

ACC

AG91/TN.4

10000/148/2157

RAIL
DEC

10000/148/2157

AIR TRANSPORTATION FREIGHT
DEC. 1945 - FEB. 1946

ISR WORK SERVICE

Rome, 26 January 1946.

Ref.: L.5/7/7657.

SUBJECT: Shipments of cement.

TO : Tn. Sub-Commission
Bldg

1. Our Florence Work Section informs that they are unable to store any more cement owing to lack of room in their warehouses.
2. We have disposed, until further notice, to discontinue all shipments of cement from the Civitavecchia Cement Factory to the above Work Section.

Chief of Service
sgd.: LO GIGSO

Tr/al/26/1.



MINISTERO
DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE
SERVIZIO LAVORI

Roma, 26 GEN 1946 194 - A.

N. L.5/17/7657

Al N. _____ del _____

OGGETTO
Spedizione cemento

A.C. SOTTOCOMMISSIONE TRASPORTI

S E D E
=====

ALLEGATI N. _____

- 1) La Sezione Lavori di Firenze ha fatto conoscere di non poter più ricevere cemento avendo già tutti i magazzini pieni.
- 2) E' stata disposta, fino a nuovo avviso, la sospensione delle spedizioni di cemento dalla cementeria di Civitavecchia ai lavori che ha in corso la suddetta Sezione Lavori.

IL CAPO DEL SERVIZIO

P/R

956

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

RESTRICTED

Originator's Reference: 380
Date/Time of Origin: 22 FEB 1946

Message Centre No: G/9708

Date Time Rec'd: 23 FEB 0930A

Precedence: ROUTINE

✓ FROM: ACTPT MILAN THE CHIEF LIAISON OFFICER LOMBARDIA REGION SIGNED SYBONS
TO : ALCOM CITE TO TPT FOR LT COL MORLEY FLETCHER FORM HANCOCK

RESTRICTED.

PHONO RAIL TRANSPORT MILAN URGENTLY REQUIRE NAMES ADDRESSES FIRMS REQUIRING
TRANSPORT 18 TO 20000 KILOS BEN TYPE SCRAP METAL.

AC DIST

ACTN: TN SC 2
INFO: CHIEF COMMISSIONER
ECON 2
FILE 2
FLOAT

ACTION

RESTRICTED

HEADQUARTERS
23 FEB 1946

A.

C.

955

IFC/elo

TRANSPORTATION & SHIPPING SUB COMMISSION

INTER OFFICE MEMORANDUM

Tel : 478701

16 February 1946

278/387/Tn 3

SUBJECT : Transport for the supply of provisions to the various Italian Naval Bases from the British depots at Bari and Naples.

TO : Navy Sub-Commission

1. Reference your MSC/4487 dated 24 January '46, received in this Office on 7 February '46
2. It is understood that the Italian Royal Navy places its bids for rail transportation through the War Ministry.
3. First priority is given to the movement of Allied and Italian Military traffic by the Italian State Railway.
4. It would therefore appear that in the instances referred to, the ISR failed to meet the Allied Military demand causing them to intervene at the expense of the Italian Royal Navy.
5. The War Ministry should follow up this question of wagon allocation with the Ministry of Transport ensuring that their demands are met before consideration is given to the requirements of ordinary civilian traffic.
6. A copy of your letter is being forwarded to Q(Movements) GHQ CMB.

For the Director

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

954

Copy to : Q(Movements) GHQ CMB
Rail Division (Tn 4)

TRANSPORTATION DEPT. ISR.

20 February 1946

1 121/719/112/105

SUBJECT: Re-opening to traffic of
railway lines.

To: Tn. Sub Commission A.C. ✓

Reference your AC/Tn/8/310/O.E. dated 21 November 1945.

We beg to inform that line Asciano-Chiusi has been opened again to
~~traffic~~ civilian traffic, on 14 February, limited only to freight
service on fully loaded wagons.

The Chief of Tn. Dept.
Sgd. Biondi

953

TRANSPORTATION DEPT. ISR.

20 February 1946
A 21/719/112/105

SUBJECT: Re-opening to traffic of
railway lines.

To: Tn. Sub Commission A.C.

Reference your AC/Tn/8/310/O.E. dated 21 November 1945.

We beg to inform that line Asciano-Chiusi has been opened again to ~~traffic~~ civilian traffic, on 14 February, limited only to freight service on fully loaded wagons.

