

ACC

AC 129/TN.4

10000/143/2225

TADR U
SEPT. 1945

10000/143/2225

TANK WAGONS - RECONDITIONING OF
SEPT. 1945 - FEB. 1946

129/62
TRANSPORTATION AND SHIPPING SUB-COMMISSION, AC.,
(RAIL DIVISION)
c/o Transportation (Br) Main,
C.M.P.

Tel : 843191
Ref : AC/129/Tn.4.

12 February 1946

SUBJECT : Internal Transit of Petrol (Italy)

TO : R.C.I.T.O. (C.R.M.O.A.)
Bldg.

1. With further reference to my letter dated 29th January 1946.
2. Herewith please see copy of statement supplied by the I.S.R. relating to Tank Cars Standing at Stations and Depots at 17-00 hours on February 6th 1946.
3. It will be seen that, 829 cars, of a total of 1922, were available for the transport of Petrol while the demand for all types was only 164.

Although these figures substantially confirm that Rail Petrol Tanks are in excess of the current demand I am not satisfied as to their complete accuracy and have asked that they be checked with the figures shown on the "wagon Returns of February 6th. When this has been done, and explanation of several differences given, I hope to be able to quote firm figures. In the meantime it is suggested that the details given on attached be considered with the necessary reserve.

for Director.

Chapman
and R 82:0

CENSIMENTO CAT I SERBATOI ORE 17 DEL 6-2-1946

COMPARTIMENTI	olio comesti- bile	olio al zolfo	benzina petrolio gasolio	olio com- bustibile nafta	olio minerale scuro	altri pro- dotti pe- troli ferri	catrame	acqua	totale	occorren- za giorno 7-2-1946
TORINO				9	-	2	1	-	12	
MILANO	1	=	37	57	=	49	12	=	156	
VERONA	7(1)	=	33	5	=	1	=	=	46	
VENEZIA	1	=	280	=	61	42	2	=	386	35
TRIESTE		1	16	4	2	=	=	=	23	
GENOVA	=	=	=	4	=	275	=	=	279	
BOLOGNA	=	=	43	=	6	1	=	=	=	9
FIRENZE	=	=	=	106	=	24	=	3(1)	133	
ANCONA	1	=	103	=	90	=	=	16(1)	210	37
ROMA	1	=	23	=	8	45	=	3(1)	80	=
NAPOLI	4	4	130	22	25	69	4	20(1)	278	33
BARI	8	13	109	31	10	=	6	=	177	50
REGGIO CAL.	1	22	2	1	=	=	=	=	26	
PALERMO	=	=	53	13	=	=	=	=	66	
	24	40	829	251	203	508	25	42	1922	164

(Above includes I.S.R. owned Tanks only).
standing at Stations and Depots.

2281

CENSIMENTO CAT I SERBATOI ORE 17 DEL 6-2-1946

olio al zolfo	benzina petrolio gasolio	olio com- bustibile nafta	olio minerale scuro	altri pro- dotti pe- troliferi	catrame	acqua	totale	occorren- ti giorno 7-2-1946	
		9	-	2	1	-	12		
=	37	57	=	49	12	=	156		
=	33	5	=	1	=	=	46		(1) per trasporto olio di ricino
=	280	=	61	42	2	=	386	35	
1	16	4	2	=	=	=	23		
=	=	4	=	275	=	=	279		
=	43	=	6	1	=	=	=	9	
=	=	106	=	24	=	3(1)	133		(1) in consegna serv. Lavori.
=	103	=	90	=	=	16(1)	210	37	(1) idem
=	23	=	8	45	=	3(1)	80	=	(1) idem
4	130	22	25	69	4	20(1)	278	33	(1) idem
13	109	31	10	=	6	=	177	50	
22	2	1	=	=	=	=	26		
=	53	13	=	=	=	=	66		
40	829	251	203	508	25	42	1922	164	

(Above includes I.S.R. owned Tanks only).
standing at Stations and Depots.

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omni

[illegible]

429

(Above includes I.R.R. owned tanks only).
standing at Stations and Depots.

5 February 1946

Tel.: 643230
Ref.: AC/129/Th.4

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

SUBJECT: Private Tank Cars - Fines .

TO : I.C.R. Bldg.

1. Reference your M.331/27786/261-734 ICCA 8127/42 of 1th February, addressed to E.C.I.T.O.
2. The Cars mentioned will appear on the census forms covering freight cars in the Yugoslavian Area and subsequent decision as to their return made by international agreement.
3. It is felt that any attempt to consider individual groups of vehicles will only lead to confusion and demands from other countries thus defeating the object of the census.

P. G. MATSON
MAJOR T.O.
For Director.

Copy to: M.C.I.T.O. (OMOA) Bldg 6.116.

1238

ECITO (ORMOA) ROME

APC. S. 551.

CMF.

129/60
4 February 1946.

Telegrams: ALCOM ROMA SITE ACTPT for ECITO ORMOA.

Telephone: 843.458.

Ref: G - 116.

Subject: Private Railway Cars at Fiume.To: Tn Sub Commission (Rail Div.)
Allied Commission.

1. Attached correspondence is passed to you for attention.
2. So far as ECITO is concerned, these cars would appear on census forms covering freight cars in the Yugoslavian area, and subsequent decisions as to their return made by international agreement.
3. It is felt that any attempt to consider individual groups of vehicles will only lead to confusion and demands from other countries, thus defeating the object of the census.

Arthur
for R.W.D. FELLOWES,
Divisional Officer,
ECITO (ORMOA) ITALY.

Prima, A.F.I.V.I.

THE DIRECTOR OF MILITARY RAILWAY SERVICE

Roma

Villa Patrizi

Sono giacenti a Fiume i seguenti carri privati, immatricolati nel parco delle FS. al nome della nostra Società :

560.401 - 560.402 - 560.404 - 560.405 - 560.407 - 560.416 - 560.418
560.421 - 560.429 - 560.430 - 560.433 - 560.434 - 560.435 - 560.438.

Questi carri non appartengono a noi, bensì alla Società Anonima " L'Ausiliare " Locazione di vagoni - Imprese Ferroviarie e Tramviarie - Milano - Via Cappuccio, 11 la quale ce li ha dati in noleggio.

Essendo il noleggio scaduto, dobbiamo restituire al più presto possibile i carri alla proprietaria, la quale, come da nostra domanda 10 settembre 1945 alla Direzione Generale delle FS, li passerà al suo nome.

Ci permettiamo pertanto rivolgerci a codesta Direzione affinché si compiacca interessarsi perchè i suddetti carri vengano spediti al seguente indirizzo :

" L' AUSILIARE " S.A.

Stazione di MILANO - PARINI.

Anticipando sentiti ringraziamenti, con osservanza ci segnaliamo.

The following private railway-cars, registered in the park of the Italian Railway under the name of our Society, are in Fiume :

These cars are not our property, but their owner is the " L'Ausiliare " Locazione di vagoni - Imprese Ferroviarie e Tramviarie Ltd. Milano - Via Cappuccio, 11 which has hired them to us.

As the freight is finished, we must return the cars as quick as possible to the proprietor, which, following our request dated 10th. september 1945 to the General Management of the Italian Railway will register them under his own name.

Therefore we take the liberty, to apply to the Direction of Military Railway Service, requesting to assist in seeing that the cars as mentioned above be sent to the following address :

With our thanks in advance, we are ,

CEMENTIZIA ITALIANA S.A.
Ufficio di Roma

4286



MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALERoma, 11 - 1 FEB. 1946⁹⁴

N. M.331/27788/361-734/ma 8127/H2

Al N.

del

AL DELEGATO DELL'E.C.I.T.O.

OGGETTO

Carri privati.=

S E D E

ALLEGATI N. 1 =

La Società Cementizia Fiumana Mareschi ha inviato alla Direzione dell'M.R.S. la lettera che si allega in copia.

Venendo fatte premure anche a questa Direzione per il suo interessamento al fine di far ritornare a Milano Farini i 14 serbatoi elencati nella lettera allegata di proprietà della Società Anonima "L'Ausiliare" di Milano e noleggiati temporaneamente alla Cementizia Fiumana Mareschi, si prega voler fornire, appena possibile, informazioni in proposito.

EL DIRETTORE GENERALE

Ca.

1235

Ministry of Transports
I.S.R. Direction General

Rome - 1 FEB. 1946

M.331/27733/261-734/2ua 8127/42

129 / 59

Subject:
Private cars.

R
- 2 FEB 1946
N°

To the ECITO Delegate
Building.

1. The Firm "Società Cementizia Fiumana Mareschi" has sent to D.M.R.S. the letter that I enclose in copy.
2. Also this Direction was urged to take steps in order to hasten the return to Milano Farini Station of the fourteen tanks shown in the enclosed letter. The tanks are property of the Firm "L'Ausliare" of Milan and temporarily hired to the a/m Firm "Cementizia Fiumana Mareschi".
3. You are kindly requested to give some information about the matter, as soon as possible.

Ro.2/1/cm.

S E E N:	
D.O.	
A.D.O.	up 42
A.O.	

For the Director General
Sgd. Lo Cigno

6224

PHONOGRAMME

FROM : General Direction I.S.R., 24th January 1946.
TO : Tn. Sub Commission AG Rail Div. Bldg
TO : N/331/51.

Ref., N, AG/29/Tn. 4 dated 14 December 1945,

Further phonogramme same number dated 5 January.

Montecatini Society has completed twelve tankers supply for
sulphuric acid transport, Sereno - Melegnano establishment delivered
tankers 595280 - 595407 - 507036 - 509438 - 507042 - 526071.

Marghera establishment delivered tankers 526032 -
507050 - 509429 - 509425 - 509445 - 595251.

General Director.

sgd., Di Raimondo

129/57
HAJ/ic

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

29 January 46

Tel: 843191/9582
Ref: AC/129/Tn 4

SUBJECT : Internal Transit of Petrol (Italy).

