438

Ry: Importation

July: Importation

To: ISR Bldg.

Ref. yours mm 312/1477/22/1

1. Ref. yours mm 312/1477/22/1

2. Ref. yours mm 312/1477/22/1

3. Ref. yours mm 312/1477/22/1

Rome nov 17 - 45

of 14 nov. 1945.

for the movement

ISR Cars for the movement

stock

Swiss stock

arrangement

1. Ref. your note AG/91/Tn.4 dated 1st Nov. following our letter M.312/20858/22/1 dated 17 Oct, 1945,
2. Have been handled with Swiss Federal Railway Direction for 210 of their cars grant, to be sent in Holland for loading sow potatoes destined in Italy.
3. Said Direction will approve a/m cars quantity outset, subordinating, to put at disposal on Genova Port of 125 Italian box-cars each day, and for five days, for ~~several~~ transport destined in Switzerland.
4. This ISR Administration, has, instead, proposed to compensate as much as days ISR car, the days of engagement of Swiss cars.
5. Will be appreciate to know if you will give your approval on such proposal if Switzerland will accept it.

For the Chief Mov. Service
Signed; CELLI

993

843438
Ry: ~~Importation~~
July Import and potatoes from Holland
To: ISR Bdgy.
1. Ref. yours mm 312/1477/22/1 of 15 Nov. 1945.
2. I intend of using 15R Cars for the movement of potatoes from Holland to Italy Swiss stock can be substituted providing the arrangement of the Swiss Federal Railways.
3. To compensate to the Swiss Federal Railways is proportion to the Swiss a car compensation to the Swiss a car and by their use of 15R stock in a car day basis is also a good idea and for our approval.
4. It must be understood however that must operate as a not military traffic for movement of goods.
5. This scheme with the movement of goods may be to interfere with the movement of goods.

CONFERENZA A MANO

Dal SERVIZIO MOVIMENTO - R O M A -

Alla SOTTOCOMMISSIONE TRASPORTI A.C. (Divisione Ferroviaria)

R O M A

N.M.312/1457/22/1

Roma, 15 novembre 1945

- 1°) - Riferimento alla lettera AC 91 Tr.4 dell'1 novembre ed a seguito nostra lettera N.312/20858/22/1 del 17 ottobre c.a.-
- 2°) - Sono state fatte pratiche con la Direzione delle Ferrovie Federali Svizzere per la concessione di 240 loro carri da inviarsi in Olanda per il carico di patate da semina destinate in Italia.
- 3°) - La prefata Direzione acconsentirebbe all'invio di detto quantitativo di carri subordinando la messa a disposizione nel porto di Genova di 125 carri chiusi italiani al giorno e per cinque giorni per trasporto di cereali destinati in Svizzera.
- 4°) - Questa Sede, invece, ha proposto di compensare con altrettante giornate carico R.S. le giornate di impegno dei carri svizzeri.
- 5°) - Si gradirà conoscere se si può dar corso al provvedimento qualora la Svizzera accetti la proposta.

sm

IL CAPO SERVIZIO MOVIMENTO

Aug, 1945

9174
ACP/141HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSIONTel. 843238
Ref. AC/91/Tn4

3 November 1945

SUBJECT : Movement of Glass from Italy to Austria.

TO : Vice President, Economic Section.

1. It is noted that there is a movement of glass from Vietri (near Salerno) to Bruck in occupied Austria.

2. Glass is one of the critical items in Italy today. Rail coaches are being repaired and patched with wood because of the shortage of glass. Glass insulators are useful in the reconstruction of the electrified lines, thus saving coal imports. Glass is needed in signal cabins, in station buildings, and many other essential railroad installations. One of the reasons why ASD sponsored the reconstruction of the rail line from Rome to Viterbo was in order that the Mayor of the city could operate a small glass factory at Ponte Galeria and ship his product to Viterbo. Viterbo is only one of the thousands of towns which have received the full weight of war, and with shortage of fuel, it is essential that houses and factories be equipped with windows in order to use as much daylight as possible, and to give some measure of comfort to the inhabitants.

3. It may be that Italy is prepared to sacrifice glass for reciprocal trade with Austria; it is contended, however, that if the shipment of glass is being made without consultation with the Italian Government who will have to face the criticism of the people, arrangements should be made for the movement to stop.

4. It has been developed that a total of 20 cars of raw glass have been shipped from Vietri the past two weeks - of these 20 cars, 11 were destined for Austria and some consigned to Naples Port, presumably for export.

5. It is understood the production of the Nistri Plant is under the control of the British Military. With the conditions which exist

- 2 -

in Italy today, it is essential that this plant's production be used for the reconstruction of Italy and that the Military give up the control of the production of this plant.

P. D. G. HUGHMAN, Col.
Director

900

ACF/Im1

91/73

HEADQUARTERS ALLIED COMMISSION
AFG 394
TRANSPORTATION SUB-COMMISSIONTel. 843 35
Ref. AC/91/TM4

8 November 1945

SUBJECT: Movement of Glass from Italy to Austria.

TO : Supply Group, Economic Section.

1. It is brought to your notice that there is a steady movement of glass taking place from Viterbi (near Salerno) to Bruck in occupied Austria.

.. Glass is one of the critical items in Italy today. As far as the railways are concerned, coaches are being repaired and patched with wood because of the shortage of glass. Glass insulators are needed for the reconstruction of electrified lines, thus saving coal imports. Glass is also needed in signal cabins, station buildings, and many other essential railroad installations. One of the reasons why AEC sponsored the reconstruction of the rail line from Rome to Viterbo was in order that the Mayor of the city could operate a small glass factory at Ponte Galeria, and ship his product to Viterbo. Viterbo is only one of the thousands of towns which have received the full weight of the war, and, with shortage of fuel, it is essential that houses and factories be equipped with windows in order to use as much daylight as possible, and to give some measure of comfort to the inhabitants.

3. It may be that Italy is prepared to sacrifice glass for reciprocal trade with Austria; it is contended, however, that if the shipment of glass is being made without consultation with the Italian Government who will have to face the criticism of the people, arrangements should be made for the movement to stop.

899

4. It can be stated that a total of 20 wagons of raw glass have been shipped from Viterbi during the past two weeks - of these 20, 11 were destined for Austria and

- 2 -

1 some consigned to Naples Port, presumably for export.

8. It is understood that the production of the Vietri Plant is under British Military control (D.E.S.). With the conditions which exist in Italy today, however, the production of this plant should be used for the reconstruction of Italy and military control should be relinquished.

P. D. G. Buchanan

P. D. G. BUCHANAN, Col.
Director

Copy to:

Industry and Utilities Sub-Commission.

91/72

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

Tel. 843238
Ref. AC/91/Tn4

8 November 1945

SUBJECT : Importation of Potatoes for Saw.

TO : General Direction, IER.

1. Reference is your letter N.M.312/20368/22/1 of 17 October.

2. There is no objection to the sending of freight cars to Holland with empty bags for potatoes and the sending of box cars for the actual movement of the potatoes. It is therefore suggested, that you prepare schedules based on pre-war routing, and we will do our best to arrange for the onward transit beyond the frontier.

3. You should arrange to have every car conspicuously marked for return to Italy, and every effort will be made to ensure the empties and full wagons fulfill their complete journeys.

4. It is suggested that for the time being you arrange for a temporary waybill to be used with charges to be raised after consultation through ECITO channels as to existing rates applicable in German territory.

A.C. KING, Major

for Director

Copy to: Movements Division, Rail
Agriculture Sub-Commission

IFC/elc

TRANSPORTATION SUB COMMISSION

INTER OFFICE MEMORANDUM

Tel : 478701

6 November 1945

274/13/Tn 3

SUBJECT : Transportation of 32,000 Quintals of Seed
Potatoes from Holland to Italy

TO : Rail Division (Tn 4)

1. Reference your AC/91/Tn 4 dated 29 October '45.
2. It is agreed with AFHQ that wagons will be supplied from Italy for this movement providing their absence will in no way impede Military movement.
3. Please make all necessary arrangements afterwards, advising this office, in order that the necessary advice can be sent by AFHQ to the countries through which these wagons will pass.

C.R. Worthington
C.R. WORTHINGTON,
Lt. Colonel R.E.

Copy to : G-4 - Mov 3, AFHQ (confirming conversation Capt. Dempster -
Capt. Clinging today)
Agriculture Sub-Commission
Food Sub-Commission

898

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

Tel: BA.3238

Ref: AG/91/Tn 4

1st November 45

SUBJECT : Stops on civilian freight traffic.

TO : Movements (Rail)
In Sub-Commission

1. Not long ago it became necessary to give special attention to the operating at Bologna, and as a result a stop was placed on civilian freight traffic for a period of three days. Bologna is a centre point, and the ISR are having great difficulty in operating through at the present time, due to damage to previous tracks and absence of other means of communication with the North. In addition to this, there must be considered the possibility of wash outs on various lines during the winter season.

2. It is our opinion that some action should be taken to ensure that in the event of a stop, civilian freight traffic is not alone in restrictions. That is to say, the war is over, and the urgency of movement of some military freight is nowhere on a par with the need for moving certain essential civilian traffic such as food and materials needed for reconstruction of the country. Freight cars of tin cans moving from one dump to another, later to be moved somewhere else, can claim no priority at the present time.

3. We suggest, therefore, that there should be drawn up a table of priorities, which of course would have to be fluid so far as military demands are concerned, which would come into effect when and if a stop is necessary. Carte blanche movement of allied military traffic, irrespective of its urgency and use, is indefensible at the present time, and to allow it to continue at the cost of all civilian traffic when operating difficulties arise is not in keeping with our mission.

R. P. Moss

R. P. MOSS,
Chief,
Rail Division

Copy to: Head Sub-Comm. AG HQ

895

ISR INTER-OFFICE CABLE.

Ref: M.323/712

24 October 45.

TO : Movement Section -- Rome

FROM : Movement Section -- Naples -- Florence -- Bologna -- Ancona.

" " Direction M.M.S. Bldg.

" " In. Sub-Commission AG. Bldg.

After request of the Allied Command and as a partial modification to cables M.323/658 and M.323/693 dated 13 and 19 October, please dispose that also separate military transports working through Rome and destined to Bologna and farther, be operated Via Foligno-Rimini. Only civilian transports by car including foodstuffs also destined to Bologna and farther, must continue to be operated Via Grosseto. Naples Movement Section, as requested to set up composition of freight trains to Rome according to the present instructions. Rome and Naples Movement Sections, Please confirm.

Agd: B I O N D I

Tr/21/24/10.

892

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO

Mod. M-100.

DISPACCIO DI SERVIZIO

in partenza, in arrivo o in transito

STAZIONE di

ricevuto da	il	ore	TRASMESSO a	il	ore
		10 /			10 /
per Circuito N.	dal l'impiegato		per Circuito N.	dall'impiegato	
Indicazione di servizio e categoria	DESTINAZIONE	PROVENIENZA	NUMERO	Data della presentazione giorno e mese ore e minuti	
		Roma da	2637	24/X	10

Sezione Movimento Roma p.u. Sezione Movimento Napoli Firenze
Ancora Bologna Direzione M R S Sede Sottocommissione Alleata
Trasporti Sede.

M.323/712 A richiesta Comando Alleato et parziale modificazioni
telegrammi M.323/658 et M.323/693 del 13 et 19 corrente prega-
si disporre che anche ~~altri~~ trasporti militari isolati ~~affiliati~~
affluenti transito Roma diretti Bologna et oltre vengano istra-
dati via Foligno Rimini. Soltanto trasporti civili et carro com-
prese derivate pure destinata Bologna et oltre dovranno seguire
et essere istradati via Grossetana. Sezione Movimento Napoli
pregata regolare composizione treni merci per Roma relazione
presente disposizione. Sezione Roma et Napoli confemino.

Biondi

0
Atto Comm
allister
transport

TRANSPORTATION DEPT. ISR.

22 October 1945
M.221, 273/60.2

To: Direction M.R.S.
cc: Tn. Sub Commission A.C.

- 1.- We have taken good note of maximum limit for civilian passenger trains, i.e.; 14 vehicles or 56 axles on lines south of Bologna, and 16 vehicles or 64 axles north of Bologna.
- 2.- We feel we must point out a serious difficulty which will arise in the operational conditions between lines North and South of Bologna.
- 3.- One train which, for instance, depart from Milan with 15 or 16 vehicles, destined Rome, at Bologna should be reduced in its composition, while the great number of passengers would not allow it.
- 4.- We beg to ask therefore to will, re-consider the matter, granting a maximum limit of 16 vehicles on all lines.

The Chief of Tn. Dept.
Sgt. Biondi

892



MINISTERO DEI TRASPORTI

MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO - DIREZIONE GENERALE

(1) Servizio Movimento

Roma, li 22 Ottobre 1945 A.

N. 221/1278/60.2

Al N. del

OGGETTO,

p.c.

Direzione M.R.S. SEDE

Sottocommissione Trasporti dell'A.C.

SEDE

- 1) Si è preso atto della massima composizione permessa per i treni viaggiatori civili fino a 14 veicoli o 56 assi per le linee a Sud di Bologna, e fino a 16 veicoli o 64 assi per le linee a Nord di Bologna.
- 2) Dobbiamo però far presente una grave difficoltà che si viene a verificare nelle condizioni di esercizio fra le linee a Nord e quelle a Sud di Bologna.
- 3) Un treno ad esempio da Milano composto di 15 o 16 veicoli e diretto a Roma dovrebbe a Bologna essere ridotto di composizione, mentre la grande affluenza dei viaggiatori non permetterebbe lo stacco di due o tre carrozze.
- 4) Preghiamo pertanto riesaminare la questione e autorizzare una composizione massima di 16 veicoli per tutte le linee.

Il Capo del Servizio Movimento

891

TRANSPORTATION SUB-COMMISSION AG,
(RAIL DIVISION)
c/o Transportation (Dr) Main,
B. A.

Ref.: 843038

Ref.: AG/91/An.4

29 October 1945.

SUBJECT: Potato traffic from Holland.

TO: Movement Division,
(Rail Branch).

1. Attached hereto is a communication from I.S.A. respecting the movement of potatoes by rail from Holland to Italy. It has been held a day or so here because I.S.A. were hoping to advise us on the possibility of using Swiss freight cars, but this has not so far materialised.

2. From our point of view, there is no operation difficulty, but with the European coal shortage, unnecessary empty haulage of freight cars must be considered, and in the interests of existing perishable traffic, the loss of 214 box cars for any length of time would be serious.

3. The normal routing of this traffic would be Cologne-Bonn-Biele-Chiasso or Cologne-Frankfurt-Munich-Brenner, the former for preference. It is necessary that these accepted routes be followed, as they form the basis of international settlement agreements. Whether C.C.I.F.C. would be the clearing house for international payment of freight rates is not clear at the moment, and it is doubtful if other machinery exists as it did in pre-war times. For a complete car-load, the price per ton for potatoes was 15.75 marks up to the time German-Italian traffic ceased, and the current rate through Switzerland is 14.65 Swiss Francs.

4. It is felt that at this time, and until international freight traffic can be properly re-instituted, sea transport would be preferable. Unnatural empty freight car movement is not a desirable way of re-establishing international traffic.

830

1408

91/65
ACF/er

Tel.: 543834

Ref.: AC/91/Vn.4

SUBJECT: Potato traffic from Holland.TO : Movements Division,
(Hall Branch).

1. Attached hereto is a communication from I.S.A. respecting the movement of potatoes by rail from Holland to Italy. It has been held a day or so here because I.S.A. were hoping to advise us on the possibility of using Swiss freight cars, but this has not so far materialized.

2. From our point of view, there is no operation difficulty, but with the European coal shortage, unnecessary empty haulage of freight cars must be considered, and in the interests of existing perishable traffic, the loss of 244 box cars for any length of time would be serious.