The Chief of Tn. Dept.
Sgd. Biondi

952

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO - DIREZIONE GENERALE



(1) SERVIZIO MOVIMENTO

OGGETTO: Riapertura al traffico di
linee ferroviarie.-

Roma, li 20 FEB 1945

N. M. 121/719 12/105

Al N. AC/Tn/8/310/C.E. del 21/11/45

Alla Sottocommissione Trasporti A.C.
(Direzione Ferrovie)
Ufficio Trasporti Principale(B.2)

S E D E

In relazione alla lettera sopra indicata diretta al Servizio
Lavori, s'informa che la linea Asciano-Chiusi è stata riaperta al
traffico civile, limitatamente al servizio delle merci a carro
completo in data 14 corrente.-

IL CAPO DEL SERVIZIO MOVIMENTO

[Handwritten signature]

951

(1) Servizio.

2793 - Tipo-Lito F. S. - Roma 3/1945

PCM/ef

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

Tel.: 843238

18 February 1946.

Ref.: AC/91/Tn.4

✓ SUBJECT: Salt Bids.TO : I.S.R. Bldg.

1. Reference yours February 7, M.340/28537/2.0/ICCA/8192/28.
2. The subject has been handled with those concerned and am sure that you will have no further difficulties in this matter.

For Director.

950

ITC/elc

TRANSPORTATION & SHIPPING SUB COMMISSION

INTER OFFICE MEMORANDUM

Tel : 473701

15 February 1946

259/158/Tn 3

SUBJECT : Salt Bids

TO : Rail Division (Tn 4) ✓

1. Reference your AC/91/Tn 4 dated 8 February '46.
2. These bids were presumably sponsored by the AC Transportation Officer Bari prior to the closing down of the Bari Office.
3. The Salt Monopoly have been approached by the Food and Agriculture Sub-Commission and have promised to instruct their Bari Representative to ensure that emergency bids are kept down to the minimum.

For Chief Movements Division

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

949

Copy to : Food and Agriculture Sub-Commission
Attn. Major Curran.

91/13

PCB/af

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

Tel.: 843238

8 February 1946

Ref.: AG/21/Tn.4

SUBJECT : Salt Bids.

TO : Movement Rail Tn. Sub-Comm., HQ AC.

1. The I.S.B. are complaining about the number of emergency bids that are being placed for the movement of salt on the behalf of "R. Salina Margherita di Savoia".
2. They state that the requests are sponsored by A.C. Liaison Officers at Bari.
3. Will you kindly examine the matter and see if these bids cannot be handled in the regular programs.

P. G. MATSON
MAJOR T.C.

For Chief,
Rail Division.

948

Ministry of Transports
I.R. Direction General

Subject: Movement of salt from
Margherita di Savoia

Rome - 7 FEB. 1946

M.340/28537/2.G/ICCA/8142/28

To Tn.Sub Commission AC

R o m e

We stressed to the movement Section of Bari, that their practice of continuously make applications for emergency movements of salt on behalf of "R.Salina di Margherita di Savoia" is untimely.

They answered that these requests are mostly made by Officers of the Allied Commission of Bari.

We inform you about this matter, requesting you kindly to examine the opportunity of including these movements in the ordinary schedules.

for the Director General
sgd Lo Cigno

vp ng 7/2

947



MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 7 FEB 1946

N. M. 340/28537/2.G. *Scia* 8192/28

Al N.

del

OGGETTO

Trasporti sale
in partenza da
Margherita di Savoia
ALLEGATO N.

SOTTOCOMMISSIONE TRASPORTI A.C.

R O M A

La Sezione Movimento di Bari, richiamata circa la inopportunità delle continue richieste che vengono rivolte per trasporti in emergenza di sale per conto della R. Salina di Margherita di Savoia, ha riferito che la quasi totalità di esse le pervengono dagli Ufficiali della locale Commissione Alleata.

Si segnala la circostanza con preghiera di fare esaminare l'opportunità di includere questi trasporti nei programmi ordinari.