TO : MCITO (ORMOA)
Bldg.

1. Reference your signal dated 24 January addresses MCITO Bruxelles (copy To Sub-Commission).
2. The statement by the ISR that 59% of Petrol Traffic has to move by road owing to lack of tank cars is incorrect. Rail Petrol Tanks are greatly in excess of the current demand and this fact was pointed out to AFHQ recently as an argument against the projected conversion of Olive Oil cars for conveyance of petrol.

Chief
Rail Division

P H O N O G R A M M E

FROM : General Direction I.S.R.

TO : Tn.Sub-Commission AC
(Rail Division)

N.M.331/51.

27th January 1946.

To N.AC/29/Tn.4 dated 14th December 1945.

Venice Movement Section inform that one tanker between these delivered to Marghera establishment for sulphuric acid transport, has been know as waste, and substituted by 509423 tanker stop. All six tankers consigned to said establishment are under load.

The General Director
Sgd.:G.Di Raimondo.

129/55
PGW/ic

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

Tel: 843238 ✓
Ref: AC/129/Tn 4

5 January 1945

SUBJECT : German privately owned tank Cars.

TO : I.S.R. - Bldg.

1. Reference yours M.334/25424/6-1 100A/7771/44 of 4 January.
2. The ISR is responsible for the control of Foreign Railway Stock in Italy and therefore should not release control of German privately owned tank wagons to URSIT - Montecatini or other Italian industrial concerns.
3. The Ministry of Transport should take strong and decisive action in the case and continue to control the wagons until the question is settled on an international basis.

For Director

Copy to: MCTTC - Bldg.
Movements Rail Tn Sub-Comm.

4220

Rome, 4 GEN 1943

M. 354/25 424/6-1/ICCA/4444/HK

Transportation Sub-commission AC.

R O M E

Subject: German privately owned wagons.

1- The Movement Section at Milan have recently advised that the Firm Montecatini and other Italian industrial concerns have been charged by the Ufficio Recupero Materiali Impianti Tedeschi (German Material and Plants Salvage Office) - URMIT - to pool the German privately owned tank cars, that should be managed by the very URMIT, according to the Order n.5 from AMG. Lombardia, dated 15 June 1945.

2- As all-foreign railway stocks existing in Italy are managed by Railways and Chiefly by the ISR, to which they were turned over when coming to Italy; the ISR, therefore, are responsible for such equipment, and it is not felt how the a/m Office may usefully replace the Railway Administrations, that have all means and experience to do it.

3- Please give information accordingly.

Director General

Di Reimondo

3/1/46 CAP.

cb.

4229



MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

URGENTE

Roma, - 4 GEN 1946

194

N. M. 334/25424/G-1 / Mca 7771/HH

Al N.

del

SOTTOCOMMISSIONE TRASPORTI A. S.

OGGETTO

Carri privati germanici.

R O M A

ALLEGATI N.

1°) - La Sezione Movimento di Milano ha testè comunicato che la Società Montecorini ed altre Società industriali italiane sono state incaricate dall'Ufficio Ricapero Materiali Impianti Fesschi-URMIT di fungere da depositario dei carri carbaniferi privati germanici, che l'URMIT stesso dovrebbe amministrare in base all'Ordinanza N. 5 dell'A.S.G. della Lombardia in data 15 giugno 1945.

2°) - Premesso che tutti i veicoli ferroviari esteri esistenti in Italia sono gestiti da Ferrovie e principalmente da questa Amministrazione, che ebbe a prenderli in consegna alla loro entrata in Italia, e che è pertanto tenuta a rispondere, non si comprende come detto Ufficio possa utilmente sostituirsi in tale gestione alle Amministrazioni ferroviarie che hanno tutti i mezzi e la competenza per svolgere tale funzione.

3°) - Si prega fornire chiarimenti ed istruzioni al riguardo.

IL DIRETTORE GENERALE

SH

6228

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

27 December 45

Tel: 843238
Ref: AC/424/Tn 4

SUBJECT : Sulphuric acid to Austria.
RE : Movements Rail Tn Sub-Comm.

1. Reference yours 278/342/Tn 3 of 14 December.
2. The following tank cars have been requisitioned from Montecatini Company and are now in possession of the IIR for movement of sulphuric acid to Austria.

TO BE FORWARDED TO BELSCIANO FACILITY

595230	507036	509474
595407	507040	526022

TO BE FORWARDED TO NAUGHERA FACILITY

526032	507050	509429
509425	596251	529445

3. The empty wagons will be forwarded immediately and the arrival dates will be advised.

F. S. MASON
Major T.C.
for Chief Rail Division

Copy to: Industry Dept. Industry & Utility Sub-Comm.

1 PHONOGRAMME

Direction I.S.R.

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

N.M.331/51.

B l d g

24 December 1945

Ref., AC/29/Tn.4 dated the 14 Dec., 1945.

Milano Chief Compartimento inform that Montecatini Society confirm delivery twelve sulphuric acid tankers and according with Industrial Allied Sub-Commission agreements will forward at Serono Factory at Melegnano tankers 595280-595407-507036-507040-509474-526022-at Marghera Factory tankers 526032-507050-509429-509425-596251-529445.

Later we will give said tankers arrival dates at Melegnano and Venezia Porto Marghera.

For Gen. Director

Sgd.: MARINI

4226

0021

INCUMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: RL 21
Date/Time of Origin: DEC 17 1100
Message Centre No: G/5863
Date Time Rec'd: DEC 190930
Precedence: ROUTINE

FROM: ALCOM BARI FROM XXXXX FRANCE
TO : HQ XXXXX AMG MILAN. HQ AMG VARESE HQ AMG BRESCIA. HQ AMG BOLZANO
HQ AMG ALESSANDRIA. HQ AMG TURIN, INFO: HQ ALCOM TRANSPORTATION

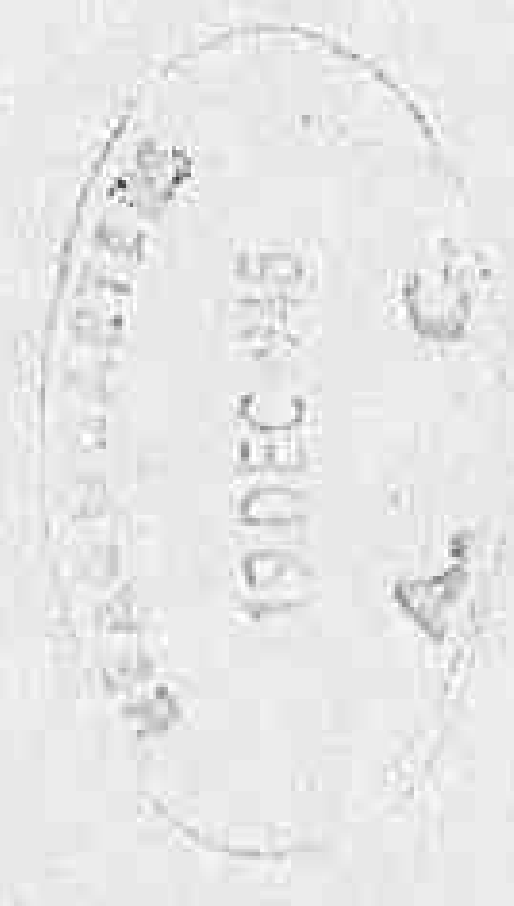
UNCLASSIFIED.

Following wine tanker wagon despatched on 15 December 1945.
to following destinations 54811 541468 to MILAN P R 541814
514804 514821 541810 541812 524929 541513 to MILAN 590308
590303 514141 514635 508069 to VARESE 568328 568452 to
BRESCIA 508016 to BOLZANO 514187 524500 to BERGAMO 514285 to
COMO 508128 to STREVI 514337 to TURIN D 514350 to TURIN PN 550626
550512 550605 550615 550614 to TURIN

INFO - ACTION

AC DIST

INFO ACTION TRANSPORTATION 2
INFO CHIEF COMMISSIONER
ECON SEC 2
FOOD & AGRIC SC
FILE 2
FLOAT



Dist
Para 3 W
New RAL 4225

INCUMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: RL 21
 Date/Time of Origin: DEC 17 1100
 Message Centre No: G/5863
 Date Time Rec'd: DEC 190930
 Precedence: ROUTINE

FROM: ALCOM BARI FROM XXXXX FRANCE
 TO : HQ XXXXX AMG MILAN. HQ AMG VARESE HQ AMG BRESCIA. HQ AMG BOLZANO
 HQ AMG ALESSANDRIA. HQ AMG TURIN, INFO: HQ ALCOM TRANSPORTATION

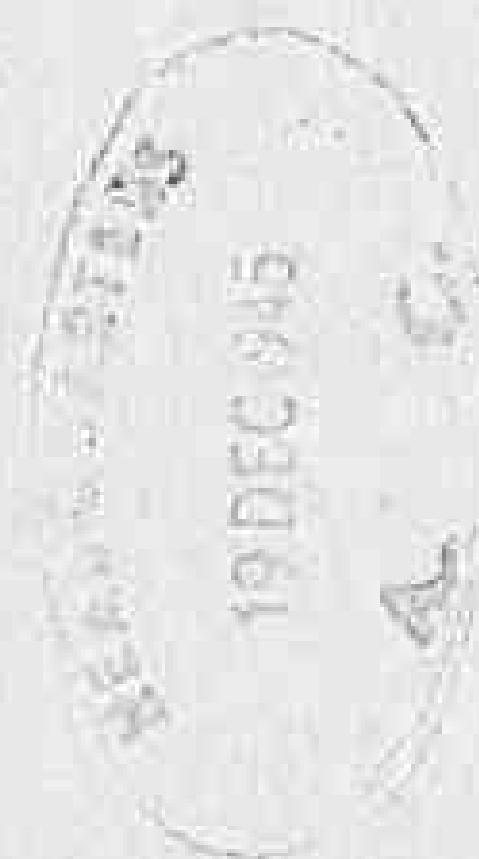
UNCLASSIFIED.