3. The normal routing of this traffic would be Cologne-Main-Biele-Chiasso or Cologne-Frankfurt-Munich-Brenner, the former for preference. It is necessary that these accepted routes be followed, as they form the basis of international settlement agreements. Whether A.C.I.R.O. would be the clearing house for international payment of freight rates is not clear at the moment, and it is doubtful if other machinery exists as it did in pre-war times. For a complete car-load, the price per ton for potatoes was 15.75 marks up to the time German-Italian traffic ceased, and the current rate through Switzerland is 14.05 Swiss francs.

830

4. It is felt that at this time, and until international freight traffic can be properly re-instituted, sea transport would be preferable. Unmatured empty freight car movement is not a desirable way of re-establishing international traffic.

Chief,
Hall Division.

PATATE DA SEMINA

Prezzi di trasporto per tonnellata a carro completo.

Emmerich-Basilea (Km 639) Marchi 15,75 (prezzo in vigore fino alla sconfitta della Germania)

Basilea-Chiasco (Km 346) Franchi svizzeri 14,85 (prezzo attuale)

- ① Colonia - Mainz - Basle - Chano
- ② Colonia - Frankfurt - Mainz - Immenstadt - Bremen

de.

Qui: any news yet?

f

889

91/63

ome, 1/ Oct. 1945
N.M. 12/20658/22/1

MINISTRI OF TRANSPORTS
I.S.R. MOVEMENT SERVICE.

SUBJECT: Importation of potatoes for sow.

TO : Major Ping
Tn. Sub-Commission A.C.
B l a g

1. The Federazione Italiana dei Consorzi Agrari (Rome Direction) inform to have stipulated a contract with Hollander Government Representatives, for importation of 32,000 quintals of potatoes for sow and said transport should be made within 31 December 1945.
2. For such importation above Federazione has foreseen its forwarding by rail either by sea, but considering the difficulty to get tonnage availability, the greater transport will be done by rail.
3. The Hollander delegates would have reported that Holland is unable to supply the necessary cars, therefore^{they} should be sent by I.S.R. through request of the interested.
4. For it, mentioned Federazione has requested this Administration if possible to have a supply for cars for immediate forwarding in Holland of 64,000 empty bags, and later forwarding of 214 box cars for 32,000 quintals of potatoes considered that available load for each car will be of quintals 150.
5. That, for your information with beg to let us know if said⁸⁸⁸ transports are effectuable and under which rules they must be done.



MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

Roma, 17 OTT 1945

N. M.312/20858, 22/1

Al N. del

OGGETTO

Importazione patate
da SeminaSotto Commissione Trasporti
(Magg. Ping)R o m a

ALLEGATI N.

1°) - La Federazione Italiana dei Consorzi Agrari Sede di Roma ci comunica di aver stipulato con Rappresentanti del Governo Olandese, un contratto per la importazione di Q.li 32.000 di patate da semina, il cui trasporto dovrebbe effettuarsi entro il 31 dicembre c.a.-

2°) - Per l'importazione di cui trattasi l'Ente suddetto, ha previsto l'inoltro tanto via mare che via terra; ma considerando le difficoltà di disponibilità di tonnellaggio, il maggiore assegnamento viene fatto per la via di terra.

3°) - I delegati olandesi avrebbero però dichiarato che l'Olanda non è in condizioni di fornire i carri necessari che, perciò, dovrebbero essere inviati dalle P.S. dietro richiesta degli interessati.

4°) - Ciò premesso, la prefata Federazione ha richiesto a questa Amministrazione se è possibile avere la fornitura di quattro carri per l'immediato invio in Olanda di 64.000 sacchi vuoti, ed in un secondo tempo l'invio di 214 carri chiusi per il carico dei Q.li 32.000 di patate, considerato il carico utile di ogni carro in Q.li 150.

5°) - Tanto si porta a conoscenza di cotesta Sotto Commissione, con preghiera di far conoscere se detti trasporti sono effettuabili, ed in base a quali norme.

sm

IL CAPO DEL SERVIZIO MOVIMENTO

14131
 29/1/62
 29 October 1945

RECEIVED: RECONSIGNING OF TRAFFIC

(MAIL DIVISION)

C/O Transportation (at) Main

C.S.P.

rel: 043.10

ref: 10/51/30.4

SUBJECT: Reconsigning of traffic.

TO : Chief,

Movement Division.

1. Attached hereto is correspondence received from M.R.S. in respect of traffic reaching Bologna and being reconsigned. It has always been an accepted condition that civil freight traffic would not be reconsigned, and your Division has issued past instructions in this respect, in order to ensure that movement can be controlled.
2. It is emphasized that Bologna at the present time is a bottle neck, and the I.S.R. are not in a position to work it properly. The Director General has been asked to give immediate attention to the lay-out in order to increase facilities, but there has already been one civilian stop imposed, and if nothing improves we shall be faced with a possible curtailment of civilian passenger services, which would cause adverse comment.
3. It will be observed that much of the traffic is wine, and you have issued instructions preventing wine in barrels going further north than Florence. It appears to be deliberate attempts at breaking through the limitation imposed on the movement of traffic through that area, and it would seem that instructions should be given to I.S.R. Bologna to refuse to reassign traffic to northern destinations.

885
Adm. Div.

For
 Chief Mail Division.

SUBJECT: Reconsigning of traffic.

TO: Chief,
Movements Division.

1. Attached hereto is correspondence received from I.S.M. in respect of traffic reaching Bologna and being reconsigned. It has always been an accepted condition that civil freight traffic would not be reconsigned, and your Division has issued past instructions in this respect, in order to ensure that movement can be controlled.
2. It is emphasized that Bologna at the present time is a bottle neck, and the I.S.M. are not in a position to work it properly. The Director General has been asked to give immediate attention to the lay-out in order to increase facilities, but there has already been one civilian stop imposed, and if nothing improves we shall be faced with a possible curtailment of civilian passenger services, which would cause severe comment.
3. It will be observed that much of the traffic in wine, and you have issued instructions preventing wine in barrels going further north than Florence. It appears to be deliberate attempts at breaking through the limitation imposed on the movement of traffic through that area, and it would seem that instructions should be given to I.S.M. Bologna to refuse to reassign traffic to northern destinations.

880

Adm. my
For
Chief Mail Division.

Copy to: I.S.M.
Th. A3 (U) 18/2-63A.

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

ESL/em

Ref. 210/14/Tn.2

12 October 1945

SUBJECT: Distribution of Civilian Supplies.

TO : Rail Division
(Attn. Majors Ping and Long).

1. Reference your letter 9 October and telephone conversation 12 October on above subject.
2. Letter from Economic Section (a second copy attached) concerns Allied Commission's distribution problems, which U.N.R.R.A. will inherit if it takes over Allied Commission's functions.
3. Will you undertake to answer such portions of questions in paragraph 2 and 3 as come within the ambit of your Division's activity. Specifically, what problems have been encountered in connection with the import program for the Italian State Railways?

*Edward S. Lynch*EDWARD S. LYNCH
Administrative Division1 Incl.

885

HEADQUARTERS ALLIED COMMISSION
AFC 294
Economic Section

REF: RS/133 5 October 1945

SUBJECT: Distribution of Civilian Supplies
Information to Dr. Welk

TO : All S/CS, Economic Section
Requisition Branch
Info. to W.S.A., PUTSEC

1. It is the desire of the Acting Vice President that Dr. Welk, UNRRA, be assisted by all of the addressees of the Economic Section in an analysis of the distribution of imported civilian supplies to Italy.

2. After the disestablishment of A.C., UNRRA will be confronted with the task of furnishing to Italy the bulk of imported civilian supplies and of seeing to it that the distribution of such supplies is effectively carried out. Although distribution as such will be the responsibility of the Italian Government, it will be UNRRA's responsibility to see to it that the distribution of the supplies which it furnished takes place as effectively as possible, and without any discrimination. To be able to do this, UNRRA must know for each major imported commodity or group of commodities:-

884

a. How and by what agency of the Italian Government are requirements, programs, and general plans for distribution to consumers prepaid?

b. When shipments arrive, how and where are they turned over by A.C., to the Italian Government, and to what agency of that Government?

c. Through what channels does the receiving Italian agency distribute the commodity on a regional, provincial and local level?

What are the main outlines of the rationing

NO : All 3/cs, Economic Section
Requisition Branch
Info. to A.S.A., PERSEC

1. It is the desire of the Acting Vice President that Dr. Welk, UNRRA, be assisted by all of the addressees of the Economic Section in an analysis of the distribution of imported civilian supplies to Italy.

2. After the disestablishment of A.C., UNRRA will be confronted with the task of furnishing to Italy the bulk of imported civilian supplies and of seeing to it that the distribution of such supplies is effectively carried out. Although distribution as such will be the responsibility of the Italian Government, it will be UNRRA's responsibility to see to it that the distribution of the supplies which it furnished takes place as effectively as possible, and without any discrimination. To be able to do this, UNRRA must know for each major imported commodity or group of commodities:-

884

- a. How and by what agency of the Italian Government are requirements, programs, and general plans for distribution to consumers prepaid?
- b. When shipments arrive, how and where are they turned over by A.C., to the Italian Government, and to what agency of that Government?
- c. Through what channels does the receiving Italian agency distribute the commodity on a regional, provincial and local level?
- d. What are the main outlines of the rationing procedure through which the ultimate consumer is obtaining his share of the imported commodity? Who devises and administers the rationing system?
- e. What are the defects and pitfalls of the distribution process, i.e.:--
 - (1) What defects, if any, are there in the present method of planning for the distribution of the commodity by the responsible Government agency? Do the general criteria of distribution adopted

ALC S/CS

- 2 -

October 1945

seem equitable and efficient?

- (2) What difficulties are encountered in the process of getting the commodity from shipside to consumer? In other words, what difficulties should be anticipated in:-

Unloading
Warehousing at the Port
Inland transport
Storage on a provincial level
Distribution to local merchants or consumers

What can be done to correct such difficulties?

- (3) What weaknesses are there in the present rationing system for the commodity?

- (4) Is there a black market in the commodity, and if so - How does the commodity get into the black market? - What should be done to prevent its getting and staying there? - What are the present official and black market prices of the commodity in question?

- f. What other phases of the distribution process are significant, and what comments thereon seem pertinent?

883

3. It is requested that each sub-commission and the Requisition Branch of the Economic Section submit a report which will answer the questions and furnish the information outlined in para 2 above in so far as it pertains to those commodities and activities with which the respective sub-commissions and Requisition Branch are concerned.

4. UNERA has expressed its appreciation and gratitude to this Headquarters for the material assistance which has recently been rendered by the sub-commissions and branches of the Economic Section in the preparation of data and information necessary to the future planning of the UNERA program.

Unloading
 Warehousing at the Port
 Inland transport
 Storage on a provincial level
 Distribution to local merchants or consumers

What can be done to correct such difficulties?

(3) What weaknesses are there in the present rationing system for the commodity?

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3. It is requested that each sub-commission and the Requisition Branch of the Economic Section submit a report which will answer the questions and furnish the information outlined in para 2 above in so far as it pertains to those commodities and activities with which the respective sub-commissions and Requisition Branch are concerned.

4. UNARA has expressed its appreciation and gratitude to this Headquarters for the material assistance which has recently been rendered by the sub-commissions and branches of the Economic Section in the preparation of data and information necessary to the future planning of the UNARA program.

CHARLES W. WALTON
 Colonel
 Chief, Supply Division

C A B L E

TO: Movement Sections Florence, Ancona, Rome, Naples, Bari
Reggio C., Palermo.

COPI TO: Movement Section Bologna
Commercial Service Bldg.
Direction M.RS. Bldg.
In. Sub-Commission AC
Rail Division Bldg.

Ref.: M.321/632.

Prohibition acceptance movements by car on behalf of
Civilians excepted foodstuffs destined to and in transit through
Bologna as in telegram M.321/611 dated 16 October, is prorogued
until October 12, 1945. Please confirm.

Sgd.: BIONDI

882

Tr/al/20/10/45.

FILIO

Roma 11 19.10.1945

SERIONI MOVIMENTO = FIRENZE = ANCONA = ROMA = NAPOLI =
= BARI = REGGIO C. = PAERMO =

p.n.

SEZIONE MOVIMENTO = BOLOGNA =

SERVIZIO COMMERCIALE = SEDE =

DIREZIONE M.R.S. = SEDE =

~~SOTTO COMMISSIONE ALLEGATA~~ SEZIONE TRASPORTI = SEDE =

M.321.632.-

Divieto accettazione trasporti a carro conto civili
escluse derrate per Bologna loco et transito cui telegramma
M.321.611 del 16 corrente est prorogato fino a tutto ventidues
corrente punto

Conferma

F. Bianchi

881

br.

DATE

Commander's Office
Jehovah's Witnesses

1/10/68
Jehovah's Witnesses

F O T O G R A M M A

Sezioni Movimento FIRENZE ANCONA ROMA NAPOLIBARI REGGIO C. PALERMO

P.n. SEZIONE MOVIMENTO BOLOGNA

SERVIZIO COMMERCIALE S E D E

DIREZIONE M.R.S. S E D E

SOTTO COMMISSIONE ALLEATA SEZIONE TRASPORTI S E D E

M.321/632 = Divieto accettazione trasporti a carro conto civili escluse
derrate per Bologna loco et transito cui telegramma M.321/611 del 16
corrente est prorogato fino a tutto ventidue corrente punto Conferma

Fto) Biondi

889

S. Carminis
Legatus

TRANSLATION

MINISTRY OF TRANSPORTS
ISR MOVEMENT SERVICE

Rome 15 Sept. 1945
Ref. M.222/58/94.

TO : Ph. Sub-Commission A.C. Bldg

1. The Treasury Direction of the Ministry of Finance requires the necessary transportation to Rome, Royal Mint Shop, of following quantities of out of currency silver coins:
 Milan 131 Tons; Florence 19; Brescia 29; Potenza 14; Bari 7; Forlì 11 and Perugia 10.
2. Conveyance is therefore proposed: From Milan (11.12 cars); 3 cars at a time handled on Military leave-train Milan-Naples from Brescia (3 cars) with same train; from Forlì (1 car) with same train; from Florence (2 cars) handled on one of the military trains, from Bari (1 car) handled on train 816 till Aversa and on train 80 till Rome; from Potenza (1 car) handled on train 3970 till Battipaglia, on train 1934 till Naples and on train 1920 or 1910 till Rome, from Perugia (1 car) handled on train 4301 till Foligno and on one of the military trains till Rome.

We wait for your decisions.

Chief of Movement Service
Sgd.: BIONDI

Tr/21/16/9/45.

Milan	131 tons	12 cars	3979	leave train
Florence	19 "	2 "		Military train
Brescia	29 "	3 "		leave train
Potenza	14 "	1 "	3970-1934-1920	
Bari	7 "	1 "	on 816-80	
Forlì	11 "	1 "		leave train
Perugia	10 "	1 "	4301- + Military	

7 October 1945
und 16/9/45

**MINISTERO DEI TRASPORTI**~~DELLE COMUNICAZIONI~~FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Movimento

OGGETTO

Roma, li 1 SET. 1945 194 - A.

N. M. 222/58/94

Al N. _____ del _____

Sottocommissione Trasporti dell'A.C.
Divisione FerroviariaS E D E

ALLEGATI N. _____

- 1 - La Direzione del Tesoro del Ministero delle Finanze, fa presente la necessità di trasportare a Roma, presso la R. Zecca, i seguenti quantitativi di monete d'argento fuori uso: Milano Tonnellati 131; Firenze 19; Brescia 29; Potenza 14; Bari 7; Forlì 11 e Perugia 10.
- 2 - Si propone l'inoltro: da Milano (11-12 carri): 3 carri per volta con la tradotta militare Milano-Napoli; da Brescia (3 carri) stesso mezzo; da Forlì (1 carro) stesso mezzo; da Firenze (2 carri) con uno dei treni militari; da Bari (1 carro) con i treni 816 fino Aversa e coincidente 80; da Potenza (1 carro) con i treni 3970 fino Battipaglia, 1934 fino Napoli e coincidente 1920 oppure 1910; da Perugia (un carro) col treno 4301 fino Foligno e con uno dei treni militari fino Roma.