956

IL DIRETTORE GENERALE

Delegato

Ministry of Transports
 P. S. R. Direction General

Rome - 1 FEB. 1946

M. 240/27332/2 A/Ves. 8/28/28

to the Director En Sub Commission AC
 Rail Division

R e m e

- 1) I reply to your letter dated Jan. 10 1946.
- 2) During the week from October 29 to November 4th, owing to congestion and interruption of lines, we were obliged to discontinue the acceptance of goods bound to Bologna transit.
- 3) For this reason, we were unable to carry out the transports of lignite from Pietrafitta mine.

sgd Lo Cigno
 for the Director General

R. ng 1/2

925



MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, - 1 FEB. 1946

194

N. M. 340/27238/2 G / *rea* 8128/28

Al N.

del

OGGETTO

Distribuzione di vagoni
Compartimento di Ancona.Al Capo della SOTTOCOMMISSIONE TRASPORTI
A.C.

Divisione Ferroviaria

ALLEGATI N.

R O M A

- 1°) - Rispondo alla Sua lettera del 10 corr.-
- 2°) - Nella settimana dal 29 ottobre al 4 novem
bre 1946, per ingombri ed interruzioni di linee,
fu disposta la sospensione dell'accettazione
delle merci destinate al transito di Bologna.
- 3°) - Per la ragione di cui al punto 2°), non
furono effettuati i trasporti di lignite dalla
Miniera di Pietraritta.

p. DIRETTORE GENERALE

M M M O

Movements of frozen meat by Genoa and Naples Ports.

GENOVA PORT - On Gadda descent Genovesi Frigerators Plant is in part destroyed, but on the left past might be put on the warehouse 1500 tons of frozen meat being up to date all the equipment. In town exist other frigerator (municipal) on which may be kept 800 tons of frozen meat. In both frigerators refrigeration is been made to dry and as for theirs function needs an signal of 15 days in advance. The firms that may assume unloading operations by the ship and loading on the cars are the followings:

Spallarossa and Spanio-Genova	
Sniff	Genova

Both with equipments of many years ago for such kind of work included the ice supply for Hg cars. On Gadda descent may be loaded from 30 to 40 cars daily.

NAPLES PORT - The port refrigerators are completely destroyed and in town there is not one intact for such need. But there are local ice factories that they could supply the port for Hg cars refrigeration.

To the Port moor place of the ship may be loaded daily 40 cars. The charge could be given to local carovanes already appointed to whom may be asked the rates and in order to be warranted by later inopportune discussions. But it needs advice 15 to 20 days in advance.

A P P U N T O

Trasporti carne congelata dai Porti di Genova e Napoli.-

PORTO DI GENOVA.- Alla calata Gadda l'impianto dei Frigoriferi Genovesi è in parte distrutto - però nella parte rimasta in piedi si possono immagazzinare 1.500 tonnellate di carne congelata essendo in ordine tutta l'attrezzatura.-
In città esiste altro frigorifero (municipale) nel quale possono essere conservate 700 tonnellate di carne congelata.-
In entrambi i frigoriferi la refrigerazione viene fatta a secco e per il loro funzionamento occorre un preavviso di 15 giorni.-
Le Ditte che potrebbero assumere le operazioni di scarico dal vapore e di carico nei carri sono le seguenti:
SPALLAROSSA E SPANIO =GENOVA=
SNIFF =GENOVA=
entrambe attrezzate da anni per questo genere di lavoro, compresa la fornitura del ghiaccio per i carri Hg.-
Alla calata Gadda si possono caricare da 30 a 40 carri al giorno.-

922

PORTO DI NAPOLI.- I frigoriferi del porto sono completamente distrutti, nè esistono in città magazzini atti alla bisogna.-
Vi sono però fabbriche di ghiaccio locali che potrebbero fornirlo per la refrigerazione dei carri Hg.-
Al porto possono essere caricati giornalmente all'attracco del piroscalo una quarantina di carri.-
L'incarico potrebbe essere affidato a Carovane già costituite che dovrebbero essere interpellate per stabilire le condizioni e per garantirsi da successive sorprese.- Per far ciò occorre il preavviso di una ventina di giorni.-

1544

TEL. 473400

KIC/ig

HEADQUARTERS ALLIED COMMISSION
A.P.O. 304
Food & Agriculture Sub-Commission

10 January 1946.

51-2/2A

SUBJECT : Transportation of frozen meat.

TO : Mr. J. Lurie.

1. Confirming telephone conversation 9th Jan. 1946. Major Watson of the Tn. & Shipping S/C, Rail Section has assured me that refrigerator cars can be made available for the transportation of frozen meat.