Following wine tanker wagon despatched on 15 December 1945.
 to following destinations 54811 541468 to MILAN P R 541814
 514804 514821 541810 541812 524929 541513 to MILAN 590308
 590303 514141 514635 508069 to VARESE 568328 568452 to
 BRESCIA 508016 to BOLZANO 514187 524500 to BERGAMO 514265 to
 COMO 508128 to STREVI 514337 to TURIN D 514350 to TURIN PN 550626
 550512 550605 550615 550614 to TURIN

INFO - ACTION

AC DIST

INFO ACTION TRANSPORTATION 2
 INFO CHIEF COMMISSIONER
 ECON SEC 2
 FOOD & AGRIC SC
 FILE 2
 FLOAT



DISPATCHED
RECEIVED
19 DEC 1945

HEADQUARTERS ALLIED COMMISSION
APC 394
COMMERCE (FOREIGN TRADE) S/C

Tel. 478829

JGC/lv

8 December 1945

Ref. AC/5127/Au/Commerce

SUBJECT: Sulphuric Acid

TO : Ministry of Industry & Commerce,
Dir. Gen. Commercio Estero, Serv. Trattati - Div. III

1. With reference to your letter 23939 of 10 Nov. to Industry Sub-Commission of this Headquarters.
2. We have received through Allied Commission Milan Office, details of timber which the Società Montecatini wishes to receive in payment for sulphuric acid to be delivered to BTA Austria.
3. This Sub-Commission has also received through Transportation and Shipping S/C a request from the Italian State Railways that the timber resulting from the sulphuric acid transaction should be consigned to them.
4. Copies of these two letters are enclosed.
5. Allied Commission (British) in Vienna have signalled asking to be informed of the quality and quantity of timber required in exchange for the 200 tons of sulphuric acid, they ask that the matter be treated as urgent.
6. It is presumed that the Società Montecatini will be the consignees as they are supplying the sulphuric acid.
7. Will you please confirm by return that timber of the type and size required by Società Montecatini to a value equal to the value of the sulphuric acid will be acceptable.
8. The ratio is noted to be 2.5 cubic metres of timber to 1 metric ton of sulphuric acid. This is in the

same proportion as current Italian prices for timber and sulphuric acid respectively.

9. This Sub-Commission will await your reply before sending a cable to request the confirmation by Allied Commission (British) Austria that such quantities of timber, as are mentioned in the two attached letters, are available.

F.W. Tooby
F.W. TOOBY
Lt.Col., R.A.
Director
Commerce (Foreign Trade) S/C

Encl. 2-letter from Società Montecatini and
letter from Transportation & Shipping S/C.

Copy to: Industry S/C
Transportation & Shipping S/C. ✓

0025

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: RL 21
Date/Time of Origin: DEC 14 1600
Message Centre No: G 5582
Date Time Rec'd: DEC 15 0900
Precedence: ROUTINE
FROM: ALCOM LARI FROM FRANCE
TO : HQ AMG MILAN * HQ AMG NOVARA * HQ AMG VARESE * HQ AMG TURIN * HQ AMG BOLZANO
HQ AMG BERGAMO * INFO: HQ ALCOM TRANSPORTATION

UNCLASSIFIED:

Following wine tanker wagons despatched on 12 December
1945 to following destinations
566823 541530 541473 541523 550520 511294 514327
526837 to Milan pr 514145 to Milan F.
568386 554905 554803 528601 to Novara
562818 514276 514319 514305 to Varese
511279 511340 511299 511402 511355 511343 511225
to Turin
548409 508133 to Bolzano
514299 to Bergamo
514660 to Castiglione

AC DIST

INFO ACTION - TN SC 2
INFO - CHIEF COMMISSIONER
ECON SEC 2
FOOD & AGRIC 2
FILE 2
FLOAT

UNCLASSIFIED
15 DEC 1945
INFO - ACTION

DIST
RSH DIV
MOV RAIL

4222

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: RL21

Date/Time of Origin: 101600

Message Centre No: G/5289

Date Time Rec'd: DEC 110845

Precedence: ROUTINE

FROM: ALCOM BARI FROM FRANCE

TO : HQ AMG GENOA HQ AMG TURIN HQ AMG MILAN HQ AMG BERGAMO HQ AMG COMO

INFO: HQ ALCOM TRANSPORTATION

UNCLASSIFIED.

Following wine tanker wagons dispatched on 7 December 1945 to
following destinations

563403 562802 562804 562803 562810 to Genoa

562809 to Genoa N

536031 to Genoa S P

513346 511314 to Turin P S

511321 511272 511388 511324 511367 511210 511281

514283 511370 to Turin

524351 524952 528403 to Milan P R

524534 to Milan N C

514647 514324 to Milan

514256 to Bergamo

568059 to Como S G

AC DIST

INFO ACTION: TN.S/C 2

INFO: CHIEF COMMANDER

ECON.SEC. 2

FOOD & AGRIC.S/C 2

FILE 2

FLOAT

4221

DIST
RAIL DIV
MOV RAIL

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: N L 21

Message Centre No: 0/5290

Date/Time of Origin: 101600

Date Time Rec'd: 110815

Precedence: ROUTINE

FROM: ALCOM DEPT. HEAD OFFICE

TO : HQ AMG BERGAMO . HQ AMG TURIN. HQ AMG GENOA. HQ AMG MILAN. HQ

HQ COMO. HQ AMG VARESE. HQ AMG IMPERIA. INFO: (8) HQ ALCOM

TRANSPORTATION.

UNCLASSIFIED.

FOLLOWING WINE TANKER WAGGONS DESPATCHED ON 8 DECEMBER 1945 TO
FOLLOWING DESTINATIONS.

524368 524457 524475 524857 TO BERGAMO

511112 5111315 TO TURIN P S

506313 551618 TO GENOA

528401 524906 TO GENOA S

525533 568306 525604 525501 11117 11106 525605 TO MILAN P R

524390 58677 79834 12012 1030 7405959 60839 TO MILAN

510652 TO IMPERIA

531900 TO COMO

549200 TO VARESE.

AC DIST

ACTION : TN SC (2)
INFO : CHIEF COMMISSIONER
ECON SC (2)
FOOD & AGRIC SC (2)
FILE (2)
FLOAT

DIST

4220

RAIL DIV
MOV RAIL

HEADQUARTERS

11 DEC 45

A C

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: RL21
Date/Time of Origin: 101600

Message Centre No: G/5291
Date Time Rec'd: DEC 110845
Precedence: ROUTINE

FROM: ALCOM BARI FROM FRANCE

TO : HQ AMG TURIN HQ AMG MILAN HQ AMG COMO HQ AMG BERGAMO HQ AMG BRESCIA
HQ AMG NOVARA HQ AMG GENOVA
INFO: HQ ALCOM TRANSPORTATION

UNCLASSIFIED

Following wine tanker wagons dispatched on 6 December 1955 to following destinations

100711 511115 511838 511209 to Turin J

548467 to Turin SG

524836 to Milan N C

546355 514160 508803 572400 524730 524317 553882

514243 to Milan P R

514195 to Como

524497 524496 to Como S G

541510 541508 to Bergamo

572010 568158 568163 572104 568324 to Brescia

509039 563402 to Genova S P

568389 568088 to Novara

DIST
RAIL DIV
MOV RAIL
11 DEC 1955

AC DIST

INFO ACTION: TN.S/C 2
INFO: CHIEF COMMANDER
ECON.SEC. 2
FOOD & AGRIC.S/C 2
FILE 2
FLOAT

4219

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: RL 21

Date/Time of Origin: DEC. 101600

Message Centre No: G/5294

Date Time Rec'd: DEC. 110900

Precedence: ROUTINE

FROM: ALCOM BARI FROM FRANCE

TO : HQ AMG GENOA - HQ AMG MILAN - HQ AMG BERGAMO - HQ AMG TURIN - HQ AMG
 VARESE - HQ AMG SONDRIO - HQ AMG IMPERIA INFO: HQ ALCOM ~~XXXXXXXXXX~~
 TRANSPORTATION.

UNCLASSIFIED.

Following wine tankers wagons despatched on 9 December 1945 to
 followings destinations.

1801 461052 6040 264832 4415922 419819 305977 466718
 77493140 4412335 416362 to Genoa
 524377 590305 514329 to Milan P R
 548440 508137 540650 559200 589634 to Milan
 540651 to Milan F
 514649 to Bergamo
 508205 to Turin P N
 508177 to Sondrio
 508080 to Imperia
 508309 582817 582808 582829 to Varese

AC DIST

INFO ACTION : TN SC 2
 INFO , CHIEF COMMISSIONER
 ECON SEC 2
 FOOD & AGRIC SC 2
 FILE 2
 FLOAT

4218

HEADQUARTERS

11 DEC 1945

A. C.

DIST
 RAIL DIV
 MOV RAIL

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: RL 21
 Date/Time of Origin: DEC 071600

Message Centre No: G/5140
 Date Time Rec'd: DEC 081115
 Precedence: ROUTINE

FROM: ALCOM BARI FROM FRANCE
 TO : HQ AMG TURIN: HQ AMG NOVARA: HQ AMG MILAN: HQ AMG VARESE:
HQ AMG COMO: HQ AMG PAVIA, INFO: HQ ALCOM TRANSPORTATION

UNCLASSIFIED.