Si attendono le decisioni al riguardo.

878

IL CAPO DEL SERVIZIO MOVIMENTO

WIRE

FROM: DMRI

0920 - 1 October 1945 91/58

TO (FOR ACTION) Ing. Biondi, ISR
Joint Railway Control, RomeTO (FOR INFO) Provost Marshall Section
Maj. Matson, AC, Bldg.
American RTORome Terminal
British RTO Rome TerminalUNCLASSIFIED. Reference file CS 208 dated 29 Sept. Train will
now arrive Rome Terminal 1025 hours 6 October from Milan via Orte.
Signed London. CS 213*H. H. Headlee*
H. H. HEADLEE
Captain, TC
774 RGD

877

WIRE

FROM: DMRI

1450 - 29 September 1945

TO (FOR ACTION)

Ing. Biondi, ISR
Joint Railway Control, Rome

TO (FOR INFO)

Provost Marshall Section
Maj. Mitsen, AC, Bldg.
American RTO Rome Terminal
British RTO Rome Terminal

UNCLASSIFIED. A special train of currency consisting of 19 cars
scheduled arrive Rome Terminal 1025 hours 2 October from Milan.
CS 208 Signed London.

A. H. Hendlee
A. H. HENDLEE
Captain, TC
774 AGD

876

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

Tel. 643258
Ref. AC/51/In 4

23 September 45

SUBJECT : Movement of Monies.

TO : MRB - Plbg. (Urgent)

1. Request is made for a special train to be operated from Milan to Rome for the purpose of handling Monies for the Ministry of Finance.
2. Following is approximate schedule and consist of train:

				<u>Carload</u>
Leave MILAN	0615	October 1		12
BRESCIA	0827-0900	" 1	pick up	3
VICENZA	1100-1200	" 1	-----	
BOLOGNA	1515-1700	" 1	" "	2
PARMA			" "	1
MODENA			" "	1
Arr. ROME	0740	October 2	Total	19

approximate tonnage from Milan 260 into Rome 400

3. Ministry of Finance will furnish necessary escort.
4. It is most urgent that this commodity be moved as outlined and your immediate attention is requested. AMB have approved the move.

For the Chief Commissioner :

875

P. G. HATCHER, Major

Copy for Movements Rail Tr Sub-Comm. (agreed as per face conversation).

OK approved

TRANSLATION

MINISTRY OF TRANSPORTS
ISK MOVEMENT SERVICE

Rome 15 Sept. 1945
Ref.M.222/50/94.

TO: Tn.Sub-Commission A.C. Bldg

1. The Treasure Direction of the Ministry of Finance requires the necessary transportation to Rome, Royal Mint.Shop, of following quantities of out of currency silver coins:
Milan 131 Tons; Florence 19; Brescia 29; Potenza 14; Bari 7; Forli 11 and Perugia 10.

2. Conveyance is therefore proposed: From Milan (11.12 cars); 3 cars at a time handled on Military leave-train Milan-Naples, from Brescia (3 cars) with same train; from Forli (1 car) with same train; from Florence (2 cars) handled on one of the military trains, from Bari (1 car) handled on train 616 till Aversa and on train 80 till Rome; from Potenza (1 car) handled on train 3970 till Battipaglia, on train 1934 till Naples and on train 1920 or 1910 till Rome, from Perugia (1 car) handled on train 4301 till Foligno and on one of the military trains till Rome.

We wait for your decisions.

Chief of Movement Service
Sgd.: BLONDI

Re cap

874

Handwritten notes:
From
Military ISR that
MRS will not
PERMIT HANDLING
ON MILITARY TRAINS
ir/21/10/9/45.
Suggest from
Milan and Forli
for the other
cities.
Special train for
military purposes
proposed.

Milan	131 tons	12 cars	3 at a time leave ✓
Brescia	29 "	3 "	Military 2 ✓
Forli	11 "	1 "	Leave ✓
Perugia	10 "	1 "	4301 - ✓ Military train
Bari	7 "	1 "	on 816-80 ✓
Potenza	14 "	1 "	3970-1934-1920 ✓
Florence	19 "	2 "	Military 2 ✓

TRANSLATION

MINISTRY OF TRANSPORTS
ISR MOVEMENT SERVICE

Ref.: M.222/50/135.

Note for Th. Sub-Commission.

Schedule of cars loaded with silver coins to be carried to Rome for account of Ministry of Finance and by special train:

Train n°1445 bis at 30' distance from the original train	
Milan dep. 0615 hrs	Brescia arr. 0627 hrs
Special train Brescia dep. 0900 hrs	Verona " 1100 "
train n°65 bis Verona " 1200 "	Bologna " 1535 "
train n°401 " Falconara " 2230 "	Rome " 0740 "

In departure from Milan train consist should be of 12 vehicles (about 200 tons) Cars departing from Brescia and Forlì should be handled on train when transiting those stations, while the two cars from Florence and the one from Perugia should be forwarded by local trains respectively till Bologna and Foligno from where they may be handled on transiting train.

At the arrival in Rome train consist will be of 19 vehicles (about 400 tons).

The Ministry of Finance will provide necessary escort for the whole trip.

*for 1st
october
agori*

873

Tr/al/22/9/45.

Roma.

M. 222/58/135

SERVIZIO MOVIMENTO

A P P U N T O
per la Socommissione Trasporti

I carri contenenti monete d'argento che il Ministero delle Finanze intende di trasportare a Roma, è opportuno vengono inoltrati con mezzi rapidi e all'uopo si propone il seguente programma:

Treno 1445bis a distanza 30' dall'originario;

Milano	p. 6.15	Brescia	a. 8.27
" straordinario Brescia"	9.00	Verona	" 11.00
" 65bis Verona	"12.00	Bologna	" 15.35
" 467bis Falconara"	22.30	Roma	" 7.40

In partenza da Milano il treno sarebbe composto di veicoli 12 tonn. 260 circa. I carri in partenza da Brescia e Forlì verrebbero aggiunti al passaggio del treno per dette stazioni mentre i 2 di Firenze e 1 di Perugia verrebbero aggiunti al passaggio del treno rispettivamente per Bologna e Foligno dove i carri stessi verrebbero tempestivamente inviati dalle stazioni di partenza con treni locali.

Il treno in arrivo a Roma risulterà di veicoli 19 ton

400 circa.

Sarà beninteso a cura del Ministero delle Finanze provveduta una conveniente scorta per l'intero percorso.

ACP/lml 9/1/53

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

Tel. 843238
Ref. AC/91 /in 4

9 October 1945

SUBJECT : Distribution of Civilian Supplies.

TO : Administration Division,
Attention: Edward S. Lynch.

1. Reference is to your letter of 6 October 1945.

2. We would quite willingly assist in endeavoring to answer the questions set out by the Economic Section, but the question of supply and the movement of supplies is one primarily for Movements Division, whose particular job it has been to find the difficulties preventing movement of traffic, and to take such action as is calculated to remove those difficulties.

3. Rail Division is a technical branch for filling the needs of the Rail Section of Movements Division, and it is suggested therefore, that you consult with Movements first, and if they outline any technical difficulties which have prevented movement by rail, then we will give the answers as to how those difficulties can be dealt with.

for Director

871

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

ESL/em

Ref. 210/13/Tn.2

176/51

6 October 1945

SUBJECT: Distribution of Civilian Supplies
Information to Dr. Welk.

TO : Rail Division
(Attn. Mr. Moss).

1. Attached is copy of letter from the Economic Section.
2. Colonel Buchanan has asked me to handle the matter, and as I know nothing about the subject, I am passing the buck - if you don't mind.
3. Would you therefore please read the attached letter and let me have your comments, in so far as the rail division's interests are concerned.

Edward S. Lynch

EDWARD S. LYNCH
Administrative Division

1 Incl.

870

HEAD UNITED STATES COMMISSION

APG 394

Economic Section

REF: 18/132

6 October 1945

SUBJECT: Distribution of Civilian Supplies
Information to Dr. WelkTO : All S/Cs, Economic Section
Requisition Branch
Info. to A.C.A., FALSTC

1. It is the desire of the Acting Vice President that Dr. Welk, UNRRA, be assisted by all of the addressees of the Economic Section in an analysis of the distribution of imported civilian supplies to Italy.

2. After the disestablishment of A.C., UNRRA will be confronted with the task of furnishing to Italy the bulk of imported civilian supplies and of seeing to it that the distribution of such supplies is effectively carried out. Although distribution as such will be the responsibility of the Italian Government, it will be UNRRA's responsibility to see to it that the distribution of the supplies which it furnished takes place as effectively as possible, and without any discrimination. To be able to do this, UNRRA must know for each major imported commodity or group of commodities.

- a. How and by what agency of the Italian Government are requirements, programs, and general plans for distribution to consumers prepared?
- b. When shipments arrive, how and where are they turned over by A.C., to the Italian Government, and to what agency of that Government?
- c. Through what channels does the receiving Italian agency distribute the commodity on a regional, provincial and local level?

SUBJECT: Distribution of Civilian Supplies
Information to Dr. Welk

TO : All W/Os, Economic Section
Requisition Branch
Info. to A.C.A., FALOMO

It is the desire of the Acting Vice President that Dr. Welk, UNRRA, be advised by all of the addressees of the Economic Section in an analysis of the distribution of imported civilian supplies to Italy.

After the disestablishment of A.C., UNRRA will be confronted with the task of furnishing to Italy the bulk of imported civilian supplies and of seeing to it that the distribution of such supplies is effectively carried out. Although distribution as such will be the responsibility of the Italian Government, it will be UNRRA's responsibility to see to it that the distribution of the supplies which it furnished takes place as effectively as possible, and without any discrimination. To be able to do this, UNRRA must know for each major imported commodity or group of commodities:-

- a. How and by what agency of the Italian Government are requirements, programs, and general plans for distribution to consumers prepared?
- b. When shipments arrive, how and where are they turned over by A.C. to the Italian Government, and to what agency of that Government?
- c. Through what channels does the receiving Italian agency distribute the commodity on a regional, provincial and local level?
- d. What are the main outlines of the rationing procedure through which the ultimate consumer is obtaining his share of the imported commodity? Who devises and administers the rationing system?
- e. What are the defects and pitfalls of the distribution process, i.e.:-
 - (1) What defects, if any, are there in the present method of planning for the distribution of the commodity by the responsible Government agency? Do the general criteria of distribution adopted

All/CS

October 1945

seem equitable and efficient?

- (2) What difficulties are encountered in the process of getting the commodity from shipside to consumer? In other words, what difficulties should be anticipated in:-

Unloading
Warehousing at the port
Inland transport
Storage on a provincial level
Distribution to local merchants or consumers

What can be done to correct such difficulties?

- (3) What weaknesses are there in the present rationing system for the commodity?

- (4) Is there a black market in the commodity, and if so - How does the commodity get into the black market? - What should be done to prevent its getting and staying there? - What are the present official and black market prices of the commodity in question?

- f. What other phases of the distribution process are significant, and what comments thereon are pertinent?

3. It is requested that each sub-commission and the Requisition Branch of the Economic Section submit a report which will answer the questions and furnish the information outlined in para 2 above in so far as it pertains to those commodities and activities with which the respective sub-commissions and Requisition Branch are concerned.

4. UNRRA has expressed its appreciation and gratitude to this Headquarters for the material assistance which has recently been rendered by the sub-commissions and branches of the Economic Section in the preparation of data and information necessary to the future planning of the UNRRA program.

1 4 3 8

Unloading
Warehousing at the Port
Inland transport
Storage on a provincial level
Distribution to local merchants or consumers

What can be done to correct such difficulties?

(3) What weaknesses are there in the present rationing system for the commodity?

(4) Is there a black market in the commodity, and if so - How does the commodity get into the black market? - What should be done to prevent its getting and staying there? - What are the present official and black market prices of the commodity in question?

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CHARLES W. WALTON
Colonel
Chief, Supply Division

POH/af

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

4 October 1945

Tel.: 843238

Ref.: AC/91/Tn.4

SUBJECT: Movement of fresh fruit.

TO : AFHQ 04 Nov & Tn.
(Attention Major Ellis)

1. Reference your mov.3/378/40 of 21 September.
2. A perishable train operates daily leaving Reggio 0510 and arriving Naples 1536 next day. This train may be used for your perishables up to 50 tons per day.
3. Regular scheduled freight service operates also between Reggio and Bari but it is not satisfactory for the handling of perishables as the present running time is 64 hours. However it is available for a 50 tons daily capacity if desired.

For the Chief Commissioners

867

F.G.MATSON,
Major T.C.

Copy to:- Movements Rail Tn. Sub-Commission.

Subject: Fresh Fruit Distribution

Allied Force Headquarters
G-4 (Mov & Tn)
Tel: Freedom 878

Nov 3/378/40

To : Allied Commission,
Transportation Sub-Commission,
(Rail Division)

29 Sep 45

Copy to: HQ Movements Naples
Q(Maint)
SP (Sups)

1. A review of the anticipated availability of Fresh Fruit for Military consumption during the winter months indicates that rail movement not exceeding 50 tons daily will be required from CALABRIA to NAPLES or BARI.
2. It will be appreciated that the maximum priority in movement is essential if heavy losses by deterioration are to be avoided.
3. It is therefore requested that, commencing November 45, you grant permission for not more than five box cars daily to be moved by the civilian freight service REGGIO-NAPLES.
4. Can you assist further by advising details of any regular civilian freight service REGGIO-BARI that could be suitably used when required?

Reggio 1000 1st day
Naples 1536 2nd day
Rome 0430 3rd "

Reggio 0510-1040
Naples 1357-2nd
Bari 0430-3rd
1816-4th

H.W.R.F. ELLES, Major,
For Brigadier,
G-4 (Mov & Tn).

800

28/1
96
12
84

TELECOMMUNICATIONS CORPORATION A.C.S.
(R.A.T. DIVISION)
c/o Transportation (Br) Bldg,
S.I.T.

Ref.: 641235

Ref.: 40/31/70.4

4 October 1945

SUBJECT: Salt for export policy.

TO: Movement Division in. Sub-Commission 54 AG.

1. Reference given 27 September file 451/10/70.4 regarding the movement of 8 wagons of salt daily from Pomata Spinn and four wagons daily from Yiriani can outside to Porto Impelele for export.

2. The increased tonnage of salt requested to be moved can easily be handled as far as wagons and motive power are concerned but not in the governing factor.

3. It is definitely our opinion that the coal allocation for the Italian Railways is inadequate and now that the allocation is an Italian Government responsibility we are asking the I.T.A. to investigate the possibility of increasing the allowance or curtailing the movement of a lesser important commodity so that the required movement of salt can be secured.

4. The I.T.A. is requested by copy of this letter to advise what can be accomplished and you will be advised of their findings.

5. Our own view is that we cannot expect the interval shipments to be curtailed to any great extent in order that shipments for export might receive preference; or an increase in the coal allowance in the solution.

30/10/45

SUBJECT: Salt for export Italy.

TO: 1 Movement Division D. Sub-Commission N. 40.

1. Reference yours 27 September file 135/11/72.3 regarding the movement of 6 wagons of salt daily from Moravia Spain and four wagons daily from Italian sea station to Porto Speciale for export.

2. The increased tonnage of salt requested to be moved can easily be handled so far as wagons and native prices are concerned but dual is the governing factor.

3. It is definitely our opinion that the coal allocation for the Italian Railways is inadequate and now that the allocation is an Italian Government responsibility we are asking the I.M.M. to investigate the possibility of increasing the allowance or curtailing the movement of a lesser important commodity so that the required movement of salt can be assured. 803

4. The I.M.M. is requested by copy of this letter to advise what can be accomplished and you will be advised of their findings.

5. Our own view is that we cannot expect the interval shipments to be curtailed to any great extent in order that shipments for export might receive preference; an increase in the coal allowance is the solution.