2. However the refrigerator cars are in a dirty condition and would have to be cleaned by the I.S.R. before use. It will, therefore, be necessary to give the I.S.R. advance notice of expected arrival, stating estimated time of arrival, tonnage and unloading port. It is understood from you that about three weeks advance notice could be given.

3. Major Watson could not state the number of cars that could be made available but felt that 115 cars, sufficient to move around a 1000 tons per week, would be a reasonable request. He is checking into the matter of icing the cars but believes that probably the organization shipping the meat would have to arrange for supplying the ice.

4. In the event I am not in Italy when the importation program is determined, please advise Major Watson located in Ministry of Communications, tel : 843238 or Ing. Biondi of the Italian State Railways, 3rd floor Ministry of Communications.

K. J. Lurie

W. J. L. 1000
Director

941

Distribution
HQ. A.C. Tn. & Shipping S/C. (Attn. Maj. Watson)

PGH/af
71/8

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

Tel.: 343233

10 January 1946

Ref.: 45/94/En.4

SUBJECT: Return of wagons from Austria
to Italy

TO : A.P.H.C.
(Attn. Chief Adm. Officer).

1. Reference yours GAO/246 of 30 December.
2. The figures quoted in your letter have been checked and found to be approximately correct, it is therefore desired that no further action be taken in the matter.

For the Chief Commissioners

P.G. MATSON,
Major R.C.

940

Copy to:- G-4 (Mov. & Trn).
Executive Comm. HQAC.

20 16
ALLIED FORCE HEADQUARTERS
C.A.O. OfficeTN 3/c
9/1/7
CAO/246

MEMORANDUM FOR : HQ Allied Commission.

SUBJECT : Return of Wagons from Austria to Italy.

1. The overall shortage of covered wagons, which is the subject of your letter of 13 Dec 45, is fully appreciated by this Headquarters and is under constant review, in respect of its effects on the movement of both military and essential civil freight.
2. As regards the balance of six hundred wagons stated to be owed by AUSTRIA to ITALY it is clear that your letter has taken account only of the wagons moving over the TARVISIO route between the two countries. Records taken up to 18 Dec 45 of wagon interchanges over the BRENNER route show that, on this route, ITALY had received from AUSTRIA over 3,000 wagons more than she had despatched. Of these 2,954 were covered. On the same date her adverse balance at TARVISIO was approximately 800 wagons of all types. (570 of them covered).
3. Thus ITALY, on the date quoted, had a favourable balance of about 2,200 covered wagons and any action to insist on the restoration of the adverse balance through TARVISIO would inevitably result in an overall loss to ITALY by inviting a demand to restore to AUSTRIA the surplus wagons which have moved south over the BRENNER route.
4. This subject is regularly dealt with by the Allied Railway Board at its monthly meetings, and the Sub Committees of the Board, as well as the Military Railway Service and the Italian State Railways, have been instructed to take all possible staff and technical action to ease the shortage.

2 JAN 1946

C. O. Duff
A.C. DUFF,
Major General,
Chief Administrative Officer.30 Dec 45.

Copy to:- G-4 (Mov & Tn).

939

COPIALLIED FORCE HEADQUARTERS

C.A.O. Office

CAO/246MEMORANDUM FOR : HQ Allied Commission.SUBJECT : Return of Wagons from Austria to Italy.

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4. This subject is regularly dealt with by the Allied Railway Board at its monthly meetings, and the Sub-Committees of the Board, as well as the Military Railway Service and the Italian State Railways, have been instructed to take all possible staff and technical action to ease the shortage.

938

SUBJECT : Return of Wagons from Austria to Italy.

1. The overall shortage of covered Wagons, which is the subject of your letter of 13 December 45, is fully appreciated by this Headquarters and is under constant review, in respect of its effects on the movement of both military and essential civil freight.

2. As regards the balance of six hundred wagons stated to be owed by AUSTRIA to ITALY it is clear that your letter has taken account only of the wagons moving over the TARVISIO route between the two countries. Records taken up to 18 December 45 of wagon interchanges over the BRENNER route show that she had despatched. Of these 2,954 were covered. On the same date her adverse balance at TARVISIO was approximately 800 wagons of all types. (570 of them covered.)