Following wine tanker wagons despatched on 4th
 December 1945 to following destinations 525350 570650 525405
 to TURIN D 541475 524814 to NOVARA 52438 590312 523010
 541464 56366 514459 524241 525502 568 393 514506 548401 514146
 514429 514419 to MILAN P R 524213 549203 549202 to VARESE
 589608 to MILAN C 514609 514601 to COMO S G 504002 to PAVIA

AC DIST

ACTION TN SC
 IFNO CHIEF COMMISSIONER
 ECON SEC 2
 FOOD AGRIC SC 2
 FILE 2
 FLOAT

DIST

RRK DIV
 MOV R04217

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: RL21
 Date/Time of Origin: 071600

Message Centre No: G/5141
 Date Time Rec'd: DEC 081115
 Precedence: ROUTINE

FROM: ALCOM BARI FROM FRANCE
 TO : HQ AMG MILAN HQ AMG COMO HQ AMG VERCELLI HQ AMG BRESCIA HQ AMG
 VARESE HQ AMG GENOA HQ AMG BERGAMO HQ ALCOM TRANSPORTATION

UNCLASSIFIED.

Following wine tanker wagons despatched on 5 December 1945
 to following destinations

568608 582905 524625 582812 582809 582903 582802 582811 582810
 582902 582807 520715 524653 to Mialn P R
 566820 566825 to Varese
 531903 568486 531800 531802 531801 to Como
 509056 to Genoa
 520669 to Vercellia
 541507 568178 to Bergamo
 511107 to Brescia
 547401 to Genoa S P D
 • 52202 to Genoa Sesti P

AC DIST

ACTION: TN.S/C 2
 INFO: CHIEF COMMANDER
 ECON.SEC. 2
 FOOD & AGRIC.S/C 2
 FILE 2
 FLOAT

HEADQUARTERS
REC'D
A. C.
DIST
RAW DIV
MOV RAIL
AC DIST

1216

129/43 PM/10

TRANSPORTATION & SHIPPING SUB-COMMISSION, AG
(RAIL DIVISION)
c/o Transportation (Dr) Main
C.R.P.

Tel: 843238
Ref: AG/129/En 4

14 December 49

SUBJECT : Sulphuric acid to Austria.

RE : Ministry of Transport
Rome

1. Twelve steel tank cars are urgently required to move 200 tons of sulphuric acid from Belgians to Austria.
2. The Pire Montecatini have the tank cars for the movement of this product but negotiations to use their cars have failed.
3. Therefore, as a result AFSA have given authority that the necessary cars be requisitioned at once and forwarded to the chemical works of Dr. Gerold at Belgians without delay, as this is a most urgent matter.
4. Will you act accordingly and advise us when accomplished so the Chemical Works will be prepared to load as soon as the tank cars arrive.

F. G. MATSON
for Director

Copy to: Movement Rail in Sub-Comm. (278/312/En 3)
Industry Dept.

4215

CFB/mb

TRANSPORTATION & SHIPPING SUB-COMMISSION

INTER OFFICE MEMORANDUM

Tele : Ext. 514

14 December 1945

278/312/Tn.3.

SUBJECT : Sulphuric Acid to Austria

TO : Rail Division (Tn.4.)

1. The Industry Department at this H.Q. require to move 200 tons of Sulphuric Acid from Northern Italy to Austria. This is urgently needed to enable vital Austrian industries to function. 12 steel tank cars are required to move the traffic.
2. Previous negotiations, considerably prolonged, have failed to produce the tank cars, which are owned by the firm of Montecatini. They will not release them for traffic to Austria under an ordinary commercial agreement.
3. As a result G-5 AFHQ, under their ref. E 4200 of 1 Dec. (Col. Coombe - Johnson) has given authority for the necessary cars to be requisitioned.
4. Q(mov) GHQ, CMF request us to proceed with the requisitioning direct with M.R.S. Will you please arrange for this to be done as early as possible.
5. The cars will be required to load at :
Chemical Works of Dr. Serono
Melignano.

Will you please advise us when the cars are placed en route to the firm in order that warning may be given to them to be prepared for loading.

*Talked to London
says they are not
interested as there is
a division in matter*

C. F. Berridge

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

Copy to : Industry Department

4214

TEL. 478420

KJC/ig

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

51-2/FA

7 December 1945.

SUBJECT : Assignment of tank cars for transportation of wine.
TO : See Distribution

1. Enclosed is circular N.156 dated 30 November issued by the Ministry of Alimentation embracing an agreement that the Ministry has reached with the Proprietari di Carri Serbatoli da Vino - Milano for the assignment of tank cars for the transportation of wine. Translation is also enclosed.

2. You will note that under the agreement the Ministry of Food was given a free hand in the assignment of tank cars at the agreed rental rates up to 9000 tons in the 1st month, 9500 tons for the 2nd month and 10,000 thereafter. Tank cars available in excess of the above tonnage will be free in the sense that the loaders will not be dictated by the Ministry of Food. However the loaders of these "free" tank cars must abide by all the existing rules and decrees concerning bidding, blocking etc.

By Command of Rear Admiral Stone :

[Signature]
JAMES M. MERRITT
Director

Enclosures

Circular N. 156 and translation.

Distribution

HQ. A.C. Tn. & Shipping S/C, (Attn. Mr. MOSS)
" " " " " " (Attn. Capt. CLINGING)
R.C. Piemonte Region, (Attn. Regional Food Officer)
" " Lombardia " " " "
" " Liguria " " " "
" " Venezia " " " "

HQ. AMG 13 Corps, (Attn. Chief Supply Officer)
Economic Commissioner Northern Italy, (for Food & Agr. S/C Representative)

6213

Ministero dell'Alimentazione
Servizio Trasporti

Rome 30 November 1945.

Circular N. 156

SUBJECT : Assignment tank-cars.

From the week beginning on the 10th December the utilization of tank cars for wine transportation will be put into practice in conformity with the following rules :

1. The Institutions or Firms who wish to transport wine by means of tank cars will have to place an application with the competent Septral according to the procedure set up in circular N. 6 dated 23/2/45 and N.129 dated 5 October 1945 issued by this Ministry.

2. The applications must contain the following information :

- a) Last name, first name and address of the Firm that binds itself to pay for the hiring of the tank cars; said Firm, if it is not situated in the place where the wine is to be loaded, must also indicate the last name, first name and address of its agent, to whom the empty tank car is to be consigned for loading;
- b) Loading station;
- c) Unloading station and precise information on the consignee Firm.
- d) All other information and documents required in the a.m. circular.

3. The Septrals will forward these applications, together with their own opinion, to the competent Ispettorato Regionale dell'Alimentazione, which according to dispositions in force, will make out a weekly priority list of the applications accepted.

4. At the weekly meeting of the Consultation Commission of the Ispettorato Regionale dell'Alimentazione of Bari, Reggio Calabria and of the Alto Commissariato per la Sicilia, there will be present a representative of the "Associazione Proprietari di Carri Serbatoli da Vino-Milano" (wine tank car owners association -Milan) whose active participation will be confined to the assignment of tank cars. The Associazione may also send a representative to the other Commissioni Regionali to deal with matters concerning the assignment of tank cars.

0036

SUBJECT : Assignment tank-cars.

From the week beginning on the 10th December the utilization of tank cars for wine transportation will be put into practice in conformity with the following rules :

1. The Institutions or Firms who wish to transport wine by means of tank cars will have to place an application with the competent Septral according to the procedure set up in circular N. 6 dated 23/2/45 and N.129 dated 5 October 1945 issued by this Ministry.

2. The applications must contain the following information :

- a) Last name, first name and address of the Firm that binds itself to pay for the hiring of the tank cars; said Firm, if it is not situated in the place where the wine is to be loaded, must also indicate the last name, first name and address of its agent, to whom the empty tank car is to be consigned for loading;
- b) Loading station;
- c) Unloading station and precise information on the consignee Firm.
- d) All other information and documents required in the a.m. circular.

3. The Septrals will forward these applications, together with their own opinion, to the competent Ispettorato Regionale dell'Alimentazione, which according to dispositions in force, will make out a weekly priority list of the applications accepted.

4. At the weekly meeting of the Consultation Commission of the Ispettorato Regionale dell'Alimentazione of Bari, Reggio Calabria and of the Alto Commissariato per la Sicilia, there will be present a representative of the "Associazione Proprietari di Carri Serbatoli da Vino-Milano" (wine tank car owners association Milan) whose active participation will be confined to the assignment of tank cars. The Associazione may also send a representative to the other Commissioni Regionali to deal with matters concerning the assignment of tank cars.

5. Before each Tuesday the Ispettorato Regionale dell'Alimentazione will give the representative of the Associazione the list mentioned in article 3; said representative must immediately inform the Ufficio Centrale dell'Associazione. In the absence of the representative of the Associazione the list will be signalled directly to the Ufficio Centrale of Milano by the Ispettorato Regionale. At the same time the Ispettorato will immediately notify the Septrals and the assignees interested of the tank cars assigned as per article 3, advising also the fee to be paid to the tank car owner.

-2-

./.

- 6) The Associazione, strictly respecting the order of priority set up by each Ispettorato Regionale, will arrange for the immediate availability of the necessary tank cars, giving the assignee direct notice of the tank car number, the owner, and the estimated loading date. At the same time such data must also be signalled to the competent Ispettorato and Segrals. The tank cars allocated by the Ispettorato Regionale must be given absolute priority over those directly handled by the owners.
- 7) The assignee of the tank cars, upon receiving notice with the indication of the Firm supplying the car, will provide directly for hire payment to said Firm, as arranged by the tariff agreement dated 13/10/45 and approved of by the Comitato Interministeriale Prezzi on the 25/10/45, a copy of which is herewith enclosed.
- 8) The use of tank cars not engaged by the Associazione as per present agreement, will be free; those, however, who utilize the tank car must fulfill those dispositions on the transfer of wine from producing zones as per law in force.
- 9) The Associazione of wine tank car owners is engaged to fulfill tank car requirements for the transportation of wine within the limit of 90,000 hectolitres for the first month; 95,000 hectolitres for the second month; 100,000 hectolitres for the third month and the following months. The minimum quantity to be transported from Apulia must not be less than 70,000 hectolitres per month.