For Chief,
Rail Division.

Copy to: The Industry Sub-Commission
Movement Div. (Shipping)
I.M.M. Bldg.

NOTE FOR MAJ. MATSON

I. October 1945

The present coal situation in Sicily does not permit the allocation of 8 daily cars to Spina and 2 to Mimiani S. Cataldo for conveyance of coal to Porto Impeccabile.

In fact, additional trains should be necessary, and their operation would need more coal.

Shortage of coal in the island has obliged us, once, to cancel a few passenger trains and this raised a lot of claims from people.

An increase in coal allowance for the island would remove the difficulty.

(Ing. Scattile)



MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO - DIREZIONE GENERALE

Roma, 1 Ottobre 1945

N. M. 312

Al N. _____ del _____

OGGETTO: _____

P R O M E M O R I A

Nelle attuali condizioni di esercizio non si può assegnare giornalmente 8 carri alla fermata di Spina e 2 a Mimiani S. Cataldo, per il trasporto di sale destinato a Porto Empedocle, per l'imbarco.

Infatti, per l'inoltro di detti carri si dovrebbero effettuare apposti straordinari, ciò che non è possibile stante l'insufficiente dotazione di carbone per L'Isola.

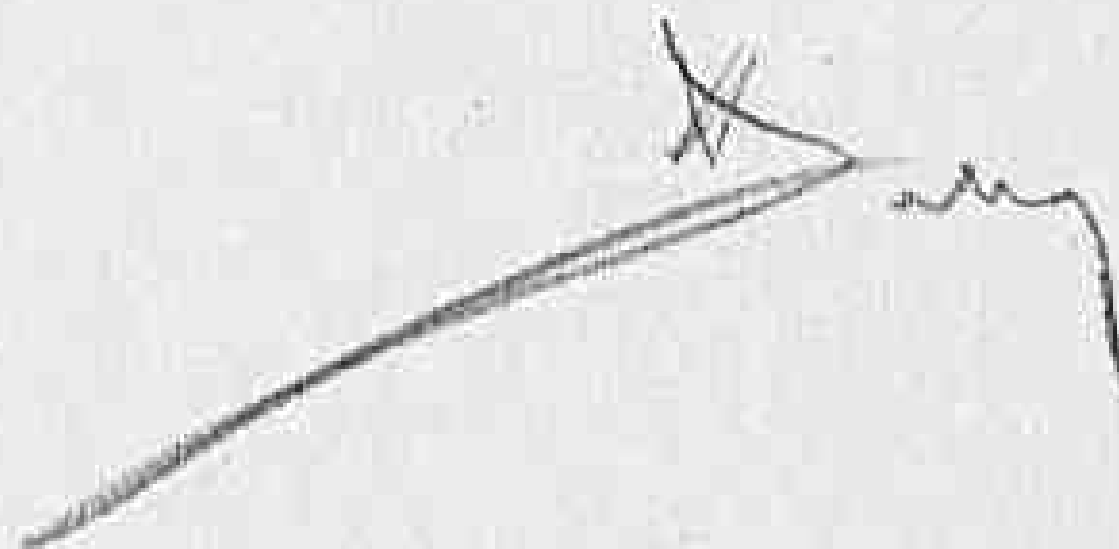
Questa insufficienza di carbone, in alcuni periodi di tempo, fu anche causa di soppressione di treni viaggiatori, cosa questa che ha provocato proteste e lamentele da parte delle popolazioni.

863

/.

(V) Segreto.

Per eliminare gl'inconvenienti cui sopra è necessario
aumentare la dotazione di carbone per l'Isola.

A handwritten signature or mark, possibly a stylized 'X' or a signature, located below the text.

CFC/mb

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

Tele : 478704

27 Sept. '45

483/11/Tn.3.

SUBJECT : Rock Salt SicilyTO : Rail Division (Tn.4.) ✓

1. Further to this office letter 483/8/Tn.3. dated 21 Sept. '45.
2. This office is now informed that the production of the mines at COFFARI and ARGENTO can reach 8/9000 tons per month if sufficient wagons are available.
3. This production figure means that 8 wagons daily at FERMATA SPINA, (instead of 4 as at present), and 2 daily at MIMIANI SAN CATALDO, (instead of 2 as at present), would be required for movement to PORTO EMPEDOCLE.
4. Sufficient storage space at PORTO EMPEDOCLE is available to hold stocks awaiting shipment.
5. Will you please confirm that sufficient wagons and motive power to meet the programme as outlined can be made available.

For Chief, Movements Division

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

862

Copy to : Industry Sub-Commission (Chemicals Division)
Movements Division (Shipping Branch)

9/1/48
ACP/lal

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

Tel. B43228
Ref. AC/91/Tn4

5 October 1945

SUBJECT : Movement of Scrap Iron.
TO : Director General, ISR.

1. Reference is to your letter M.321/18422/332/1793 of 20 September 1945.

2. We have been in contact with the Industry Sub-Commission of Allied Commission, but they have no knowledge of the scrap material in the various cars in the Naples district.

3. It is suggested that you take immediate steps for the sale of this material to such firms as are engaged in the production of urgent materials for the State Railways.

for Director

Copy to: Industry Sub-Commission
Attention: J. C. Farmer

861

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

Tel. 39I

MCF/gm

Ref. AC/5706/IND

2 Oct 45.

SUBJECT : Movement of Scrap Iron.
TO : Transportation S/C - Rail Division. ✓
Transportation (BR) Main, CMF. AC.

1. Reference your AC/9I/Tn4 dated 22 Sept 1945.
2. The Italian State Railways state that the freight cars in question have duly been allotted by Naples Compartimento in accordance with their routing programme.
3. This Sub-Commission has no knowledge of the a/m movements as they do not refer to demands on part of Steel Works carrying out Military Orders such as Giovinazzo (Bari) Ilva (Bagnoli and Torre Annunziata) Terni.

M.G. Farmer
M.G. FARMER

for:

D.L. ANDERSON,
Brigadier,
Deputy Vice-President,
Economic Section.

860

Rome 26th Sept. 1945
M.232/405/105.

MINISTRY OF TRANSPORTS
ISR MOVEMENT SERVICE.

TO : Tn. Sub-Commission AC.,
blog.

1. It concern dead poultry transport in a frigerator car from Forli to Genoa Brignole.
2. We ask his forwarding by 460 train the 29 Sept. from Forli to Bologna, by 36 train from Bologna to Voghera and 175 train from Voghera to Genova Brignole.
3. Please authorize.

The Chief Mov. Service.
Signed BIONDI.

859

*Goodson
 note this is important
 can you authorize?
 Motion report*

*Approved
 Plimpton
 Sept 28*

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 1116
Date/Time of Origin: SEPT 24/1535A

Message Centre No: F/8862
Date Time Rec'd: SEPT 24/2100A
Precedence: ROUTINE

FROM: ACTPT MILAN FOR FISKE SIGNED HARRIS
TO: TN INC TN SUB COMMISSION AICOM ROME

INFO: AICOM ACTPT

RESTRICTED

RESTRICTED.

Reference your signal 23 dated 22 September. These trains arranged with ISR provisionally at request of TN S BAR C Hq AC. Their signal 4962 dated 7 September refers. Contents approx 2500 tons State Documents for Italian Government Ministries. Please confirm

DIST

ACTION: TN SC (2)

INFO: CHIEF COMMISSIONER
ECON SEC (2)
FILE (2)
FLOAT

ACTION

X Mov. Rail have 1

873

RESTRICTED

HEADQUARTERS
25 SEP 1945
A. C.

AGP/lml

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

Tel. 843238
Ref. AC/91/TM4

22 September 1945

SUBJECT : Movement of Scrap Iron.

TO : Industry Sub-Commission.

1. The Italian State Railways have indicated to this Sub-Commission that at the steel works of ILVA at Bagnoli (Naples) there are about 90 freight cars of iron scrap metal, and in view of the great shortage of freight cars, it is most essential that these be released for conveyance of traffic.

2. Moreover, the Italian State Railways indicates that 70 cars of the same metal are located within the Naples Compartimento at various points awaiting authority for transfer to Northern Italy.

3. Will you please therefore, arrange at once for instructions to be given as to the disposal of these freight cars, in order that the scrap iron may be of some use and the cars be put back into service.

4. The Italian State Railways mention the considerable shortage of iron scrap in the Breda Shops and the Falck Steel Works at Sesto San Giovanni.

5. No bidding for movement is required and if you give this Division your instructions as to disposal, we will arrange immediate despatch.

A.C. PENG, Major

for Director

Copy to: Movements, Rail Section

857

MINISTRY OF TRANSPORTS
I.S.R. GENERAL DIRECTION.

Rome 20th Sept. 1945
N. 321/10422/332/1193.

SUBJECT: Iron scraps transports.

TO : Mr. Moss
Director Rail Division
An. Sub-Commission AC.
PLG.

1. As you well know, sarda shops and rail steelwork of Sesto S. Giovanni are in considerable deficiency^{to} expand again their works due to iron and cast iron scraps deficiency.
2. On such regard it is felt to inform you, that on the steelworks Ilva Bagnoli (Naples) are layings since many days about ninety cars of ferrous scraps, and it seems that part of them shall be embarked, and part granted to private firms of the place.
3. Besides, others seventy cars of same materials are located on Naples Compartimento, eight to Caserta, fortyfive to Naples Smistamento ten to Villa Literno and seven to Naples Central awaiting Allied Authority to be sent to the North.
4. Considering the providential contribute that those scraps could bring to our Northern Metallurgical Industries needs, when those materials might be immediately sent over there, we could obtain also benefit to let return to the traffic a certain number of cars at present immobilized.
5. I think opportune to inform you about for your concerned decisions.

The General Director
sgd.: DI RAIMONDO



MINISTERO DEI TRASPORTI
E DELLE COMUNICAZIONI

Roma, 193 - Anno

N. 321/18422/332/17-93

A/N.

FERROVIE DELLO STATO
DIREZIONE GENERALE

~~MINISTERO DEI TRASPORTI~~

SIGNOR MOSS
DIRETTORE SOTTO COMMISSIONE ALLEATA

Sezione Trasporti

S E D E

OGGETTO

Trasporti rottami di

ferro.-

- 1) - Come é ben noto alla S.V., le Officine BREDA e le Acciaierie FALCK di Sesto S. Giovanni si trovano in notevoli difficoltà per sviluppare la loro ripresa, a causa della deficienza di rottami di ferro e di ghisa.
- 2) - Al riguardo mi permetto di segnalarle che nello Stabilimento dell'Ilva a Bagnoli (Napoli) trovansi giacenti, da parecchi giorni, una novantina di carri di rottami ferrosi, i quali, in parte verrebbero imbarcati ed in parte ceduti sul posto a Ditte private.
- 3) - Inoltre altri settanta carri degli stessi materiali sono giacenti nel Compartimento di Napoli: 8 a Caserta, 45 a Napoli Smistamento, 10 a Villa Literno e 7 a Napoli Centrale, in attesa del benessere delle Autorità Alleate per il loro invio al Nord.
- 4) - A parte il provvidenziale contributo che questi materiali potrebbero apportare alla ripresa delle nostre Industrie Metallurgiche settentrionali, ove i materiali stessi fossero ad esse sollecitamente inviati, si otterrebbe anche il beneficio di restituire al traffico un certo numero di carri attualmente immobilizza-

SIGNOR MOSS
DIRETTORE SOTTO COMMISSIONE ALLEATA

Sezione Trasporti

S E D E

O G G E T T O

Trasporti rotti di

ferro.-

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- 5) - Tanto ritengo opportuno comunicare alla S.V. per i provvedimenti che riterrà di prendere.

IL DIRETTORE GENERALE

Ind. Rimond

CFC/elc

HEADQUARTERS ALLIED COMMISSION ON
APO 394
Transportation Sub-Commission

Tel : 478704

17 September 1945

265/37/Tn 3

SUBJECT : Movement of sheep from the mountains
to the plains

TO : Ministry of Transports
I.R.R. Direction General

1. With reference to your letter M 312/17862/2/25.448/
ISCA-6428/28 dated 15 Sept.
2. The movement of live sheep by special train from
RABBI to LASTORIA PORTELLO and from PESCARA to
PUGLIA is approved.
3. It is requested that bids for these movements be
made without delay.

For the Director

G. P. Constable
G.P. CONSTABLE,
Major R.E.

Copy to : Rail Division (Tn 4) ✓
Agriculture Sub-Commission

854

TRANSLATION

MINISTRY OF TRANSPORTS
ISR MOVEMENT SERVICE.

Rome 16 Sept. 1945
Ref.: M.222/54/109.

TO : In. Sub-Commission AC
Bldg

1. Forwarding to Reggio Emilia of a car loaded with value items of the bank of Italy is concerned.
2. Departing from Rome on Tuesday 16 Sept. 1945, handled on train n°6 is requested.

Please give kind approval although the train consist reach 15 vehicles.

Chief of Movement Service
Sgd. BIONDI

Tr/al/16/9/45.

memo
O.K. approved
note to file
for I.S.R. - Handled
17 Sept. 1945
approved plan

853

1457

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO DIREZIONE GENERALE
Servizio Movimento

Roma, li

194...

N. W.222/54/109

6 SET 1945

Al N.

del

OGGETTO:

SOTTOCOMMISSIONE TRASPORTI DELL'A.C.
Divisione FerroviariaS E D E

- 1° - Riguarda l'inoltro di un carro con valori della Banca d'Italia destinato a Reggio Emilia -
- 2° - Viene richiesta la partenza da Roma martedì 18 andante col treno 6.

Pregasi autorizzare anche per quanto si riferisce all'aumento di composizione (15 veicoli). -

IL CAPO DEL SERVIZIO MOVIMENTO

Amey

852

WIRE

1630 - 21 September 1945

FROM: DMRI

TO (FOR ACTION) DAD Tn 3 (O) Bldg.
Joint Railway Control, Rome
Capt. Myers, 774 RGD, Leghorn
Capt. Johnson, 774 RGD, Florence
Capt. Ball, 192 Ry. Opn. Co, Bologna
Ing. Biondi, ISR

TO (FOR INFO) Major Matson, AC, Building

UNCLASSIFIED. JRC arrange forward baggage car 92113 containing valuable cargo to Milan in civilian passenger train No. 6 leaving Rome Terminal 1800 hours Thursday 13 September. Milan return baggage car to Rome. 16 car limit is authorized from Rome. Joint all concerned. CS 106 Signed London.

H. H. Headlee
H. H. HEADLEE
Captain, TC
774 RGD

TRANSLATION

Rome, 11 Sept. 45

MINISTRY OF TRANSPORTS
RAIL MOVEMENT SERVICE
6

TO ; Tn Sub-Comm AC
 Rail Division Bldg.

1. Forwarding of a car to Genoa loaded with value items of the Bank of Italy is concerned.
2. It is requested to handle the car on train n°6 in departure from Rome on Thursday, September 13, 1945. The consist of train 6 would be of 15 vehicles while the other junction train n. 721/36/362 would have 11 vehicles. Please give kind approval, as no more traction means are needed with the addition of above car.

Chief of Movement Service.

Sgd. BIGNDI

Tr/al/11/2/45.

821

1460

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO - DIREZIONE GENERALE
II Servizio Movimento

Roma, li 11 SET 1944

N. M. 222/54/93

Al N. _____ del _____

OGGETTO:

Sottocommissione Trasporti dell'A.C.
Divisione FerroviariaS E D E

- 1° - Riguarda l'inoltro di un carro con valori della Banca d'Italia destinato a Genova.
- 2° - Viene richiesta la partenza da Roma giovedì 13 corrente col treno 6. Poiché il treno 6 verrà ad avere in composizione 15 veicoli ed i treni coincidenti 721/36/36Z, 14 veicoli, pregasi concedere cortese sollecito benestare, avvertendo che anche con l'aggiunta del carro non occorrono maggiori mezzi di trazione.