3. Thus ITALY, on the date quoted, had a favourable balance of about 2,200 covered wagons and any action to insist on the restoration of the adverse balance through TARVISIO would inevitably result in an overall loss to ITALY by inviting a demand to restore to AUSTRIA the surplus wagons which have moved south over the BRENNER route.

4. This subject is regularly dealt with by the Allied Railway Board at its monthly meetings, and the Sub-Committees of the Board, as well as the Military Railway Service and the Italian State Railways, have been instructed to take all possible staff and technical action to ease the shortage.

A.C. DUFF.,
Major General,
Chief Administrative Officer.

30 December 45.

COPY TO:- G-4 (Mov. & Tr.)

11/6
FILE

Ref. 431/10/In 1

13 December 1945

SUBJECT: Return of Wagons from Austria to Italy

TO : Supreme Allied Commander, F.M.H. .

1. In view of the large civilian import program to Italy for this and succeeding months, and the fact that the rainy season is now at hand, it is most important that every covered railway wagon possible is made available in Italy. Generally speaking, the limiting factor in the reception capacity of Italian ports is the question of rail clearance, and the food warehouses in Naples could only be allowed one-quarter of their requirements for covered wagons in November, due to over-all shortage of this class of wagon.
2. On the other hand, a number of this type of wagon are at present employed on the railway lines between Trieste and Austria, and it is understood that at the moment Italy is owed over six hundred such wagons on interchange basis.
3. It is therefore requested that arrangements be made for these wagons to be repaid immediately, and for German or Austrian equipment to be provided for the movement of all traffic from Trieste into Austria in future.

Hq. Allied Forces

ELMER W. STONE
Rear Admiral, USNR
Chief Commissioner

927

Copy to: Allied Commission, Austria.

Copy sent to Rail Div 14/12

ENTER - OFFICE - MESSAGE.

ISZ Direction General.

Rome, 25 December 1945

TO : Movement Section Florence-Ancona-
Bologna
Fertraffico-Ferlavori-Persesto Bldg
Ferrotabile Florence
Direction M.A.S. Bldg
Tn. Sub-Commission AC Bldg

Upon receipt of this message please resume acceptance of Fast Goods and Slow Goods Transports by car on behalf of civilians and of service, destined Bologna and beyond; limitedly to freight included within point 18 of the loading Priority List attached to Circular M/340/23242/1/G dated 27 November 1945.

Cable M/321/940 dated December 12-1945 is revoked.

Please confirm

Sgt. SOTTILE

936

T-2/21/27/12/45.



MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO

M-106

Stazione di _____

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

RICEVUTO DG	15/12	ore 15	TRASMESSO a	il	ore
per Circuito N.°	dall'impiegato	104	per Circuito N.°	dall'impiegato	104
indicazioni d'urgenza e categoria	DESTINAZIONE	PROVENIENZA	NUMERO	DATA DELLA PRESENTAZ. giorno, mese, ore e minuti	
	ROMA DG		5691	25	14

SEZIONE MOVIMENTO PALERMO REGGIO C NAPOLI N SEZIONE
MOVIMENTO ANCONA ROMA FIRENZE BOLOGNA FERRA
VONT FERRA SUD FERRA FIRENZE DIREZIONE E R S
SEDE SOTTOCOST. SEZIONE TRASPORTI SEDE
N 321/1089 DA RICEVIMENTO PRESENTE RIPRENDUTO ACCETTAZIONE
N TRASPORTI CARRO G.V P.V CONTO CIVILI E SERVIZIO DESTI
NATI BOLOGNA LOCO N CARRE LIMITATAMENTE PERO A QUELLI
COMPRESI FINO TUTTO PUNTO DICHIETTO DELLA GRADUATORIE
DI CARICO ALLEGATA ALLA CIRCOLARE M/340/23242/1/3 DEL
27 NOVEMBRE CA TELEGRAMMA M/321/940/ DEL 10/12 CA EST
REVOCATO CONFERMA SOTTILE

935

I.S.R. MOVEMENT SERVICE

Rome, 23 December 1945.
Ref.: M.312/24882/2/25.555

SUBJECT: Movement of siliceous sands.

TO : Antimonifera C.