THE MINISTER
signed MOIE'

1241

Ministero dell'Alimentazione
Servizio Trasporti

Copy

Rome 3 Nov. 1945.

Presidenza del Consiglio dei Ministri

Comitato Interministeriale dei Prezzi

Prot. N. 1579

SUBJECT : Tank car tariffs

1. Refer to letter 1796 dated 24 October c.a.

2. We hereby notify that this Comitato, in a meeting held on the 25th inst., gave its approval to the agreement reached among the Unione Italiana Vini, the Associazione Grossisti di Vini and the Associazione Proprietari di Carri Serbatoli da Vino on the tariffs and terms of hiring of wine tank cars for the 1945-46 wine campaign.

The tariffs approved are as follows :

from Km.	1 to Km. 100 indivisibili	liras 1,- per ql. Km.
" " 101	" " 200	" 0,90
" " 201	" " 300	" 0,80
" " 301	" " 400	" 0,65
" " 401	" " 500	" 0,56
" " 501	" " 600	" 0,50
" " 601	" " 700	" 0,45
" " 701	" " 800	" 0,43
" " 801	" " 900	" 0,41
" " 901	" " 1000	" 0,40

From 1001 and over 0.40 liras per Hl. Km. by rounding off the fraction of a hundred kilometres to the hundred above.

Besides a fixed sum of 1000 liras (one thousand) per tank car trip in favour of the person or firm hiring the car and an additional 5% (five per cent) of the hiring tariff in favour of the Associazione Proprietari dei Carri Serbatoli da Vino.

for the President
THE DELEGATO MINISTER

4210

MINISTERO DELL'INTERNO
Servizi Trasporti

Prot. n° ANR/495873

Roma, 30 novembre 1945

CIRCOLARE N° 156

ALL'ALTO COMISSARIO PER LA SARDEGNA = CAGLIARI

ALL'ALTO COMMISSARIO PER LA SICILIA = PALERMO

AI PREFETTI PRESIDENTI REGIONALI = REGGIO

AGLI ISPETTORATI REGIONALI DELL'ALIMENTAZIONE :

MILANO = NORIM - PIEMONTE = GENOVA = BOLOGNA =

FIRENZE = ANCONA = ROMA = NAPOLI = BARI =

REGGIO CALABRIA = PALERMO = CAGLIARI =

e, per conoscenza :

ALLA PRESIDENZA DEL CONSIGLIO DEI MINISTRI

AL MINISTERO DELL'INTERNO

AL MINISTERO DELLE FINANZE

AL MINISTERO DELL'INDUSTRIA E DEL COMMERCIO

AL MINISTERO DEL LAVORO E DELLA PROVVIDENZA SOCIALE

AL COMITATO INTERMINISTRIALE PREZZI

AL COMANDO GENERALE CC.RR.

AL COMANDO R. GUARDIA DI FINANZA

ALLA CONFEDERAZIONE GENERALE DEL LAVORO

ALLA CCNIPA

ALLA FEDERTERRA

R E M A

ALLA DIREZIONE GENERALE DEI SERVIZI AMMINISTRATIVI

ALLA DIREZIONE GENERALE PRODOTTI NAZIONALI

ALL'ISPEZIONE DI FINANZA

ALLA SEGRETERIA DEL SOGROSECRETARIO PER L'ALIMENTAZIONE

S E D E

AL COMMISSARIATO INTERREGIONALE DELL'ALIMENTAZIONE

V I T T O R I O

ALL'ALTO COMISSARIO PER LA TARDEGNA = CAGLIARI
 ALL'ALTO COMMISSARIO PER LA SICILIA = PALERMO
 AI PRESIDENTI PRESIDENTI SERIAL = REGGIO
 AGLI ISPIRATORI REGIONALI DELL'ALIMENTAZIONE :
MILANO = NOPIA = PARMA = GENOVA = BOLOGNA =
PIEMONTE = ANCONA = ROMA = NAPOLE = BARI =
REGGIO CALABR = SALERNO = CAGLIARI =

e, per conoscenza :

ALLA PRESIDENZA DEL CONSIGLIO DEI MINISTRI
 AL MINISTERO DELL'INTERNO
 AL MINISTERO DELLE FINANZE
 AL MINISTERO DELL'INDUSTRIA E DEL COMMERCIO
 AL MINISTERO DEL LAVORO E DELLA PROVIDENZA SOCIALE
 AL COMITATO INTERMINISTRIALE PREZZI
 AL COMANDO GENERALE CO.RR.
 AL COMANDO R. GUARDIA DI FINANZA
 ALLA CONFEDERAZIONE GENERALE DEL LAVORO
 ALLA CORPIA
 ALLA FEDERAZIONE

R.M.A.

ALLA DIREZIONE GENERALE DEI SERVIZI AMMINISTRATIVI
 ALLA DIREZIONE GENERALE PROGETTI RAZIONATI
 ALL'ISPIRATORE DI FINANZA
 ALLA SEGRETERIA DEL SOTTOSEGRETARIO PER L'ALIMENTAZIONE
S E D E

AL COMISSARIATO INTERREGIONALE DELL'ALIMENTAZIONE
MILANO 209

ALL'UNIONE CAMERE DI COMMERCIO DELLA SICILIA
PALERMO
 ALL'ASSOCIAZIONE PROCURATORI DI CARRI SERBATOIO DA VINO
MILANO

./.

OGGETTO : Assegnazione carri serbatoio.

A decorrere dalla settimana che ha inizio il 10 dicembre p.v. l'utilizzo dei carri-serbatoio per il trasporto del vino avverrà in conformità alle norme di cui in appresso :

1) - Gli Enti o le Ditte che intendono effettuare trasporti di vino a mezzo carri - serbatoio devono inoltrare domanda alla Segral competente secondo la procedura stabilita dalle circolari N° 6 del 23/2/45 e R1129 del 5 ottobre c.a., di queste Ministero.

2) - Nella domanda dovranno essere contenute le seguenti indicazioni :

- a) cognome, nome e indirizzo della Ditta richiedente che si obbliga al pagamento del noleggio del carro - serbatoio; detta Ditta, se non domiciliata nella località della stazione di carico, dovrà inoltre indicare il cognome, nome e indirizzo del proprio incaricato, al quale sarà appoggiato il carro-serbatoio vuoto;
- b) stazione di carico;
- c) stazione di scarico e precise indicazioni della Ditta destinataria;
- d) tutte quelle altre indicazioni e documentazioni richieste, ai sensi delle sopraindicate circolari.

3) - Le Segral trasmetteranno tali domande, corredate del proprio parere, al competente Ispettorato Regionale dell'Alimentazione, il quale, sulla base delle disposizioni in vigore, settimanalmente compilerà l'elenco delle richieste accolte, debitamente graduate in ordine di precedenza.

4) - Alla riunione settimanale della Commissione Consultiva degli

7228

- 1) - Gli Enti o le Ditte che intendono effettuare trasporti di vino a mezzo carri - serbatoio devono inoltrare domanda alla Segral competente secondo la procedura stabilita dalle circolari N° 6 del 23/2/45 e N° 125 del 5 ottobre 1945, di queste Ministero.
- 2) - Nella domanda dovranno essere contenute le seguenti indicazioni :
 - a) cognome, nome e indirizzo della Ditta richiedente che si obbliga al pagamento del noleggio del carro - serbatoio; detta Ditta, se non domiciliata nella località della stazione di carico, dovrà inoltre indicare il cognome, nome e indirizzo del proprio incaricato, al quale sarà appoggiato il carro-serbatoio vuoto;
 - b) stazione di carico;
 - c) stazione di scarico e precise indicazioni della Ditta destinataria;
 - d) tutte quelle altre indicazioni e documentazioni richieste, ai sensi delle sopra indicate circolari.
- 3) - Le Segral trasmetteranno tali domande, corredate del proprio parere, al competente Ispettorato Regionale dell'Alimentazione, il quale, sulla base delle disposizioni in vigore, settimanalmente compilerà l'elenco delle richieste accolte, debitamente graduate in ordine di precedenza.

1208
- 4) - Alla riunione settimanale della Commissione Consultiva degli Ispettorati Regionali dell'Alimentazione di Bari, Reggio Calabria e dell'Alto Commissariato per la Sicilia, interverrà un rappresentante dell'"Associazione Proprietari di carri-serbatoio da vino - Milano" - nel limiti e per quanto riguarda

- 3 -

L'assegnazione dei carri-s.r.totale. Anche nelle altre Commissioni Regionali l'Associazione potrà fare intervenire un proprio rappresentante per la trattazione delle pratiche riguardanti l'assegnazione dei carri-s.r.totale.

5) - L'Ispettorato Regionale dell'Alimentazione, entro ciascun martedì della settimana, consegnerà al rappresentante dell'Associazione, l'elenco di cui all'art.3; il predetto rappresentante dovrà darne immediate comunicazioni all'Ufficio Centrale dell'Associazione la comunicazione all'Ufficio Centrale di Milano sarà fatta direttamente dall'Ispettorato Regionale. Contemporaneamente l'Ispettorato provvederà a dare immediatamente avviso dei carri assegnati ai cui al punto 3) alle sezioni ed agli associati interessati, allegando la tariffa che l'associato dovrà corrispondere alla Ditta proprietaria del carro.

6) - L'Associazione, rispettando rigorosamente l'ordine di precedenza stabilito da ciascun Ispettorato Regionale, provvederà con tutta immediatezza a mettere a disposizione i carri necessari, dando diretta comunicazione all'assegnatario del numero del carro, del relativo proprietario e della presumibile data di carico. La stessa comunicazione deve essere, contemporaneamente, fatta all'Ispettorato ed alle sezioni competenti.