IL CAPO DEL SERVIZIO MOVIMENTO

[Signature]
850

(1) Servizio:

ALCON REGGIO CALABRIA ALCON BARI ALCON FLORENCE AND ANCONA
ALCON BOLOGNA KNEW AND NAPLES COUNTRIES

4398

25 AUG 45

PRIORITY

UNCLASSIFIED PD

PARA ONE PD SUBJECT MOVEMENT OF SUGAR BEET BY RAIL PD

PARCE TO ALCON REGGIO CALABRIA FOR AHN TO ALCON BARI FOR TAYLOR TO
ALCON FLORENCE FOR BLAIR TO AND ANCONA FOR BEET TO ALCON BOLOGNA FOR
DOED TO AND NAPLES COUNTRIES FOR BEETES FROM HQ ALCON SITE ACTUE PARCE

PARA TWO PD FOLLOWING SUGAR BEET PLANTS LOCATED AT CAPUA CREANA RINTI
GRANIGLIO POLIGNO AVERANO AND JUMI ARE SCHEDULED FOR PRODUCTION OF THIS
SEASON SUGAR CROP PD

PARA THREE PD DUE TO FAILURE OF THE BEET CROPS IN CERTAIN VICINITIES
CLOSE TO THE PLANTS ON ACCOUNT OF DROUGHT IT IS NOT NECESSARY TO ARRAN-
GE RAIL MOVEMENT FROM BEET FIELDS FURTHER DISTANT PD

PARA FOUR PD MOVEMENT OF BEETS IS SCHEDULED TO COMMENCE IMMEDIATELY
AND WILL CONTINUE FOR PERIOD OF ABOUT FOUR DASH SIX WEEKS ALL BIDS
SUBMITTED FOR RAIL MOVEMENT SHOULD BE TREATED AS EMERGENCY AND EVERY
EFFORT MADE TO CARRY OUT MOVEMENT PD

PARA FIVE PD IAN COMPARTIMENTI HAVE BEEN REQUESTED TO REMIND TO THIS
HQ VIA SERVIZIO MOVIMENTI UFFICIO CIRCOLAZIONE VEICOLI PUNTI SEZIONE
PER DETAIL OF ALL MOVEMENTS GIVING TONNAGE AND POINTS BETWEEN WHICH
TRANSPORTED AS LOADING POINTS ARE NOT AT THE MOMENT KNOWN PD

PARA SIX PD TITH OFFICERS TO WATCH THIS MOVEMENT AND REPORT ANY

ALCON REGGIO CALABRIA ALCON BARI ALCON FLORENCE AND ANCONA
ALCON BOLOGNA KERS AND NAPLES COMMONS

4398

26 AUG 49

PRIORITY

UNCLASSIFIED PD

PARA ONE PD SUBJECT MOVEMENT OF SUGAR BEET BY RAIL PD

PARSH TO ALCON REGGIO CALABRIA FOR ABE TO ALCON BARI FOR TAYLOR TO
ALCON FLORENCE FOR BLAIR TO AND ANCONA FOR BEET TO ALCON BOLOGNA FOR
JOHN TO AND NAPLES COMMONS FOR POTERS FROM HQ ALCON CITY ACCT PARSH

PARA TWO PD FOLLOWING SUGAR BEET PLANTS LOCATED AT CAPRA ORSANA RINTI
GRANIGLIO POLIGNO AVERANO AND JESI ARE SCHEDULED FOR PRODUCTION OF THIS
SEASON SUGAR CROP PD

PARA THREE PD DUE TO FAILURE OF THE BEET CROPS IN CERTAIN VICINITIES
CLOSE TO THE PLANTS ON ACCOUNT OF DROUGHT IT IS NOW NECESSARY TO ARRAN-
GE RAIL MOVEMENT FROM BEET FIELDS FURTHER DISTANT PD

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SUBMITTED FOR RAIL MOVEMENT SHOULD BE TREATED AS EMERGENCY AND EVERY
EFFORT MADE TO CARRY OUT MOVEMENT PD

PARA FIVE PD ISK COMPARTIMENTI HAVE BEEN REQUESTED TO REPORT TO THIS
HQ VIA SERVIZIO MOVIMENTI UFFICIO CIRCOLAZIONE VEICOLI FOURTH SECTION
ISK DETAILS OF ALL MOVEMENTS GIVING TONNAGE AND POINTS BETWEEN WHICH
TRANSPORTED AS LOADING POINTS ARE NOT AT THE MOMENT KNOWN PD

PARA SIX PD TTH OFFICERS TO WATCH THIS MOVEMENT AND REPORT ANY

4328(cont'd)2

DISPATCHING TO THEIR HEADQUARTERS PD

PARA SEVEN PD SIGNAL RAIL CAR REQUIREMENTS TO RAIL DIVISION TN FOUR
PDPARA EIGHT PD COORDINATED INDUSTRY SUE COMMISSION AND RAIL DIVISION
TN FOUR PD

COPY TO : EXCELLENT ECONOMIC SECTION

AO TN OFF HOME (CAPT HALL)

RAIL DIV (TN.4)

MR. CRUCIOTTI - ITALIAN STATE RAILWAYS

INDUSTRY SO

FOOD SO

858

TRANSPORTATION SO

342

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

91/37
POM/ic

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

7 September 1945

Tel. 843238
Ref. AC/91/Tn 4

SUBJECT : Movement of Mobile Substations.
TO : DMRSI (Bldg)

1. Mobile Sub Station ABB21 is now at Tiburtina Station Rome awaiting movement to Milan for repairs by Brown Boveri accompanied by three ISR technicians.
2. Immediately upon arrival of ABB21 at Milan the same three technicians will accompany Mobile Sub Station ABB19 Milan to Naples.
3. The ISR is most anxious to expedite the movement of Sub Stations ABB21 and 19, will you arrange ?

For the Chief Commissioner :

P. G. MATSON
MAJOR T.C.

P.G. MATSON, Major

*green
original delivered to
MBD by hand.
P. G. Matson*

847

91/36
AGP/lal

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

Tel. 848283
Ref. AC/91/Tn4

6 September 1948

SUBJECT : Military Potato Loadings from Avezzano.

TO : Military Railway Service,
Attention: Major London

1. In addition to the military potato loadings from Avezzano, it is expected that approximately 500 tons per week will be required to move by rail from Avezzano area to Rome, and it would appear from the loading sheets of Rome Compartimento that this traffic is already scheduled for movement.

2. As the approximate total tonnage per day would be in the nature of 200 tons for military and civilian needs, it seems possible that this could be conveyed on one train, in view of the favorable gradient between Tivoli and Rome.

3. Please say what arrangements are made.

for Director
R.C. Major

Copy to: Movements Division, Rail Section
Hq. Movements Rome Area

8:6

CRW/mb

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

4 September 1945

Tele : 478704

274/10/Tn.3.

SUBJECT : Military Potato loadings from Avezzano

TO : Rail Division (Tn.4.) ✓

1. Reference to your AC.91/Tn.4. dated 30 August '45 to M.R.S., copy to Movements Division.
2. In reply to para 5 of your letter it is now understood from Food Sub-Commission that approx 500 tons per week will be required to move by rail from Avezzano Area to Rome. The actual date of commencement for movement has not yet been given but will be supplied as soon as known.

For the Chief Commissioner

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

845

Copy to : HQ. Movements Rome Area

WIRE

1108 - 3 September 1945

FROM: DMRI

TO (FOR ACTION) Joint Railway Control, Naples
Joint Railway Control, Rome
Ing. Biondi, ISR, Bldg.
AC Transp. Sub-Comm, Bldg.
DAD Tn 3 (O) Bldg.

TO (FOR INFO) American RTO Rome Terminal
British RTO Rome Terminal
RTO at Caserta

UNCLASSIFIED. Two (2) cars contents of high value (from Bank of Italy) and under guard will be moved to Bari, Italy and Palermo, Sicily as follows: First car will be loaded from Rome to Naples on military passenger train schedule No. 1 due to leave Rome 2130 hours 3 Sept, arrive Naples 0610 hours 4 Sept, Naples to Bari on the Bari Belle leaving Naples 1705 hours 4 Sept, arriving Bari 0645 hours 5 Sept; second car will depart Rome 0840 hours 5 Sept. on civilian passenger train No. 781/81 to Naples-Reggio, from Reggio to Messina via ferry, Messina to Palermo on train No. 2909, departing Messina 6 Sept. Car numbers will be advised at a later date. Authority AFHQ-MRS. Joint all concerned.
CS 24 Signed London.

W. R. STEGALL
Lt., TC
774 RGD

Rome, 30 August 45

M. M. G. For The Sub-Commission 45

The potatoes and other goods traffic from Avezzano to Rome could be effected by two daily trains with following timings:

With empty cars dep. Rome-Tiburtina	0945 hrs.
arr. Avezzano	1525
With loaded cars dep. Avezzano	1845
arr. Rome- Cassia Tuscolana.	0040

There will also be need of
civilian movement from
Avezzano up to L'Aquila
train

Suggest you allocate 12 hrs a day
I await note from movement's for
increase.

843

Subject:- Movement of Potatoes from AVEZZANO.

To :- A.C. T.N. Sub Commission
Rail Division (for Major PING)

HQ MOVEMENTS
ROME AREA
MOV 239

29 Aug 45

1. Confirming phone conversations (Capt. HES BAKER - Major PING Local Resources Depot at AVEZZANO will load 100 tons of potatoes daily at AVEZZANO commencing 1 Sept.

2. Will you please arrange for a daily supply of 10 empty box wagons at AVEZZANO Station. It is noted that you will also arrange a daily special train to bring these wagons into AVEZZANO leaving AVEZZANO at 1800 hrs each night. Loading must be completed by approx : 1700

3. The Local Resources Depot will be responsible for securing and labelling wagons. It is only possible to load about 10/12 tons of potatoes per wagon, as space must be allowed in the wagon for air to circulate round to potatoes to prevent decay.

4. The programme submitted by S & T RAAC is as follows:-

1 and 2 Sept. 100 tons per day to ROME
Period 3 - 9 Sept (Inc.).

ROME 125 tons,
LEGHORN 10 tons,
CASORIA 565 tons

at 100 tons per day in above order.

All wagons for ROME will go to TUSCOLANA Station. 82

HHSE/g3

M.S. Baker
(H.H.S. BAKER)
S/Capt C (M).

Copy to :- Joint Railway Control ROME (Termini)
D.A.D.S.T. R.A.A.C.
Local Resources Depot AVEZZANO
R.T.O. ROME (Tuscolana)
R.T.O. ROME (Tuscolana)

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CASORIA 565 tons

at 100 tons per day in above order.

All wagons for ROME will go to TUSCOLANA Station. 822

HHSB/g3

H. H. S. Baker
(H. H. S. BAKER)
S/Capt C (M).

Copy to :- Joint Railway Control ROME (Termini)

D.A.D.S.T. R.A.A.C.
Local Resources Depot AVEZZANO
R.T.O. ROME (Tuscolana)
R.T.O. ROME (Tiburтина)
R.T.O. ROME (Termini)
Traffic Office

TRANSPORTATION BRANCH, COMMISSIONER, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
O.M.F.

Tel: 243191/9583
Ref: AC/31/En 4

30 August 45

SUBJECT : Military Potato Loadings from Avezzano.

TO : M.A.S. (Major London)

1. Commencing 1st September, Military Loadings of Potatoes at Avezzano will commence at rate of 100 tons per day, and a special train will be necessary to deal with the traffic.

2. It is suggested following timings be used for empty and full loadings, empties to start Friday 31 August 45

Place	0914 hours
Avezzano	1525 "
"	1645 "
Rome (Tuscolana)	0045 "

3. IIR suggest Tiburtina as forwarding point, but it is felt you would have no objection to the box cars being used as a passenger service when proceeding empty Rome-Avezzano for the following days' loadings. Perhaps you will say on this point, and we would point out there is a regular demand for travel to Tivoli. There would be no return service provided for passengers.

4. The actual military requirements are set out on copy of letter from Movements attached hereto.

5. It is anticipated that in the near future there will also be considerable loadings of potatoes for civilian needs, and details will be given as soon as received.

For the Chief Commissioner :

A. G. PING
A.G.PING, Major

Copy to: Movements Rome Area
Movements En B/C HQ AC

811

94/32
AC/10

Subject : Movement of potatoes from AVERZANO

To : AG, P.H. Sub-Commission
Rail Division (for Major PINE)

RE MOVEMENTS
ROME AREA
MOV 239

29 Aug 45

1. Confirming phone conversation (Capt. HEB BAKER - Major PINE) Local Resources Depot at AVERZANO will load 100 tons of potatoes daily at AVERZANO commencing 1 Sept.

2. Will you please arrange for a daily supply of 10 empty box wagons at AVERZANO Station. It is noted that you will also arrange a daily special train to bring these wagons into ROME leaving AVERZANO at 1800 hrs each night. Loading must be completed by approx : 1700.

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Period 3 - 9 Sept (Inc.).

ROME 125 tons
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CASORIA 565 "

at 100 tons per day in above order.

All wagons for ROME will go to Tuscolana Station.

840

edgall: H.B.S. BAKER
S/Capt Q (M)

Copy to: Joint Railway Control ROME (Termini)

DADFE RAC

Local Resources Depot AVERZANO

RTO Rome (Tuscolana)

RTO Rome (Tiburina)

RTO Rome (Termini)

Traffic Office

Subject:- Movement of Potatoes from AVEZZANO.

To :- A.C. T.N. Sub Commission
Rail Division (for Major PING)

HQ MOVEMENTS
ROME AREA
MOV 239

29 Aug 45

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Period 3 - 9 Sept (Inc.).

ROME 125 tons,
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CASORIA 565 tons

at 100 tons per day in above order.

All wagons for ROME will go to TUSCOLANA Station. 839

HHSB/gg

(H. H. S. BAKER)
S/Capt Q (M).

Copy to :- Joint Railway Control ROME (Termini)

D.A.D.S.T. R.A.A.C.
Local Resources Depot AVEZZANO
R.T.O. ROME (Tuscolana)
R.T.O. ROME (Tiburina)

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HHSB/ga

H.H.S. Baker
(H.H.S. BAKER)
S/Capt Q (M).

Copy to :- Joint Railway Control ROME (Termini)
D.A.D.S.T. R.A.A.C.
Local Resources Depot AVEZZANO
R.T.O. ROME (Tuscolana)
R.T.O. ROME (Tiburina)
R.T.O. ROME (Termini)
Traffic Office

INTER OFFICE MEMO

MPL/gb

Our Ref : AC/665/17/Tn.3.

20 August 1945

SUBJECT : Wheat imports into Sardinia.

TO : Food S/C

Reference your 94-12/5/Food of the 13 Aug.

It is noted from your letter that approx 50 % of the estimated monthly wheat imports are for Cagliari. If tonnages such as are mentioned are brought into Sardinia and distributed as shown, it is not expected that the internal movement by rail will present any serious difficulties if vessels are scheduled to discharge in Cagliari.

3. The question should be raised again when details are known of the source of supply and the type of ships proposed for this lift.

For the Director :-

J. P. Laraman
J. P. LARAMAN
Major R.E.

828

Copy to :- Mov Division (Rail)
Rail Division (Tn.4) (with copy of Food S/C letter)

COPY

91/29

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

KJG/sl/fl

Tel:466

13 Aug. 1945

Ref: 94-12/6/ FOOD

SUBJECT : Wheat Imports into Sardegna

TO: : HQ AC Transportation Sub-Commission

1. Report has been received from Ministry of Agriculture and Forests pointing out that the estimated Sardinian wheat production of this years crop will only be about 800,000 quintals, which is barely sufficient to meet the legal retentions. As a result, the non-farm population will be dependent upon grain imported from abroad or from the Italian mainland.