Genova
Via XX Settembre.30

COPY TO : Tr. Sub-Commission AC

Florence

In relation with what signalled with letter of December 13, 1945 about the necessity of facilitating siliceous sand movements from Montepascoli (Pietratoronda Factory), we inform you that, even acknowledging the importance of such transports destined to Glass Pottery and Cast Houses, for the movement and on account of insufficiency of loading material, it is not possible to include the denomination "Siliceous Sands" in a more advanced point of the priority list for car allocation, also because such a privileged treatment could be with reason requested by other raw material shippers.

We assure you, however, that we will make all the possible to satisfy gradually any request of cars presented at Montepascoli to satisfy gradually any request of cars presented at Montepascoli for such movements, compatibly with our rolling stock availability and transport priorities.

Chief of Movement Service

Genove
Via XI Settembre.30

COPY TO : Tr.Sub-Commission AC
Florence

In relation with what signalled with letter of December 13, 1945 about the necessity of facilitating siliceous sand movements from Montepescali (Pietratoronda Factory), we inform you that, even acknowledging the importance of such transports destined to Glass Pottery and Cast Houses, for the movement and on account of insufficiency of loading material, it is not possible to include the denomination "Siliceous Sands" in a more advanced point of the priority list for car allocation, also because such a privileged treatment could be with reason requested by other raw material shippers.

We assure you, however, that we will make all the possible to satisfy gradually any request of cars presented at Montepescali ⁹³⁴ for such movements, compatibly with our rolling stock availability and transport priorities.

Chief of Movement Service

Tr/al/27/12/45.

I. S. P. MOVEMENT SERVICE

Rome, 23 December 1945.
Ref.: M.312/24982/2/25.51

SUBJECT: Movement of siliceous sands.

TO: Antimonifera C.

Genova
Via XX Settembre.30

COPY TO: Tr. Sub-Commission AG

Florence

In relation with what signalled with letter of December 13, 1945 about the necessity of facilitating siliceous sand movements from Montepascoli (Pietratorona Factory), we inform you that, even acknowledging the importance of such transports destined to Glass Pottery and Cast Houses, for the movement and on account of insufficiency of loading material, it is not possible to include the denomination "Siliceous Sands" in a more advanced point of the priority list for car allocation, also because such a privileged treatment could be with reason requested by other raw material shippers.

We assure you, however, that we will make all the possible to satisfy gradually any request of ours presented at Montepascoli for such movements, compatibly with our rolling stock availability and transport priorities.

Chief of Movement Service

TO : Antimonifera C.

Genova

Via XX Settembre.30

COPY TO : In. Sub-Commission AC

Florence

In relation with what signalled with letter of December 13, 1945 about the necessity of facilitating siliceous sand movements from Montepescali (Pietratoronda Factory), we inform you that, even acknowledging the importance of such transports destined to Glass Pottery and Cast Houses, for the movement and on account of insufficiency of loading material, it is not possible to include the denomination "Siliceous Sands" in a more advanced point of the priority list for car allocation, also because such a privileged treatment could be with reason requested by other raw material shippers.

933

We assure you, however, that we will make all the possible to satisfy gradually any request of cars presented at Montepescali for such movements, compatibly with our rolling stock availability and transport priorities.

Chief of Movement Service

Tr/al/27/12/45.



MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO - DIREZIONE GENERALE
Servizio Movimento

(1)

OGGETTO:

Trasporto di sabbie silicee

Roma, 23

194

N.

M.312/2-982/2/25.555

Al N.

del

SOC. ANTIMONIFERA

Genova

Via XX Settembre, 30

p.c. COMMISSIONE ALLEATA TRASPORTI

R O M A

Sottocommissione A.C. Trasporti

FIRENZE

In relazione a quanto segnalato con la lettera del 13 corr., circa la necessità di agevolare i trasporti di sabbie silicee in partenza da Montepescali e provenienti dallo Stabilimento di Pietrarotonda, si fa presente che pur riconoscendo l'importanza di tali trasporti destinati alle Vetrerie, Ceramiche e Fonderie, non è possibile attual-

932./.

(1) Servizio.

mente, data la insufficiente consistenza del materiale da carico, includere la voce "sabbie silicee" in altro punto più avanzato della graduatoria stabilita per l'assegnazione dei carri, anche perché un simile trattamento di privilegio potrebbe a giusta ragione essere invocato dagli altri speditori di materie prime.

Si assicura però che verrà fatto di tutto per soddisfare con adeguata fornitura di carri, le richieste presentate di volta in volta a Montepescali per tali trasporti, compatibilmente con la disponibilità del materiale e le esigenze per trasporti di ordine superiore.