I carri assegnati dagli Ispettorati Regionali debbono avere la precedenza assoluta rispetto a quelli manovrati direttamente dai proprietari.

4207

...all'atto del ricevimento della

- 0044
- 5) - L'Ispettorato Regionale dell'Alimentazione, entro ciascun martedì della settimana, consegnerà al rappresentante dell'Associazione, l'elenco di cui all'art.3; il predetto rappresentante dovrà darne immediata comunicazione all'Ufficio Centrale dell'Associazione. In assenza del rappresentante dell'Associazione la comunicazione all'Ufficio Centrale di Milano sarà fatta direttamente dall'Ispettorato Regionale. Contemporaneamente l'Ispettorato provvederà a dare immediato avviso dei carri assenti ai cui al punto 3) alle Sezioni ed agli usi portati in questi, allegando la tariffa che l'assegnatario dovrà corrispondere alla Ditta proprietaria del carro.
- 6) - L'Associazione, rispettando rigorosamente l'ordine di precedenza stabilito da ciascun Ispettorato Regionale, provvederà con tutta immediatezza a mettere a disposizione i carri necessari, dando diretta comunicazione all'assegnatario del numero del carro, del relativo proprietario e della presumibile data di carico. La stessa comunicazione deve essere, contemporaneamente, fatta all'Ispettorato ed alle Sezioni competenti.
- 4207
- I carri assegnati dagli Ispettorati Regionali debbono avere la precedenza assoluta rispetto a quelli manovrati direttamente dai proprietari.
- 7) - L'assegnatario del serbatoio, all'atto del ricevimento della comunicazione con l'Amministrazione della Ditta fornitrice del serbatoio, provvederà a ricevere direttamente con detta Ditta il pagamento del noleggio, come previsto dall'accordo tariffario del 13/10/45 approvato dal Comitato Interministeriale Prezzi in data 25/10/45, di cui si allega copia.
- ./.

- 4 -

- 8) - L'uso dei carri-serbatoio non superati dall'Associazione ai termini del presente accordo, sarà libero; restando fermo l'obbligo da parte di chi utilizza il carro di ottenere a quanto prescritto dalle disposizioni sul trasferimento del vino dalle zone di produzione, in conformità alle norme vigenti.
- 9) - L'Associazione proprietari di carri-serbatoio da vino è impegnata a soddisfare le richieste di carri-serbatoio per trasporto vino nei limiti di: 90'000 ettolitri, per il primo mese; 95'000 ettolitri, per il secondo mese; 100'000 ettolitri, per il terzo e mesi successivi.
- Il quantitativo minimo da trasferire dal compartimento delle bucce non dovrà essere inferiore a ettolitri 70'000 al mese.

IL MINISTRO

F.to Molè

MINISTERO DEL COMMERCIO
DIREZIONE GENERALE

Comunicazione

PRIMA DIVISIONE DEL COMMERCIO
DEI MINISTRI

Comitato Interministeriale dei Prezzi
Prot. N. 1576

Roma, 3 novembre 1945

AL MINISTRO DELL'INDUSTRIA E
DIREZIONE GENERALE DELL'INDUSTRIA

Es. per la
DIREZIONE DEL COMMERCIO
COMMISSIONE ITALIA - Sez. Economica
MINISTRO INTERIORE E COMMERCIO
DIREZIONE Gen. Commercio Interno

AL MINISTRO

COMITATO PREZZI ALTA ITALIA - Total Plaza
ITALIA

Oggetto: Tariffe carri serbatoio ~~per la campagna vinicola~~

1. Si fa riferimento alla lettera 1796 del 24 ottobre c.a.
2. Si comunica che questo Comitato, nella riunione del 25 corrente, ha approvato l'accordo intervenuto in data 13 c.m. tra l'Unione Italiana Vini, l'Associazione Grossisti di Vini e l'Associazione Proprietari di Carri serbatoio da vino circa le tariffe e le condizioni di noleggio dei carri serbatoio da vino per la campagna vinicola 1945-46.

Le tariffe approvate sono le seguenti:

da Km. 1 a Km.	1796 indivisibili Lit.	1.== per	31.	Km.
" " 101 " "	200	0,90	"	"
" " 201 " "	300	0,80	"	"
" " 301 " "	400	0,65	"	"
" " 401 " "	500	0,56	"	"
" " 501 " "	600	0,50	"	"
" " 601 " "	700	0,45	"	"
" " 701 " "	800	0,43	"	"
" " 801 " "	900	0,41	"	"
" " 901 " "	1000	0,40	"	"

4286

da 1001 in più Lire 0,40 per Km. Km. con arrotondamento al centesimo

Roma, 3 novembre 1945

AL MINISTRO DI UNIFICAZIONE -
Direzione Generale dell'Alimentazione
e dell'Agricoltura
PRESIDENTE DEL CONSIGLIO - Gabinetto -
COMMISSIONE FINANZA - Sez. Economica
MINISTERO DELL'INTERIORE - SEZ. COMMERCIO
Direzione Generale Commercio Interno

R. O. M. A.
CONFERENZA PREZZI AREA ITALIA - Totale Piazza -
A. I. A. P. C.

Oggetto: Tariffe carri serbatoio ~~serbatoio~~ ~~serbatoio~~

1. Si fa riferimento alla lettera 1796 del 24 ottobre c.a.
- 2/ Si comunica che questo Comitato, nella riunione del 25 corrente, ha approvato l'accordo intervenuto in data 13 c.m. tra l'Unione Italiana Vini, l'Associazione Grossisti di Vini e l'Associazione proprietari di Carri serbatoio da vino circa le tariffe e le condizioni di noleggio dei carri serbatoio da vino per la campagna vinicola 1945-46.

Le tariffe approvate sono le seguenti:

da Km. 1 a Km.	170 indivisibili Lit.	1.== per	31.	Km.
" " 101 " "	200	0,97	"	"
" " 201 " "	300	0,80	"	"
" " 301 " "	400	0,65	"	"
" " 401 " "	500	0,56	"	"
" " 501 " "	600	0,50	"	"
" " 601 " "	700	0,45	"	"
" " 701 " "	800	0,43	"	"
" " 801 " "	900	0,41	"	"
" " 901 " "	1000	0,40	"	"

1206

da 1000 in più lire 0,40 per Km. Km. con arrotondamento al centinaio superiore delle frazioni di cento chilometri.
Oltre un diritto fisso di Lire 1.000.== (mille) per carro per viaggio a favore dei grossisti e di un'addizionale del 5% (cinque per cento) del conto di noleggio a favore dell'Associazione Proprietari di Carri-serbatoio da vino.

3. (omissis)
P. IL PRESIDENTE
IL MINISTRO DELL'INTERIORE

INCOMING MESSAGE
HEADQUARTERS ALLIED COMMISSIONOriginator's Reference: RL 21
Date/Time of Origin: 031600Message Centre No: G/4861
Date Time Rec'd: DEC 040915A
Precedence: ROUTINEFROM: ALCOM BARI FROM FRANCE
TO : HQ AMG TURIN HQ AMG MILAN HQ AMG VARESE HQ AMG ALESSANDRIA
HQ AMG NOVARA HQ AMG GENOA
INFO: HQ ALCOM TRANSPORTATION

UNCLASSIFIED

Following wine tanker wagons despatched on 1 December 1945 to
following destinations.524727 524344 568300 556204 520694 520679 524350
520667 520659 520681 568497 to Turin
11008 541828 568434 531013 to Milan P R
524598 550800 524273 513807 508147 514617 to Varese
513411 to Valenza
513616 508190 541528 513559 to Novara
588810 to Genoa BAC DISTACTION: TN.S/C 2INFO: CHIEF COMMISSION

ECON.SEC. 2

FILE 2

FLOAT



ACTION

DIST
4205
RAIL DIV
MOV DIV

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: RL 21
Date/Time of Origin: 031600

Message Centre No: G/4860
Date Time Rec'd: DEC 040915A
Precedence: ROUTINE

FROM: ALCOM BARI FROM FRANCE
TO : HQ AMG TURIN HQ AMG COMO HQ AMG ALESSANDRIA HQ AMG MILAN
HQ AMG BERGAMO HQ AMG PARMA HQ AMG BRESCIA
INFO: HQ ALCOM TRANSPORTATION

UNCLASSIFIED

Following wine tanker wagons despatched on 2 December 1945 to following destinations.

11022 to Turin

524242 568455 524646 to Como SG

550630 to Asti

568640 524303 578653 578656 578654 541478 513003

524619 524437 582823 to Milan F R

520678 520671 524212 524806 to Milan

524413 524462 to Milan Greco

524807 to Bergamo

520675 520656 to Parma

524808 511200 to Brescia



AC DIST

ACTION: TN.S/C 2

INFO: CHIEF COMMISSION

ECON.SEC. 2

FILE 2

FLOAT 204

DIST
RAIL DIV
MOV DIV

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

Tele : 843209
Our ref: AC/129/In. 4

7 December 1945

SUBJECT: Movement of wine in casks.

TO : Chief of the Cabinet to
the Minister of Transport.

1. With reference your letter 1st December File F-11-1 requesting authority for the transport of wine in casks from South Italy to points North of Florence and Bologna.

2. It is considered that there should be no relaxation of the instructions for the movement of this wine. Any relaxation for these particular firms would establish a precedent and would probably result in a free movement of wine in casks from South to North.

3. The opening of the Leghorn-Genova line early next month will ease the rail situation and it is suggested this question be brought up again when that line is open for traffic.

S. P. MOSS,
Chief, Rail Division.

223

CFB/mb

TRANSPORTATION & SHIPPING SUB-COMMISSION

INTER OFFICE MEMORANDUM

Tele : Ext. 514

6 December 1945

271/233/Tn.3.