2. The Ministry notes that if importations are made into Cagliari, the wheat must move the following distances:

Cagliari	-	Sassari	-	Km	216
"		Nuoro		"	210
"		Tempio		"	264
"		Alghero		"	252
"		Olzieri		"	213

3. The Ministry points out that if the wheat could be unloaded at Olbia and Porto Torres, transportation by land will be reduced to the following distances. According to them, Porto Torres can take ships up to 3,000 tons and Olbia up to 1,000 tons.

Port Torres	Sassari	Km	18
" "	Ozieri	"	58
" "	Alghero	"	54
" "	Tempio	"	100
Olbia-Tempio-		"	52
Olbia-Tempio-		"	100

837

4. As it does not seem practical to use ship wheat from the Italian mainland to Sardinia at the same time that wheat is

being imported from abroad, we will appreciate it if you will advise us whether the rail situation in Sardinia is capable of distributing imports from Cagliari all over the island or whether it would be preferable to distribute part of the imported wheat from Cagliari via coaster. The Provincial wheat requirements per month, assuming the 300 grams rations, are shown below:

<u>PROVINCE</u>	<u>MONTHLY REQUIREMENT- TONS</u>
Cagliari	3,609
Nuoro	1,468
Sassari	1,974
	<u>-----</u>
TOTAL	7,051

W.J. LEGG
Colonel
Director, Food Sub-Commission

ALCOM NAPLES ALCOM BARI ^{INFO TO} ALCOM MILAN FOR FISCAL ANG LOMBARDIA
DIA REG ANG PIEMONTE REG 676 WAREHOUSES FOR LACILI
1994 21 AUG 45 PRIORITY

UNCLASSIFIED PD

PARA ONE PD SUBJECT IS MOVEMENT OF ALCOM CLOTHING FROM NAPLES AND
WINE IN BARRELS FROM BARI AREA PD ALLOCATION OF SURPLUS BOX WAGONS
BEING MADE FOR IMMEDIATE MOVEMENT ALCOM CLOTHING TO BAGNI DI TIVOLI
ROME PD SURPLUS OF OPEN WAGONS BEING SUPPLIED IN BARI AREA FOR IMMEDIATE
MOVEMENT UNTIL FURTHER NOTICE WINE IN BARRELS TO LOMBARDIA PD
PAREN TO ALCOM NAPLES FOR BOWERS TO ALCOM BARI FOR TAYLOR INFO TO
ALCOM MILAN FOR FISCAL FOR HARRIS TO ANG LOMBARDIA REG FOR TRANSPORTATION
OFFICER TO ANG PIEMONTE REGION FOR TRANSPORTATION OFFICER TO SIX
SEVEN SIX WAREHOUSE FOR LACILI FROM HQ ALCOM CITY ACTTY PAREN

PARA TWO PD MOVEMENTS AS OUTLINED ARE ADDITIONAL TO ACCEPTED PROGRAMME
AND BIDS PD NUMBER OF WAGONS ALLOCATED FOR ABOVE MOVEMENTS WILL BE
ADVISED LATER BY PHONE PD

PARA THREE PD TRANSPORTATION OFFICERS CONCERNED WILL ENSURE THAT
KRAY BAKERS SUGAR ARE RENDERED FOR THIS TRAFFIC PD

PARA FOUR PD WINE MOVEMENT FROM BARI WILL NOT BE TREATED AS PRECEDENT/

PARA FIVE PD TRANSPORTATION OFFICER BARI WILL INFORM ITALIAN REGIONAL
MINISTRY OF FOOD OF WAGON AVAILABILITY AND AGREE LOADING PROGRAMME PD

Copy to : Food & Mail Div - Mov Shipping Br - Ports & Whse Div -
TAG 3700000000 - D.M.R.S. 835

478704

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

JWB/mb

HEADQUARTERS ALLIED COMMISSION
LPO 394
Transportation Sub-Commission

13 August 1945

Tele: Ext. 318

468/42/Tm.3.

SUBJECT: Movement of Civilian Traffic by RailTO: Director General, Italian State Railways, Rome.

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

(a) - Naples Compartimento

It was stated that once bids have been placed and accepted the Capo Compartimento does not permit any change in despatching or destination stations nor in the nature of the load. Transportation officer reported that the traffic controlled by SE.PR.AL. was the traffic mainly affected.

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

(b) - Reggio Compartimento

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

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

This, of course, is very unfortunate for the consignee who has no control over the quantity of goods loaded in the wagon at despatching point. If it is the intention to impose fines for such delays should be

1.

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(b) - Reggio Compartimento

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

This, of course, is very unfortunate for the consignee who has no control over the quantity of goods loaded in the wagon at despatching point. If it is the intention to impose fines for under-loading or short-loading wagons such fines should be levied on the consignor before the wagons are despatched from the loading stations.

For the Chief Commissioner

J. W. BAKER, Lt. Col.

Copy to : Rail Division (Tn.4.) ✓

Senior Transportation Officer, AG. Naples

Senior Transportation Officer, AG. Reggio Calabria

File 480/Tn.3.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

CRW/nb

Tele : 478704

4 August 1945

192/2/Tn.3.

SUBJECT : Export of Fresh Fruit and Import of Fuel Wood and Charcoal from Switzerland.

TO : HQ. A.C. Transportation Sub-Commission (Adv. Sch.) Milan
(Attn. Maj. Telbot)

1. The attached copy of letter addressed to I.C.E. Rome and Regional Commissioner, Lombardia Region are forwarded for your information and necessary action.
2. It is understood from Commerce Sub-Commission, Foreign Trade Division that
 - (a) The Export and Import movement only concerns Switzerland and Italy.
 - (b) That the transport will be with Road Vehicles provided by the Swiss Authorities.
 - (c) No Rail movement is involved.
3. Please verify the details set out in Para 2 (a), (b) and (c) above with Major Sutherland, Supply Officer Lombardia Region, with particular reference to Para 2 (c).

For Chief, Movements Division

C.R. Worthington
C.R. WORNINGTON,
Major, R.E.

Copy to : Commerce Sub-Commission
(Foreign Trade Division)
Rail Division (Tn.4.)

833

C O P Y

HEADQUARTERS ALLIED COMMISSION
APO 394
COMMERCE SUB-COMMISSION
Foreign Trade Division

ERG/ram

1 August 1945

Tele : 245

Ref. : AG/5127/1/Commerce

SUBJECT : Export of Fresh Fruit and Import of Fuel Wood
and Charcoal from Switzerland

TO : I.C.M. - Rome

1. Export of fresh fruit and import of fuel wood and charcoal has been initiated by AMG Lombardia Region.
2. In view of the perishability of the fresh fruit and the urgency of the fuel wood requirements in Lombardia Region, it is suggested that, as an interim measure, you should authorize AMG to continue all arrangements in this connection on your behalf until, say the 31st of August 1945 or such other date as may be agreed, at which time the mechanism of your organization would be capable of taking over. Your authority to carry on present arrangements is asked in view of the Chief Commissioner's letter dated 31 July to the President of the Council of Ministers.
3. In order to facilitate the above exchange, it may be necessary to authorize AMG to export and import other commodities on the basis of definite surpluses and urgent local requirements.
4. It is recommended that you should send immediately to Headquarters of AMG Lombardia Region, a liaison official duly authorized to assist meanwhile and thus facilitate the eventual handover. He should also be empowered to act on your behalf in dealing with other than agricultural and food surpluses such as are necessary to facilitate the exchange of these primary commodities.

822

H.A. GENT
Major
Director
Commerce Sub-Commission

CC: Regional Commissioner
Economic Section
Ministry of Industry & Commerce
Agriculture S/C
Transportation S/C

C o p y

/mb

HEADQUARTERS ALLIED COMMISSION
APO 394
COMMERCE SUB-COMMISSION
Foreign Trade Division

ERG/ram

Tele : 245

2 August 1945

Ref. : AC/5127/A/Commerce

SUBJECT : Export of Fresh Fruit and Export of Fuel Wood
and Charcoal from Switzerland

TO : Regional Commissioner - Lombardia Region

1. Herewith, copy of letter written to the Istituto Commercio Estero after a conference with Major Sutherland and at his request.

By Command of Rear Admiral STONE :

H.A. GENT
Major
Director
Commerce Sub-Commission

CC: Reg. Commissioner
Attachment
Letter to ICE.

Economic Section
Agriculture S/C
Transportation S/C

821

MONTECATINI
MILANO

LIAISON OFFICE
RDG:tt

2 August 1945

Copy to : AC/HQ Industry S/C
Chemicals Division
(Attn. Mr. Dorkovitch)

AC/HQ
Transportation S/C
Rail Section
(Attn. Maj. Worthington)

SUBJECT : Movement of Nitric Acid

1. To the effect of supplying our fertilisers factories in Southern and Central Italy as well as in Sicily with Nitric Acid from our Crotone plant, a jar-car (car specially fitted with jars for hauling acids) (No 522070) was granted to our Company.
2. In view of the fact that one jar-car is evidently insufficient to effect necessary movement of Nitric Acid in accordance with our programme of production, we requested but so far without success, a convenient allocation of Sodium Nitrate to Industry S/C, Chemicals Division.
3. Meanwhile, in order to keep at least some of our fertilisers factories supplied with Nitric Acid, it is necessary that the above car be allocated permanently to our Company in order to effect non-stop movements from Crotone to the various fertilisers plants.
Trusting that this request will meet with your favourable consideration, we thank you in advance.

(sgd) illegible

800

91/24
FCM/1c

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

Tel. 843238
Ref. AC/91/Tn 4

1 August 45

SUBJECT : Travel to Galatone (Lecce).

TO : Monsignor Pasquale FUNTO
Via Merulana 177
R o m e

My dear Monsignor :

The receipt of your communication of 10 July is acknowledged.

We regret that it is impossible to obtain space for you on military train Rome to Santo Cosaro and return.

It will be necessary for you to travel on existing civilian service.

P. G. MATSON

MAJOR T.C.
Director

829

→ *Transportation*

RMO CAPITOLO DI S.^{TA} MARIA MAGGIORE
ROMA

TRANSLATION

Allo Spettabile
Supremo Comando Militare Alleato
in Italia
R o m a

To the
Supreme Allied Military Command
in Italy
R o m e

I S T A N Z A

RICHIEDENTE:

Monsignor Pasquale Funtò, Membro del Capitolo e della Cappella Musicale della Pontificia Basilica di S. Maria Maggiore, Cappellano della Casa Generalizia delle Figlie di S. Anna e Rettore della loro Chiesa pubblica, domiciliato in Via Merulana 177, Roma,

OGGETTO:

..dovendo recarsi a Galatone (Provincia di Lecce) suo paese di origine e residenza dei suoi familiari, chiede l'autorizzazione di viaggiare sulla Tradotta Militare Alleata, che ogni giorno parte da Roma a Bari, e da Bari su qualunque altra tradotta militare alleata, destinata a raggiungere Brindisi, Lecce, Gallipoli o Taranto. Chiede, inoltre, la medesima autorizzazione per il viaggio di ritorno.

MOTIVI:

- 1° Impellenti ragioni di salute lo costringono a recarsi a Santa Cesarea di Lecce, per farvi una cura antireumatica;
- 2° Urgente necessità di rivedere i propri familiari colpiti da due recenti lutti e di regolarne gli interessi, dopo circa tre anni di forzata assenza imposta dallo stato di guerra;
- 3° Essendo sofferente di fegato con frequenti coliche e altri

P E T T I O N

APPLICANT:

Monsignor Pasquale Funtò, member of the Chapter and of the Cappella Musicale of the Pontifical Basilica of St. Mary Major, Chaplain of the General Motherhouse "Figlie di S. Anna" and Rector of annexed Church resident in Via Merulana 177, Rome.

OBJECT:

.. having to go to Galatone (Province of Lecce), his native place and family residence, requests authorization to travel by Allied Military Train from Rome to Bari, and from Bari onwards by any Allied Military Train destined for Brindisi, Lecce, Gallipoli or Taranto. He further requests the same authorization for the return journey to Rome.

828

REASONS:

- 1° Impellent reasons of Health constrain him to go to Santa Cesarea di Lecce for an anti-rheumatic cure at the spa;
- 2° Urgent need of visiting his family bereaved by two recent deaths and of regulating family affairs after about three years of forced absence due to the war;
- 3° Suffering from liver trouble accompanied by frequent attacks of

disturbi, non può servirsi di automezzi per assoluta intolleranza, nè affrontare il disagio del viaggio con treni ordinari, sia per la lunga durata del viaggio stesso, sia per la difficoltà di trovare un posto a sedere, indispensabile per le sue precarie condizioni di salute e di età (65 anni).

colic and other disturbances, he is unable to bear travel by automobile or the discomfort of present travel in the ordinary trains, both on account of the length of the journey and the difficulty of obtaining a seat, indispensable in view of the precarious state of his health and his age (65 years).

DATE DI EFFETTUAZIONE DEI VIAGGI:

DATE OF JOURNEY OUT AND BACK:

Viaggio di andata, in uno dei giorni dall' 1° al 18 agosto
Viaggio di ritorno, in uno dei giorni dal 15 al 31 ottobre.

Leaving Rome: between 1st & 18 August.
Return to " : " 15th & 31 October.

Roma, 10 luglio 1945.

RESPECTFULLY THANKING YOU IN ADVANCE

Monsignor Pasquale Funtò
Via Merulana 177

91/22

AGP/af

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

Tel.: 843238

26 July 45.

Ref.: AG/91/Th.4

SUBJECT: Wagons for Movement of
beet-roots.

TO : Movements Rail.

1. Ref. attached papers.
2. We must ask you to establish a priority on the traffic before we take any action with M.B.S.

P
Chief,
Rail Division.

827



MINISTERO DEI TRASPORTI
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 24 AG. 1945 1945 - A

N. 331/15443/265 *dua* 5614/28

Al N. _____ del _____

Direzione Generale M.R.S.

S E D E

OGGETTO

Carri per trasporto bietole
da zucchero.

ALLEGATI N.

1° - L'anno 1943, in seguito a domande pervenute dalle Fabbriche di Zucchero Consorziato, vennero concessi e quindi specializzati per il trasporto delle bietole, circa 4000 carri scoperti.

2° - Per la prossima campagna saccarifera che da noi ha inizio verso la metà di agosto prossimo, questa Direzione Generale, per soddisfare le richieste che perverranno dai vari Zuccherifici, presume di dover specializzare un congruo numero di carri aperti a due assi (circa la metà degli anni precedenti) per il trasporto delle barbabietole fra le varie stazioni ferroviarie di carico e le Fabbriche per la lavorazione delle bietole in parola.

3° - Fino ad oggi, per i trasporti del genere, sono pervenute le seguenti domande:

a) zuccherificio di Granaiole n.100 carri;

826

b) Soc. Romana Zuccherificio di Foligno n.40 carri;

4° - In considerazione delle difficoltà che le Società stesse incontrerebbero per procurarsi mezzi meccanizzati, questa Direzione Generale sarebbe del parere di accettare le domande stesse poiché la concessione in parola, nel caso di un benevolo accoglimento da parte di codesta Direzione; non intralcia il traffico, avendo, i carri stessi un limitato percorso che fra stazioni di carico e le Fabbriche per la lavorazione delle anzidette bietole, non supera i 200 km.

5° - Si resta in attesa, comunque di conoscere il parere di codesta Direzione.

IL DIRETTORE GENERALE

Luigi Ramond

91/21

PGM/ic

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

1 August 45

Tel. 843238
Ref. AC/91/Tn 4

SUBJECT : Transport of Pyrites.

TO : Movements Division
Tn Sub-Commission HQ AC

1. Reference yours 19 July 261/27/Tn 3.
2. Rail lines between Trento-Caldonazzo and between Bolzano-Sinigo are open for traffic.

P. G. MATSON

MAJOR T.C.
Chief,
Rail Division.