IL CAPO DEL SERVIZIO MOVIMENTO

sm

translation (mc)

MINISTERO DELL'ORIENTAZIONE
 ISPIRITUALE REGIONALE PER L'EMILIA
 BOLOGNA

1st December 1945.

SUBJECT: Re-forwarding of wagons.

Answer to letter M.321.23043.306/ 16.8.N. of 26/11/1945.

We have taken knowledge of its tenor but we call the attention of this Ministry upon the fact, that the utilization of wagons and means of traction which is retained to be realized by not granting re-forwardings - is in truth but an illusion and that the matter - is considered in the limits of national interest, ought to find its solution as suggested by this Office.

As a matter of fact it occurs that a wagon forwarded for instance to Turin transit North Italy, arrives at Bologna where, because of the impossibility to be re-forwarded, the person to whom it concerns, has to unload the wagon and to put the goods into a warehouse: the same person will make a request for a wagon for the following week for Turin and will re-load the same goods, using of course the wagon requested for. What occurs for one wagon occurs for all the others which have to reach Northern Italy. This has for consequences:

1) That with re-forwarding 1 wagon is engaged say, for instance, for 3 days for Turin, without re-forwarding there is still engaged 1 wagon for 3 days also for Turin, with the sole difference that in the first case the wagon will be used immediately, in the second the week after. In any case the wagon engaged will be always 1 and the period of time during which it will be engaged will always be 3 days and what regards traction the wagon must in both cases be brought to Turin. Hence, there is no waste of rolling material at all. Let us now examine which are the advantages deriving from this to the customer.

With re-forwarding the same goods arrive at Turin without being charged with costs for unloading at Bologna, for warehousing during a weeks period, for re-loading work at Bologna and without a week's delay for the stay at Bologna.

Therefore, failure of re-forwarding just means to increase the price of the goods to their arrival, no saving at all of rolling or traction material and in the last it is the consumer who has to pay higher prices for the goods.

It would be highly appreciated if the matter would be re-examined in above stated limits and dispositions would be given in order to avoid such incongruities acting with such understanding of national problems as required by the present time.

MINISTERO DELL'ALIMENTAZIONE
ISPETTORATO REGIONALE PER L'EMILIA
BOLOGNA

Bologna, 1 Dicembre 1945

PROT. N.

18339 - II - CP/ob

OGGETTO: Rispedizioni carri.

Al
MINISTERO TRASPORTI
Servizio Movimenti
R O M A

e.p.c.

Al
MINISTERO ALIMENTAZIONE
Servizio Trasporti
R O M A

Al
CAPO COMARIMENTO FF.SS.
BOLOGNA - Via D'Azeglio

Alla
COMMISSIONE ALLEATA
Viale Oriani
B O L O G N A

Risposta alla nota M.321.23043.306. 16.8.N. del 26/11/1945.

Prendiamo buona nota di quanto in essa contenuto ma facciamo presente a codesto Ministero che l'utilizzazione dei carri e dei mezzi di trazione che si ritiene di fare non concedendo le rispedizioni non è in realtà che un'illusione e che la cosa vista nel quadro dell'interesse nazionale dovrebbe senz'altro trovare la soluzione proposta da quest'Ufficio.

Avviene infatti che un vagone spedito ad esempio per Torino transito Alta Italia arrivato a Bologna e non potendo essere ^{la merce} ~~ri~~ spedito, viene dall'interessato scaricato ^{la merce} ~~in~~ magazzino: lo stesso interessato richiede poi un vagone per Torino per la settimana successiva e ricarica la stessa merce usufruendo naturalmente del vagone richiesto. Ciò che avviene per un vagone avviene per la totalità dei vagoni che debbono essere spediti nel nord Italia. Ciò comporta:

1°) Che con la rispedizione impegniamo un carro ad es. per tre giorni per Torino, senza la rispedizione impegniamo pure un carro per tre giorni pure per Torino, con la sola differenza che nel primo caso, il carro viene impegnato subito nel secondo la settimana successiva. In ogni caso il carro impegnato è sempre uno, e il tempo per cui rimane impegnato sono sempre tre giorni e agli effetti della trazione in ambedue i casi debbono essere portati a Torino. Nessun sperpero quindi di materiale rotabile. Esaminiamo ora i vantaggi che ne derivano al consumatore.