SUBJECT : Movement of wine in casks

TO : Rail Division (Tn.4.)

Reference your AC/129/Tn.4.

1. It is considered that there should be no relaxation of the instructions for the movement of this wine. It is agreed that any relaxation for these particular firms would establish a precedent and would probably result in a free movement of wine in casks from South to North.
2. The opening of the Leghorn-Genoa line during the early part of January will ease the rail situation and it is suggested this question should be reconsidered when that line is open.
3. As far as road transport is concerned some relaxation of present instructions is envisaged so that methane and charcoal burning vehicles may be permitted to circulate freely and an amendment to Road Memo No. 3 is about to be issued and this will indicate the date when the new regulations will become effective. It is suggested that this information should not be passed to the firms concerned until the new instruction is generally distributed.

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

4202

Aug. 20th 1945
129/34
Roma, li 5 dicembre 1945.
M.334.23946.251

APPUNTO PER IL SIG. MAGGIORE MATSON
O-----OOO-----O

- 1)- Durante il mese di Novembre u.s. sono partite dal Compartimento di Bari le seguenti tradotte di serbatoi carichi di vino:
- 10 Novembre = 15 serbatoi diretti: 1 Torino, 6 Milano, 2 Como, 2 Bergamo, 4 Bologna oltre 12 carri con fusti per Milano
- 19 Novembre = 25 " : 18 Milano, 1 Varese, 1 Como, 4 Genova, 2 Bergamo
- 22 Novembre = 24 " : 14 Milano, 1 Genova, 5 Varese, 1 Alba, 1 Bergamo, 2 Verona-
- 23 Novembre = 24 " : 5 Genova, 1 Argenta, 10 Milano, 2 Biella, 1 Reggio E., 1 Verucelli, 2 Brescia, 1 Como, 1 Varese
- 25 Novembre = 25 " : 8 Milano, 2 Bergamo, 2 Varese, 3 Como, 8 Novara, 1 Pavia, 1 Parma-
- 28 Novembre = 25 " : 18 Torino, 1 Brescia, 2 Novara, 3 Varese, 1 Milano

139
128/57

2)- Nello stesso mese di Novembre sono inoltre partiti dal Compartimento di Bari isolatamente 18 serbatoi carichi di vino diretti: 15 Milano, 1 Brescia e 2 Bergamo.-

3)- Le tradotte di sale da Margherita di Savoia per il Nord hanno cominciato ad effettuarsi dal 26 Novembre u.s.-
Da detto giorno al 30 u.s. sono partite le seguenti tradotte:

26/11	-	25	carri per Torino
27/11	=	24	" " Milano
28/11	-	24	" " Brescia
29/11	-	23	" " Venezia
30/11	-	23	" " Parma

119

O-----OOO-----O

1)- Durante il mese di Novembre u.s. sono partite dal Compartimento di Bari le seguenti tradotte di serbatoi carichi di vino:

10 Novembre = 15 serbatoi diretti: 1 Torino, 6 Milano, 2 Como, 2 Bergamo, 4 Bologna oltre 12 carri con fusti per Milano

19 Novembre = 26 " : 18 Milano, 1 Varese, 1 Como, 4 Genova, 2 Bergamo

22 Novembre = 24 " : 14 Milano, 1 Genova, 5 Varese, 1 Alba, 1 Bergamo, 2 Verona-

23 Novembre = 24 " : 5 Genova, 1 Arquata, 10 Milano, 2 Biella, 1 Reggio E., 1 Vercelli, 2 Brescia, 1 Como, 1 Varese

25 Novembre = 25 " : 8 Milano, 2 Bergamo, 2 Varese, 3 Como, 8 Novara, 1 Pavia, 1 Parma-

28 Novembre = 25 " : 18 Torino, 1 Brescia, 2 Novara, 3 Varese, 1 Milano

2)- Nello stesso mese di Novembre sono inoltre partiti dal Compartimento di Bari isolatamente 18 serbatoi carichi di vino diretti: 15 Milano, 1 Brescia e 2 Bergamo.-

3)- Le tradotte di sale da Margherita di Savoia per il Nord hanno cominciato ad effettuarsi dal 26 Novembre u.s.-
Da detto giorno al 30 u.s. sono partite le seguenti tradotte:

26/11	-	25	carri per Torino
27/11	±	24	" " Milano
28/11	-	24	" " Brescia
29/11	-	23	" " Venezia
30/11	-	23	" " Parma

0-----=00000=====0

De.)

1201

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: RL 21

Message Centre No: G 4899

Date/Time of Origin: DEC 01/1600

Date Time Rec'd: DEC 5

Precedence: ROUTINE

FROM: ALCOM BARI FROM FRANCE

TO : 1. HQ AMG MILAN 2. HQ AMG BRESCIA 3. HQ AMG COMO 4. HQ AMG BERGAMO 5. HQ AMG VARESE, INFO: HQ ALCOM TRANSPORTATION

UNCLASSIFIED :

Following wine tanker wagons despatched on 3 December 1945
to following destinations.

541809	541820	541808	541823	541812	541815
568253	to Milan				
524613	541204	568105	572021	572017	568006
568131	568100	572008	568127	568157	568122
524810	568038	to Brescia			
524647	524634	524652	to Como SC		
524865	to Bergamo				
564650	to Varese.				

AC DIST

ACTION * TRANSPORTATION SC 2
INFO - CHIEF COMMISSIONER
ECON SEC 2
FOOD SC
FILE 2
FLOAT



DIST
RA 4200 DIV
AC - MOUNTAIN

129/22
RPM/ic

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

Tel: 843209
Ref: AC/129/Tn 4

3 December 45

SUBJECT : Movement of wine in casks.

TO : Movements Branch,
Rail Division

1. Transmitted herewith letter from the Chief of Cabinet to the Minister of Transport requesting movement of wine in casks from points in South Italy to points Milan and North.
2. There is a prohibition on such movements at the moment. Do you believe the instructions should be relaxed to permit the movement of this wine? It would establish a precedent and am of the opinion it would result in free movement of wine in casks from South to North because other firms not granted the same privilege would claim discrimination.

Your views please.

R.P. MOSS,
Chief, Rail Division

7199



MINISTERO DEI TRASPORTI

IL CAPO
DI GABINETTO DI S. E. IL MINISTRORoma, *1-12-45**F -11-1*

Alleg. n° 1

Caro Sig. Moss,

- Le Ditte di cui il prospetto allegato hanno spedito nelle Puglie, con regolare permesso del Comando Alleato, fusti vuoti per il carico di vino destinato alle Province di Milano e Varese.

- Detti fusti sono ora pronti per la spedizione la quale non si può effettuare essendovi il divieto di spedizioni di vini in fusti dalla bassa Italia oltre Firenze.

- Poichè detto vino serve prevalentemente per il rifornimento di mense aziendali dei vari stabilimenti industriali della Lombardia, Le sarei particolarmente grato se volesse cortesemente esaminare la possibilità di accordare, in via eccezionale, l'autorizzazione al trasporto.

La ringrazio e Le porgo cordiali saluti

Mr. Roy MOSS
Direttore Servizio Ferroviario Alleato

R O M A

=====

1198

PHONOGRAMME BY HAND

MINISTRY OF TRANSPORTS
I.S.R. MOV.SERVICE
MOV.SERVICE

N.M.312.22434.5/MA/1.013.

Rome, 17th Nov.1945

TO : Tn.Sub-Commission AC.,
(Rail Division)
R O M E

1. We reply letter AC.129/Tn.4 dated 5th inst.1945
2. Have been issued concerned compartimenti instructions, about prohibition to accept wine transport in barrels, destined to Florence Northbound.

The General Director
Signed: DI RALMONDO

4197

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 843238 /
Ref. AC/129/Tn4

ACP/lml
5 November 1945

Doctor Ugo La Malfa,
Minister of Transports,
Rome.

My dear Dr. La Malfa:

Our attention has been drawn to a signal sent to you by the Minister of Food indicating that all negotiations in respect of wine cistern cars have broken down, and that you are asked to undertake requisitioning.

We shall be grateful to know the result of your decision, in view of all of the past difficulties which have been caused by the non-requisitioning of wine tankers.

Very truly yours,

P. D. G. Buchanan

P. D. G. BUCHANAN, Col.
Acting Director

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

HJC/18

2nd November 1945.

TEL : 466
REF : 31-2/34 /FOOD
SUBJECT : Transportation of wine in cistern cars.
TO : Hq.A.C.Transportation S/C, (Attn.Maj.Fine)

1. Enclosed is copy of telegram dated 28th Oct. from Minister of Food to Minister of Transportation pointing out the complete failure of the efforts that had been made to arrive at an understanding with the owners of the northern tank cars and requesting that the cars be requisitioned.

2. We will appreciate it if you will put all the pressure possible on the Minister of Transportation to persuade him to requisition the cars.

V.R.A. Cowper

V.R.A. COWPER
Major
Acting Director, Food Sub-Commission

Copy for infor.to:

A.C. Northern Hq., (Attn. Food Officer)

4193

MINISTERO DELL'ALIMENTAZIONE
SERVIZIO TRASPORTI

28th October 1945. 129/27

COPY OF SIGNAL

AVVOCATO UGO LAMALFA MINISTER TRANSPORTATION - ROME ANR/V/4818
FOOD. THE PROPRIETORS OF TANK CARS, AFTER HAVING KEPT US WAITING
ONE MONTH AFTER THE MEETING HELD AT YOUR MINISTRY, STATE THAT THEY
ARE NOT GOING TO ACCEPT THE PROPOSALS SET UP BY THEIR OWN DELE-
GATION ON THE AGREEMENT REACHED WITH MY MINISTRY THAT HAD ALSO
ASSURED THEM OF ACCEPTANCE OF NEW TARIFF PROPOSED BY THE TANK CARS
PROPRIETORS THEMSELVES. IN ORDER TO AVOID FURTHER LOSS OF TIME AND
INTENSIFICATION OF DISARRANGEMENTS WHICH WE HAVE ALREADY VERIFIED,
IN TRANSPORTATION PROGRAMMES OF WINE FROM PRODUCING AREA, AND IN
ORDER TO ELIMINATE DISPROPORTIONS AMONGST PROPRIETORS OF TANK CARS
OF NORTH AND SOUTH, IT IS URGENT THAT ABOVE MENTIONED TANK CARS BE
REQUISITIONED CONFIRMING YOUR PREVIOUS PROVISION ADOPTED BY SIGNAL
2633/1/1/5 DATED 22 SEPTEMBER.