For

825

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

Tel : 478704

28 July 1945

358/31/Tn 3

SUBJECT : Wagons for movement of beet-roots

TO : Industry Sub-Commission (Attn. Lt.Col. Glendinning)

1. Reference telephone conversation of 27 July '45
(Lt.Col. Glendinning - Major Worthington).

2. The attached copy of letter from Ministry of
Transports is forwarded for your observations.

3. At all meetings held at beginning of this year
regarding the rehabilitation of the sugar industry,
it was stressed by this Sub-Commission that it
would be very difficult to provide wagons for the
movement of beet-roots from the fields to the
various plants. In the circumstances it was agreed
by all concerned, that nearly all beet-roots would
be found in close proximity to the plants, near
enough to be carried by horse-drawn vehicles or
in some cases by road motor transport, which will
have to be requested in the normal manner.

4. In view of the very limited wagon availability in
Italian Government Territory at the present time,
please inform this Sub-Commission, whether in fact,
rail transport will have to be provided. Should
this prove to be the case it will be necessary for
a priority of movement to be established by the
Economic Section, as it was made quite clear in the
planning stage that provision of rail transport for
movement of beet-roots could not be anticipated.

this matter will be appreciated.

SUBJECT : Wagons for movement of beet-roots
TO : Industry Sub-Commission (Attn. Lt.Col. Glendinning)

1. Reference telephone conversation of 27 July '45
(Lt.Col. Glendinning - Major Worthington).

2. The attached copy of letter from Ministry of
Transports is forwarded for your observations.

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this prove to be the case it will be necessary for
a priority of movement to be established by the
Economic Section, as it was made quite clear in the
planning stage that provision of rail transport for
movement of beet-roots could not be anticipated.

5. Your early reply on this matter will be appreciated.
82*

M.B. Thomas
M.B. THOMAS, Colonel
Deputy Director

Copy to : Rail Division (Tn 4) ✓

MADA
FROM

V MAAZ
AC/TN R

NR 300047

ILS MILANO 30112

TO TN INC MAIN ROME FOR MAJOR STREET

COX GR 20 BT

017 . RESTRICTED . YOUR 0266 . TRENTO CALDONAZZO SECONDARY LINE

NOT OPEN FOR TRAFFIC . INVESTICATING . EXTEND VEHICLE NO 55 TO 9 AUGUST

BT 301102

SENT 30-1757 KGD AR

RD NR 147 1800B AGR BBBB

823

DEPARTMENT OF THE ARMY
HEADQUARTERS, ARMY
WASHINGTON, D. C.

100/100/10.

Postal Address :
ARMY, AIR ARMY
ARMED SERVICES,
D. C.

TEL : 6275 1000

17 July 1946

SUBJECT : Army Civil Travel Permits
for Civilian Employees.

- TO : Mr. No 3 District.
- Mr. No 4 (South).
- Mr. No 5 (North).
- Mr. No 6 (East).
- Mr. No 7 (West).
- Mr. No 8 (Central).
- Mr. No 9 (South).
- Mr. No 10 (North).
- Mr. No 11 (East).
- Mr. No 12 (West).
- Mr. No 13 (Central).
- Mr. No 14 (South).
- Mr. No 15 (North).
- Mr. No 16 (East).
- Mr. No 17 (West).
- Mr. No 18 (Central).
- Mr. No 19 (South).
- Mr. No 20 (North).
- Mr. No 21 (East).
- Mr. No 22 (West).
- Mr. No 23 (Central).
- Mr. No 24 (South).
- Mr. No 25 (North).
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- Mr. No 27 (West).
- Mr. No 28 (Central).
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- Mr. No 92 (West).
- Mr. No 93 (Central).
- Mr. No 94 (South).
- Mr. No 95 (North).
- Mr. No 96 (East).
- Mr. No 97 (West).
- Mr. No 98 (Central).
- Mr. No 99 (South).
- Mr. No 100 (North).

Reference is made to the Army Civil Travel Permits letter of 10/1/46 dated 10/1/46.

1. As the system of authorizing free rail travel permits for civilian employees of the Armed Forces has been operating reasonably smoothly for several months, this section does not consider it necessary at this stage to publish a general order on this subject to employees, officers or units, especially as such an order would of necessity be most complicated to insure that all aspects of this problem were covered.

2. It is, however, most important that as far as possible any abuse of the facilities afforded to civilian employees of the Armed Forces should be eliminated and prevented; therefore, requested to comply as far as is possible with the suggestions contained in the above stated letter, with a view to eliminating the alleged abuse existing in the Armed Forces railway.

THOMAS E. GIBSON
Major General, Colonel, US,
Chief of Section (S),
Army.

THOMAS E. GIBSON
Major General, Colonel, US,
Chief of Section (S),
Army.

822

Copies to: D-25, AFHQ
D-26, AFHQ
D-27, AFHQ
D-28, AFHQ
D-29, AFHQ
D-30, AFHQ
D-31, AFHQ
D-32, AFHQ
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D-98, AFHQ
D-99, AFHQ
D-100, AFHQ

MINISTRY OF TRANSPORTS
ISR MOVEMENT SERVICE

Re 0, 12 July 1945

M.232/405.56

TO: Tn Sub-Commission A.C.,
Rail Division
Bldg.

1. It concern forwarding to Reggio C. and return to Rome with stop to Naples of the baggage car 96070 containing accounts documents of special importance for I.S.R. Administration.
2. It is requested forwarding by 01 train on date 17 July 45 for outward travel and by 00 train on date 21 July 45 for the return.
3. we beg to give your approval.

approved
Handled 0910-17 July
gov upd 0911 "
mmmm 0915

821

CRW/elo

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

14 July 1945

Tel : 478704

262/75/Tn 3

SUBJECT : Control Movement of Charcoal

TO : Agriculture Sub-Commission
(Attn. Mr. J.M. Merritt, Director)

1. Reference conversation of 12 July '45 (Mr. Merritt - Major Worthington) regarding proposals put forward by Major Bowers, AC Senior Transportation Officer, Naples that bids for movement of domestic fuel i.e. firewood and charcoal should be placed through Sepral.
2. In accordance with your request copies of all correspondence on the matter received from AC Senior Transportation Officer, Naples are forwarded for your perusal, in the meantime instructions have been given to Major Bowers that no further action should be taken until a decision is reached by you on the future procedure to be adopted.

For the Director

820

CR Worthington
C.R. WORTHINGTON,
Major

Copy to : AGC Naples Commune
AC Senior Transportation Officer, Naples
(your 51/Rail/935 dated 6 July '45 refers)
Rail Division (Tn 4)

C O P Y

/elc

TRANSLATION

Naples 3 July 1945

Major Bowers
Allied Command Provincial Bldg
Naples

The firm Papaccio Vincenzo of Naples dealing in timber commerce, has to furnish wood to burn to the Patronato Scolastico which administrats the Elementary School kitchens of Naples, its food is furnished by the U.N.R.R.A. which statement is here by attached. Such wood the firm received by railwagons. But the Prefect issued on order N° 39653 III Division dated 12/4/45 stopping such concession to the commercial firms of Naples, I'm making application to you sir to obtain Railwagons, in order to hold my agreement furnishing wood to the Patronato Scolastico.

I also wish to inform that the Commercial firms pay taxes and they must live. Surely you will give a benevolent consideration to the present application.

I remain respectfully your

VINCENZO PAPACCIO

Resident at I Traversa S. Anna alle
Paludi N° 20 - Napoli
(Commerciante legnami)

819

C O P YTRANSLATION

/etc

25 April 1945

FROM / Alto Commissariato per l'Alimentazione (SEPRAL)

TO : A.C. Transportation Section

SUBJECT: Allotment of rail cars for coal

Reference note No. 39653, Div. III of 12/4/45 from R. Prefettura of Naples, it is confirmed that the instructions issued with said note will be put into effect immediately and therefore you will not accept any bids for rail cars for civil freight traffic upon allotment previously granted by this Sepral for the loading stations included in the province of Salerno and Latinia, and the Zone of Calabria and Basilicata.

The Director

(Avv. R. Numeroso)

A.S.

818

C O P YTRANSLATION

/elo

PREFETTURA DI NAPOLI

Naples 12 April 45

SUBJECT : Charcoal and Firewood

Reference meeting of 9 April 45 at Prefettura in connection with supply of charcoal for main centres and Communes of this Province.

The situation was considered and sources of production taken into account as well as a desire to prevent continual rise in prices.

The following were resolved:

(1) Railway wagons for the movement of charcoal for Calabria and Basilicata Zone, Salerno and Latina provinces will be authorised only to the Consorzio Agrario and Cooperative Escenti Carboni.

(2) In the Communes of this province, Cooperative, and free-traders must import supplies from other sources than the district referred to in para. 1, if possible. Failing this, application for movement of charcoal by rail from Calabria and Basilicata Zones must be made to Consorzio Agrario and Coop. Escenti Carboni.

(3) Awaiting establishment of prices by the ministry, temporary prices are fixed at:

12 lire per Kg. retail
10,50 Lire per Kg. wholesale to traders
10 Lire per Kg. to Cooperatives
Communal price 1.000 Lire per Quintal.

(4) Temporary firewood prices fixed are:
300 Lire per Quintals wholesale
350 Lire per Quintal wholesale to Bakeries.

(5) Recommendations for collection of the winter supply will be determined between the Consorzio and the Cooperatives and submitted to the Segretari and Ancona of the Commune of Naples.

Signed

Recommended by Commr.

IL PREFETTO

C O P Y

/elo

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
NAPLES COMMUNE
A.C. SENIOR TRANSPORTATION OFFICER

Tel : 53395

6 July 1945

SUBJECT : Controlled Movement of Charcoal

TO : Transportation Sub-Commission
Movements Division HQ A.C. APO 394

1... Correspondence attached herewith will show that back in April of this year, a conference presided over by the Prefect of Naples, resolved upon a method of control of prices and movement of charcoal in this area.

2. The scheme was that only Consorzio Agrario Provinciale and Cooperativa Esercenti Carboni could submit bids for movement from certain areas, i.e.:-- Provinces of Salerno, Latania and Calabria, Basilicata Zones. Bids from individuals were to be submitted through these organizations.

3. This office was not consulted about the matter at any time, but allowed the arrangement to continue as it seemed to be one that would benefit the general public, particularly in the control of prices.

4. I have received a number of complaints from merchants to the effect that they cannot secure movement of charcoal for themselves but are compelled to buy from one or other of the a/m organizations.

5. Investigation proves that the present scheme is not working satisfactorily, and this fact is confirmed by Dr. Eminente, High Commissioner for Food's representative, who states the Prefect also is not satisfied. 816

6. The following recommendations are made for re-adjustment of control :-

(1) That all bids for movement of domestic fuel, ie: firewood and charcoal, be submitted to Sepral, as is already done in the case of unrationed foods, wine and empty barrels.

(2) That this arrangement apply to all railroad compartimenti in Italian Government Territory, in order to secure uniformity of procedure.

7. May a decision be given and appropriate action taken to secure the desired results as early as possible please; it is furthermore suggested that road transportation of charcoal be included in control.

For the Commissioner:

V.R. BOWERS
Major
Senior Transportation Officer

Copy to : Commissioner - AMG
Naples Commune
Dr. Eminente - Prefettura
H.E. The Prefect, Naples
Adjutant's File
S.T.O.'s File
File

VRB/cg

815

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
ANCONA

To : Capo Sezione Movimento I.S.R. Ancona
Copy to : 192 Operating Coy
: Food Sub-Commission Rep. Ancona
: H.Q. Movements 61 Area.
: HQ/AC Transportation Sub-Commission (Rail Div.) ✓
From : Senior Transportation Officer - Ancona.
Subject : Despatching of Supplies on behalf of A.C.Wh/ses.
Ref. : AC/Tn 255 Anc.

July 9th/1945.

As per request forwarded by Food Sub-Commission Representative, arrangements have been made with HQ/AC Transportation Rome for 530 tons of Supplies be despatched from Cesena to Ancona on Period 9th to 15th July. Consignor AC Warehouse Cesena - Consignee AC Warehouse Ancona.

Will you please arrange accordingly as soon as possible.

RLB/of

R.L. Bent
Capt. R.A.S.C.

R.L. BENT

814

WIRE

1135 hours 10 July 1945

FROM: DMRSI

TO (FOR ACTION) Capt. C. R. Johnson, 774 RGD, Florence
Capt. W. E. Myers, 774 RGD, Leghorn
Joint Railway Control, Rome

TO (FOR INFO) American RTO, Rome Terminal
British RTO, Rome Terminal
Major Watson, AC, Bldg

RESTRICTED. Baggage car 90179 will be loaded with ISR political forms at Rome Terminal Wednesday 11 July destined Leghorn and Florence. JRC Rome arrange forward car to Leghorn in civilian passenger train Wednesday 11 July and after unloading completed at Leghorn, Capt. Myers forward car to Florence and Capt. Johnson return car to Rome when made empty at Florence. Signal departure Florence and arrival Rome Terminal. CS-536. Signed London.

H. H. HEADLEE
Captain, T.C.
774 RGD

813

1504

MINISTRY OF TRANSPORTS
I.S.R. GENERAL DIRECTION
MOVEMENT SERVICE.

Rome 7 July 1945

TO: The Sub-Commission A.C.,
(Rail Division)

Bldg.

1. Shipment of 120 qts of voting slips to some Prefectures of Tuscany, Umbria and Marche has been requested by the Italian Home Office.

2. We propose forwarding of same with following means:

a) To Grosseto	Kg.	780
" Leghorn	"	1120
" Lucca	"	1350
" Pistoia	"	900
" Pisa	"	1380
" Florence	"	3330

Total 8860.

in a car to be bound to train 6 until Leghorn with unloading operations at Grosseto during scheduled stay (10 minutes).

At Leghorn ~~disjoining~~ of car from train and forwarding of it to Pisa with local means, in such a way that it may be forwarded from there to Florence with successive train 6. Packages destined to Lucca and Pistoia to be unloaded at Leghorn and forwarded in the luggage van of train 751.

b) to Arezzo
c) to Terni

Kg. 1140, in the luggage van of train 78/3400;
" 780 and to Ancona Kg. 1290 in the baggage van of train 78.

3. Please send approval *per*

812

The Chief of the Movement Service.

Leggiamo per via aerea
any further
P. G. MATSON
MAJOR T.C.
July 1945
June 6 - 1945

Wm. H. Miller

A handwritten signature in dark ink, appearing to read "J. H. Smith". The signature is written in a cursive style with some loops and flourishes. It is located at the bottom right of the page, below the typed name "John H. Smith".

Wm. H. Miller

A handwritten signature in dark ink, appearing to read "J. H. ...". The signature is written in a cursive style and is located at the bottom right of the page.

Wm. H. Miller

178

3. Please send approval *for Wed 11/20/2010*

2
4
8

The Chief of the Movement Service.

9 July 1945
MAJOR T.O. MATSON

20/0
 6 11 11
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 1

From Leg -

for pizza

Quia

13. 10. 1914

1506

91/12

ACP/AS

TRANSPORTATION SUB-COMMISSION A.C.,
(EAST DIVISION)
C/o Transportation (Br) Bldg,
C.W.F.

7 JULY 1945

Ref.: 643236

Ref.: AC/51/En.4

SUBJECT: Rail Transportation of newspapers.

TO: : Y.S.S. General Direction.

1. Reference is to your letter M.232/407/99 of 30 June 45.
2. Newspapers quite obviously cannot be carried by civilian passenger trains to the detriment of bona fide passengers, and the length of passenger trains at the present time is at the maximum permitted, so that additional baggage cars, even if available, could not be satisfactorily operated.
3. It would be undesirable to afford distribution of only a few newspapers, and each paper of any standing could have the claim that their particular publications should be carried. In such circumstances, it is felt it would be preferable to defer this question for the time being, but in the meantime perhaps you will prepare and estimate idea of the tonnage and bulk likely to be expected if the concession can be made at a later date.

R. A. May
Director.

Copy to:- Movements (Rail).

811

MINISTRY OF TRANSPORTATION
I. S. R.
Transportation Dept.

Rome, 30 June 1945
No M.232/407/99

To: A.C. Transportation Sub-Commission
Rail Division,
Bldg.