Con la rispedizione la stessa merce arriva a Torino non gravata dello scarico di Bologna, del magazzinaggio per una settimana,

MINISTERO DELL'ALIMENTAZIONE
ISPETTORATO REGIONALE PER L'EMILIA
BOLOGNA

Bologna, Follio n.2

PROT. N.

OGGETTO:

del nuovo carico sul vagone e senza la sosta di una settimana a Bologna.

Pertanto la mancata rispedizione non comporta se non un maggiore costo della merce in arrivo, nessuna economia di materia la rotabile o di trazione, e in ultima analisi il consumatore deve pagare la merce a un prezzo superiore.

Si prega pertanto di voler riesaminare la cosa entro i limiti su esposti e disporre affinché queste incongruenze vengano evitate con quella comprensione dei problemi nazionali che l'ora attuale richiede.

L'ISPETTORE REGIONALE
(Alberto Picetti)

Alberto Picetti

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

RPM/10

91/2

4 December 45

Tel: 843209
Ref: AC/74/Tn 4

SUBJECT : Box cars.

TO : Director
Tn Sub-Commission

1. It has been pointed out that Austria owes Italy over six hundred box cars on interchange basis. The food warehouses 676 and 696 of Allied Commission in Naples area have been receiving only about 25 percent of their requirements for the month of November account shortage of this class of equipment.
2. With the rainy season now at hand and with the large import program coming up in December and succeeding months it is important that every box car possible be made available for service.
3. It is strongly recommended that German or Austria equipment be provided for the movement of all traffic between Trieste and Br occupied Austria.
4. This matter is of such importance that it is recommended that the Supreme Allied Commander, together with Allied Commission Austria, be made aware of the situation with request that action be immediately taken to return box cars due Italy. Also that German or Austrian equipment be provided for the movement between Trieste and Br. occupied Austria.

R.P. MOSS,
Chief, Rail Division

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

Naples Division
A.C. & civilian traffic report

Period... 19/11. to 26/11/1945..

Commodity	Authorized to Move (Tons)	Actually Moved (Tons)	Balance Not Mov.
Flour, grain etc.	4992	1777	3215
Foodstuffs	948	537	411
Livestock	36	34	2
Salt	199	199	==
Fruits & Veg.	2701	2610	91
Olive & Oil	335	252	83
Constructions Mtls.	2497	1749	748
Timber & Boxwood	2234	1153	1081
Bricks	181	181	==
Machinery	2	2	==
Furniture & Utensils	84	72	12
Coal, charcoal etc.	1383	702	681
Lignite	180	19	161
Limestone, lime etc.	679	610	69
Fertilizer	158	136	22
Sulphur	==	==	==
Tobacco, cigars, etc.	165	123	42
Empty casks	164	149	15
ther containers	28	28	==
Clothing	==	==	==
Hemp, rope, cotton, etc.	40	40	==
Metals	349	279	70
Miscellaneous.	1455	1178	277
	18810	11830 = 63%	6980

780 cases

Period...19/11 to 25/11/1945..

Commodity	Authorized to Move (Tons)	Actually Moved (Tons)	Balance Not Mov.
Flour, grain etc.	4992	1777	3215
Foodstuffs	948	537	411
Livestock	36	34	2
Salt	199	199	=
Fruits & Veg.	2701	2610	91
Olive & Oil	335	252	83
Constructions Mtls.	2497	1749	748
Timber & Boxwood	2234	1153	1081
Bricks	181	181	=
Machinery	2	2	=
Furniture & Utensils	84	72	12
Coal, charcoal etc.	1383	702	681
Lignite	180	19	161
Limestone, lime etc.	679	610	69
Fertilizer	158	136	22
Sulphur	=	=	=
Tobacco, cigars, etc.	165	123	42
Empty casks	164	149	15
ther containers	28	28	=
Clothing	=	=	=
Hemp, rope, cotton, etc.	40	40	=
Metals	349	279	70
Miscellaneous.	1455	1178	277
		11830 = 63%	6980

780 Cars 927

DISTRIBUTION/

Tn. S.C. Movements Division
 HQ. A.C. APO 394 C.M.F. (2)
 HQ. Mov. Sub Area - Naples
 Adjutant's File
 S.T.O.'s File
 File
 Sig. Brane

Item 15 Center 2012

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