- 1- It concern transportation of newspapers.
- 2- From the Administrations of some newspapers which are published in Rome, Naples and Florence, it has been requested to can send their publications as baggage.
- 3- To such requests it has been answered on the affirmative in the case of bids directed to localities included in the jurisdiction of each Compartment. Instead, for bids directed outside the Compartment it has been answered on the negative following decision of your Sub-Commission which has admitted as baggage with long distance trains only the following items:
 - personal belongings of passenger and his family,
 - cinema films,
 - state documents,
 - propaganda material.
- 4- Although it has been pointed out that such transportation can be done through mail, some newspapers have insisted on the request. If we were to agree to such requests, the authorization should have to be extended to all other newspapers, thus causing a big increase in the number of bids as baggage, and a filling up of baggage vans, all for the worst for the transportation of real baggage.
- 5- The matter is submitted to your Sub-Commission for eventual decisions.

THE CHIEF OF TRANSPORTATION DEPT.
Sgd. Biondi



MINISTERO DEI TRASPORTI

~~DELLE COMUNICAZIONI~~FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

OGGETTO

Roma, 30 GIU. 1945

194 - A.

N. M. 232/407/99

Al N.

del

Sottocommissione Trasporti A.C.
Divisione FerroviariaS E D E

ALLEGATI N.

- 1 - Riguarda il trasporto di giornali.
- 2 - Dalle Amministrazioni di alcuni giornali che si pubblicano a Roma, nonché a Napoli e Firenze, è stato chiesto di potere spedire come bagaglio le proprie pubblicazioni.
- 3 - A tali richieste si è risposto affermativamente per il caso di spedizioni dirette a località comprese nella giurisdizione di ciascun Compartimento. Invece, per le spedizioni dirette fuori Compartimento si è risposto in senso negativo in base alla decisione di codesta Sotto Commissione, che ha ammesso come bagaglio coi treni a lungo percorso solo le seguenti cose:
 - oggetti per uso personale e domestico del viaggiatore o della sua famiglia,
 - pellicole cinematografiche,
 - documenti statali,
 - materiale di propaganda.
- 4 - Per quanto si fosse osservato che i trasporti che occupano possono bene effettuarsi a mezzo posta, taluni giornali hanno fatto pervenire ulteriori insistenze, se si aderisse alle quali, si dovrebbe estendere l'autorizzazione a tutti gli altri giornali, il che determinerebbe un forte afflusso di spedizioni e conseguente ingombro dei bagagliai a scapito dei trasporti di bagaglio vero e proprio.

809

5 - Si sottopone la questione a codesta Sotto Commissione,
per le decisioni che crederà di prendere.

IL CAPO DEL SERVIZIO MOVIMENTO

Handwritten signature

91/1/16
91/10

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

26 June 45

Tel. 843238
Ref. AC/91/1/Tn 4

SUBJECT : Prison Cars.

TO : MRS - Bldg. (attention Maj. London and Maj. Wilson).

1. Frequently the Carabinieri at Naples are required to move convicts and prisoners on short notice to Rome-Reggio-Potenza, Bari and Foggia.
2. ISH are requesting that when ever the number involved warrants the use of the special prison cars, they be permitted to put such cars on civilian trains when it is considered necessary.
3. Prisoners and convicts to be transported are now handled in regular services which creates an unsatisfactory condition and occupies valuable space.
4. It is desired to use prison cars on the following trains without further request when necessary and when train consists permit.

<u>Train</u>	<u>Between</u>
815-816	NAPLES-FOGGIA-BARI
1941-1942	NAPLES-POTENZA
780-781	NAPLES-ROME
1934-1935	NAPLES-REGGIO

The cars are available at Naples.

For the Chief Commissioner:

808
P.G. MATSON, Major

Copy to: Movements Rail Tn S/C HQ AC
Movements L.O. c/o MRS - Bldg.

MINISTRY OF TRANSPORTATION

I. S. R.
Transportation Dept.

Rome, 25 June 1945
No M.222/4

To: A.C. Transportation Sub-Commission
Rail Division
Bldg.

- 1- At Naples Compartment are often advanced, by the local Carabinieri HQ, requests for urgent transfers of common and political convicts.
- 2- At Naples Central station there are available some coaches for transportation of convicts.
- 3- Owing to the exceptional moment, it is kindly asked to authorize the adding of one of said coaches to present trains 815 & 816 between Naples, Foggia and Bari; 1941 & 1942 between Naples and Potenza I.; 780 and 781 between Naples and Rome; 1935 & 1934 between Naples and Reggio Cal., when such an action is justified by the entity of transport.
- 4- By so doing it would be avoided the reduction of seats for civilian passengers.

THE CHIEF OF TRANSPORTATION DEPT.
Sgd. Biondi



MINISTERO DEI TRASPORTI
~~DIREZIONE GENERALE~~

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

OGGETTO

Roma,

25 GIU. 1945

194 - A.

N. M. 222/4

Al N.

del

Sottocommissione Trasporti A.C.
Divisione Ferroviaria

S E D E

ALLEGATI N.

1° - Vengono presentate al Compartimento di Napoli, dal locale Comando dei Carabinieri, frequenti richieste di trasferimenti urgenti di detenuti ordinari e politici.

2° - Nella stazione di Napoli Centrale vi sono delle carrozze cellulari disponibili.

3° - Dato l'eccezionale momento si prega autorizzare di potere aggiungere agli attuali treni 815 e 816 fra Napoli, Foggia e Bari; 1941 e 1942 fra Napoli e Potenza I.; 780 e 781 fra Napoli e Roma; 1935 e 1934 fra Napoli e Reggio C., una vettura cellulare, quando ciò venga giustificato dall'entità del trasporto.

4° - Con tale provvedimento si eviterebbe la riduzione dei posti per i viaggiatori civili.

IL CAPO DEL SERVIZIO MOVIMENTO

Am. enof.

806

Roma,

25 GIU 1945

L. 25/4

SERVIZIO MOVIMENTO

Sottocommissione Trasporti A.C.
Divisione Ferroviaria

S E D E

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IL CAPO DEL SERVIZIO MOVIMENTO

F.to Bondi

805

91/8
PGM/10

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

3 July 45

Tel. 843238
Ref. AC/91/1/Tn 4

SUBJECT : Prison Cars.

TO : ISR - Bldg.

1. Reference M.222/4 of 25 June.
2. Prison cars may be attached to trains mentioned whenever you consider it is necessary.

Phonetic
2nd Director

804

MEMORANDUM:

2 July 1945

To: Major Matson, AC, Bldg.

Major Matson's file AC/91/1/Tn 4 dated 26 June. MRS has no objections to prison cars being attached to trains mentioned. CS 3.

H. H. Headlee

H. H. HEADLEE
Captain, TC

cc - DAD Tn 3 (O) Bldg.
Capt. Gray, LO, Bldg.

803

91/1/3
91/6
PBB/sf

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
C/o Transportation Increment
C.E.F.

T-1: 443238

23 April 1945

Ref: AG/91/1/10.4

SUBJECT: Transportation of electoral printed matter.

TO: I.R.S. Bldg.

1. It is agreeable that electoral printed matter may be shipped on existing civilian passenger trains south of Rome.
2. The Minister of the Interior does not specify the date this material will be shipped but it is hoped the movement will TAKE place in such a manner as to not interfere with regular traffic.
3. Extra equipment will not be furnished.

Winston J. J. J.
Director.

Copy to:- M.R.S. Bldg
Movements Tn Sub-Comm. Rail
Major Bowers Naples C.T.O.
Capt. Lynch Palermo C.T.O.

91/5

PGS/10

TRANSPORTATION SUB-COMMISSION, AO
(MAIL DIVISION)
c/o Transportation (Br) Main
C.S.F.

Ref. 843235
Ref. AO/31/TN 4

30 June 1945

SUBJECT : Freight Charges Wagon 1022519 at Tor Sapienza

TO : ICR - Rldg.

1. Wagon 1022519 carried 1470 kg. detonators Bari to Tor Sapienza and is now on hand at Tor Sapienza.
2. This shipment was released from the Engineer Section Adriatic Base Command under an AO requisition and shipped at request of the Mining Division, Industry Sub-Commission, wagon was held on by our transportation officer at Bari.
3. Polverifici Giovanni Staccini to whom shipment was consigned have not taken delivery due to the fact that the ICR have placed a fine of 100,000 lire against them for light loading.
4. Being that this movement was actually handled by Staccini for AO request it is recommended that fine be cancelled and stationmaster at Tor Sapienza, also Staccini, Rome, Via Cavour 206, Tel. 44670 be notified accordingly.

Pharmacia
Director

Copy to: Sovereign Rail Tn S/C (attn. Lt. Col. Baker)
" " Industry Sub-Commission (Mining Div) File 420.

891

HEADQUARTERS ALLIED COMMISSION

AND 394

Tel: 467001

INDUSTRY SUB-COMMISSION

RIS/00

Ext: 599

Ref: H. 100-420

27 June 1945

SUBJECT: Freight Charges - Wagon No. 1022519 at Tor Sapienza

TO : Transportation Sub-Commission, Hq. A.C.
Attn: Major Mateen, Operations Br., Rail Division

1. Reference telephone conversation Major Mateen and Lt. Spencer.
2. The subject wagon carried about 1700 Kg. of A.C. supplies (explosives) released from Engineer Section, Adriatic Base Command under an A.C. requisition, and shipped at our request consigned to Mining Division, A.C. for Polverificio Giovanni Stacchini, Tor Sapienza. Lt. O'Leary, Transportation Officer, Bari, laid on the wagon for shipment.
3. Inasmuch as Istituto Nazionale per il Commercio Estero and Stacchini have not yet taken title to the supplies, and that the wagon was loaded light in accordance with our orders, it does not appear that Stacchini can be expected to pay the 100,000 lire fine assessed by the Italian authorities as a penalty for a light wagon.
4. Inasmuch as the wagon is still at Tor Sapienza waiting clarification of this matter before being unloaded, it is requested that the fine be cancelled as soon as possible, and you advise Stacchini - Rome, Via Cavour No. 256, Tel: 44670 and the station master at Tor Sapienza of the action taken.

R. S. KISSACK, Captain, G. H. Mining Division

For W. J. MASHBY,
Lt. Colonel,
Acting Director,
Industry Sub-Comm.

g/c -

Stacchini
Flores
Files, Mining Division(1)
(1)
(2)

Art. 1

that Every time, for the consigner initiative, acceptance of shipment by car on I.S.R. is derived without previous authorization by the competent authority according directions in force at the moment of shipment, ~~or~~ or shipment is not corresponding, as to the sender, the destination, the addressee and the kind of goods to relative authorization, I.S.R. administration has the right to exact - without any prejudice for the ~~application~~ⁱⁿ of sanctions contemplated in other law provisions - a fine equal to ten times the entire price of transportation of the shipment, but not inferior to twenty five thousand lire.

Same treatment has to be applied to shipments, weight of which result inferior, excepted a 5% tolerance, to the one resulting from the authorization; in this case price of transportation to be taken as basis for the calculation of fine, is the one established for the authorized weight.

Also the foresaid minimum fine is subject to the increase resulting due for goods transportation on I.S.R. in the moment in which shipment is consigned for acceptance. To such fine is applicable content of Art. 51 par. 1 of " Conditions and rates for transportation of goods on I.S.R."

From " Bollettino Ufficiale of I.S.R." of 31 May 1945 n. 5

91/3

CG/1c

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

Tel. 343402
Ref. AC/91/Tn 4

30 June 45

SUBJECT : Request for Permits.

TO : Capo Servizio
Comune di Roma

1. Reference is to your letter N°2282 IV° dated 15 June 45.
2. Permits are not now necessary on the line Rome-Maccarese.

Director

798

COMUNE OF ROME
DIVISION III- I.C.

Ref.N°2282 IV°

SUBJECT: Request of temporary permit for
travelling on workers trains
between Rome and Maccarese -
Civitavecchia line.-

TO: Allied Headquarters
Rome
(Via Lucullo)

On February last your H.Q. complied, with our request N°2282/4 of 15/1/45 for giving to our duties - collectors in service at Maccarese Office, a permit for travelling on workers trains of the line Rome - Civitavecchia.

But at the expiration, the 28 February 1945, your H.Q. did not renew said permit. Our office has no other means for the transportation of its personnel, so we are asking your kind assistance for relecting travel permits on the workers trains Rome-Civitavecchia, to our following Officials:

Inspector	Cav.AVENA Cesare
"	VANNUTELLI Giulio
Agent	PLACIDI Guglielmo
"	AQUILANTI Vitaliano
"	MORENGO Fernando

Thanking you in advance and awaiting for a kind reply of
yours, we remain.

The Chief of Service
Signed: Dott.Cesare DESIDERI

Rome 15 June 1945

797

Handwritten notes:
The Chief of Service
Signed: Dott. Cesare Desideri
[Signature]

On February last your H.Q. complied, with our request N°2282/4 of 15/1/45 for giving to our duties - collectors in service at Maccarese Office, a permit for travelling on workers trains of the line Rome - Civitavecchia.

But at the expiration, the 28 February 1945, your H.Q. did not renew said permit. Our office has no other means for the transportation of its personnel, so we are asking your kind assistance for releasing travel permits on the workers trains Rome-Civitavecchia, to our following Officials:

Inspector	Cav.AVENA Cesare
"	VANNUTELLI Giulio
Agent	PLACIDI Guglielmo
"	AQUILANTI Vitaliano
"	MORENGO Fernando

Thanking you in advance and awaiting for a kind reply of yours, we remain.

The Chief of Service
Signed: Dott.Cesare DESIDERI

*Permitted on 15/1/45
for travel permit to
Maccarese Office
for their personnel to
the*



COMUNE
Governo di Roma

Ripartizione III^a - I.C.

N. di Protocollo

2282 X

Risposta al N.°

Allegato N.°

Roma li 19^{to} anno

Oggetto: Richiesta permesso transi-
to temporaneo treni operai Roma-Mac-
carese - linea Civitavecchia

All. lo Spett.le

COMANDO ALLEATO

R C M A

Via Lucullo

Codesto Comando, in vista delle particolari necessità inerenti al Servizio delle Imposte di Consumo del Comune di Roma, nel mese di Febbraio n.a. aderì alla richiesta di questa Direzione - avanzata con nota 2282/A del 15/1/45 - concernente il rilascio dei permessi occorrenti ai funzionari e agli agenti delle I.C., di servizio presso l'Ufficio di Maccarese, per poter viaggiare sui treni operai Roma-Civitavecchia. ✓

Nonchè, alla scadenza della validità dei permessi di cui trattasi e precisando il 28/2/45, codesto Comando si astenne dal rinnovarli.

Questa Direzione, che si trova nell'impossibilità di provvedere con altri mezzi al trasporto dei dipendenti nella località suindicata, dove trovassi ubicato l'Ufficio I.C. di Maccarese, rivolge nuovamente viva preghiera a codesto Comando perchè voglia cortesemente provvedere al rilascio dei permessi per viaggiare sui treni-operai Roma-Civitavecchia ai seguenti funzionari ed agenti:

Ingegnere delle I.C.	Cav. AVENA Cesare
Appl. to	" " VANNUZZI Giulio
Agente	" " PLACIDI Guglielmo
"	" " AQUILANTI Vitaliano
"	" " LAURENCO Ferdinando

Si ringrazia anticipatamente e si resta in attesa di un cortese cenno di riscontro.

IL CAPO DEL SERVIZIO

Gen. Cesare Decaden

WIRE

13 June 1945

FROM: DMRI

TO (FOR ACTION) Ing. Biondi

TO (FOR INFOR) Major Matson, AC, Bldg.

The movement of civil sulphur oil has increased and the present number of tank cars in this service is not sufficient to meet the demands. Ten (10) additional sulphur oil tank cars are needed and ISR is directed to locate ten (10) tank cars suitable for this service, advising location and date cars will be available. CS 124 Signed London

H. H. HEADLEE
Captain, TC
774 RGD
1140

795

1525