MINISTER OF FOOD MOLE'

CP/lal

129/26

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

Tel. 843238/
Ref. AG/129/Tnd

5 November 1945

SUBJECT : Movement of Wine in Barrels.

TO : Italian State Railways.

1. Your attention is drawn to the letter written by our Movements Division in connection with the movement of wine by rail, a copy of which has been sent to your Sezione Quarta.

2. This stipulates an agreement with the Food Sub-Commission that no wine in barrels will be loaded for destinations north of Florence via Naples, Rome and Line 50, and no wine in barrels will be loaded for destinations on or via Line 86.

3. Apart from the daily wine tank train from Bari to the north, only under special request from ~~LOCAL~~ can wine in barrels move to Ancona and Bologna to meet the needs of the local population.

4. You are requested to make quite sure that no wine is loaded to Bologna with the idea of being reconsigned to northern territory. Military Railway Service have complained that congestion has occurred at Bologna because of this happening.

Anthony M.
for Director

Copy to: Military Railway Service
Movements Division, Rail
Food Sub-Commission

6193

IFC/elc

TRANSPORTATION SUB COMMISSION

INTER OFFICE MEMORANDUM

Tel : 473704

3 November 1945

271/218/Tn 3

SUBJECT : Movement of wine by rail

TO : Rail Division (Tn 4)

1. With reference to your AC/91/Tn 4 dated 29 October '45 and AC/129/Tn 4 dated 1 Nov '45.

2. It is agreed with the Food Sub-Commission that the present regulations for the movement of wine by rail to the North should be maintained.

3. The I.S.R. should therefore be instructed to enforce the regulations now in operation through their Servizi Movimento, namely :-

- (a) No wine in barrels will be loaded for destinations North of Florence via Naples, Rome and line 50.
- (b) No wine in barrels will be loaded for destinations on or via line 86.

4. The only recognised service for the movement of wine to destinations North of Florence is by the daily wine tank car train from Bari to Lombardia and Piemonte.

5. However should Sepral request a lift on the bann for barrelled wine over line 86 this can be permitted to include Bologna to the following extent :-

- (a) Free movement up to including Ancona, but only a limited number of wagons necessary for the consumption of the Bologna Province should be allowed into Bologna.
- (b) The I.S.R. must strictly enforce that no reconsignments are made from either Florence or Bologna, and ensure in general practice that no barrelled wine moves North of Bologna by rail.

4192

1. With reference to your AC/91/Tn 4 dated 29 October '45 and AC/129/Tn 4 dated 1 Nov '45.
2. It is agreed with the Food Sub-Commission that the present regulations for the movement of wine by rail to the North should be maintained.
3. The I.S.R. should therefore be instructed to enforce the regulations now in operation through their Servizi Movimento, namely :-
 - (a) No wine in barrels will be loaded for destinations North of Florence via Naples, Rome and line 50.
 - (b) No wine in barrels will be loaded for destinations on or via line 86.
4. The only recognised service for the movement of wine to destinations North of Florence is by the daily wine tank car train from Bari to Lombardia and Piemonte.
5. However should Septral request a lift on the bann for barrelled wine over line 86 this can be permitted to include Bologna to the following extent :-
 - (a) Free movement up to including Ancona, but only a limited number of wagons necessary for the consumption of the Bologna Province should be allowed into Bologna.
 - (b) The I.S.R. must strictly enforce that no reconsignments are made from either Florence or Bologna, and ensure in general practice that no barrelled wine ~~comes~~ North of Bologna by rail.
6. In order to alleviate the restrictions put on wine shipments in barrels to the North from Areas where no tank trains are programmed (i.e. Calabria) the institutions of occasional wine tank trains, or otherwise movement of wine in tanks should be arranged.

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

Copy to : Mr. Ceccotti,
ISR Servizio Movimento, Sezione Quarta.
Food Sub-Commission

MEMORANDUM FOR THE DIRECTOR,
 (P. H. LINDLEY)
 a/c Transportation (SR) Main
 C. J. F.

1st November 45

Encl: 64,3238/
 Ref: 64,329/23

SUBJECT: Movement of wine in barrels.

TO: Food and Sub-Commission
 A.C. B.

1. Reference is your letter 54/2/27/FOOD, dated 30th October 45.
2. The decision as to the movement of wine in barrels from South to North rests with your Sub-Commission and our comments therein. It was, however, on our advice that restrictions were imposed on wine in barrels, because the best use is not being made of wine barrels, due to failure to face up to the desirability of requisitioning, and the attempts of a few private owners to maintain high rates of hire.
3. The limitation placed on movement of wine in barrels on line 86 and to any point north of Florence was done because it would only mean line 86, already difficult to operate with speed restrictions and leave trains finding it hard to maintain timings, would be further congested.
4. Bologna as a controversial point is an operating nightmare at the moment. It is assigned to that point would merely cause further congestion, for it would be used, not for the benefit of the people of Bologna, but as a means of getting the wine further north by road, or by attempts to reconstruct the traffic. In respect of the latter, we have already had a check, and 90 on the wagons arriving at Bologna and recommended were wagon companies existing wine in barrels. This, in spite of the ban on the reforwarding of traffic.

5. Further, when congestion occurs, the first thing that happens is a ban on the movement of civilian freight, and that sets us back considerably. When we get the west coast line open through Le Marche, this will relieve Bologna, and at the same time enable us to make some use of electric traction.

6. If, however, you prefer to leave the matter entirely in the hands of the Italians, to transport wine as a part and parcel of the present traffic, we can have nothing to say, except that the traffic problem will never be solved. Perhaps we might also observe that in a very short time you would probably have to intervene to stop wine movement in order to get essential food moving. But this is not our problem - all we are anxious to do is to ensure your demands for movement are met to best advantage, in spite of difficulties in operation.

2191

SUBJECT : Movement of wine in barrels.

TO : Food and Commodities
C. I. H.

1. Reference is your letter 11/2/27/5000, dated 28th October 1950.
2. The decision as to the movement of wine in barrels from south to north rests with your sub-Commission and our own sub-Committee. It was, however, on our advice that restrictions were imposed on wine in barrels, because the best use is not being made of wine barrels, due to failure to face up to the desirability of requisitioning, and the attempt of a few private owners to maintain high rates of hire.
3. The limitation placed on movement of wine in barrels on line 86 was to any point north of Florence was done because it would only mean line 86, already difficult to operate with speed restrictions and leaves serious finding it hard to maintain timings, would be further congested.
4. Bologna as a strategic point is an operating nightmare at the moment. Wine consigned to that point would merely cause further congestion. If it would be used, not for the benefit of the people of Bologna, but as a means of getting the wine further north by road, or by attempts to reconquer the traffic. In respect of the factor, we have already had a check, and 90 on the wages arriving at Bologna and recommended more wages containing wine in barrels. This, in spite of the ban on the forwarding of traffic.
5. Further, when congestion occurs, the first thing that happens is a ban on the movement of civilian freight, and that cuts us back considerably. When we get the west coast line open through La Spezia, this will relieve Bologna, and at the same time enable us to make some use of electric traction.
6. If, however, you prefer to leave the matter entirely in the hands of the Italians, to develop wine as a part and parcel of the present traffic, we can have nothing to say, except that the tanker problem will never be solved. Perhaps we might also observe that in a very short time you would probably have to interfere to stop wine movement in order to get essential food moving. But this is not our problem - all we are anxious to do is to ensure your demands for movement are met to best advantage, in spite of difficulties in operation.

A.C. HUGHES, Major

for Director

Copy to: Movement (Rail)
MUS -

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

KJC/ig

30th October 1945.

TEL : 466
REF : 51-2/27 /FOOD
SUBJECT : Transportation of wine
TO : Hq. A.C. Transportation S/O, (Attn. Maj. Ping)

1. Refer your letter AC/129/Tn.4 dated 19 Sept. directed to the ISR.

2. We agree that while good use is not being made of the tank cars for shipments to the North, movement of wine by rail in barrels should not be permitted to the North. However, we feel that movement in barrels to points south of Bologna (including line 86) should be permitted. Our position is based on the considerations that no effort has ever been made to supply the area south of Bologna (except Naples) by cistern cars and we have assured the Ministry of Food several times that the Seprels could use tonnage allotted them for movement of wine to points south of Bologna if they preferred to move wine to other commodities.

3. We will appreciate it if you will advise us whether the ban on the movement of wine in barrels is still effective up line 86 and to points between Florence and Bologna. If the ban is still effective we will appreciate it if you will consider whether it can not be lifted.

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

Acting Director, Food Sub-Commission

Copy for infor.to:

4190

TN

OUT HPI

OUT 1945
ROUTINE

ALON 101 PER IOSTE TO 100 (LIMB) 11-11 101
H. 100 100. 1010 TO 11-11-11-11 101. 101 100 OFFICE
101 101 1010 TO 101 11-11-11 101. 101 101 101
101 101 1010

UN. 1010

Telegramma circolare 5 destinazioni partiti alle 10:15
Ottobre 10 101 1010 101 101 101 101 101 101 101 101
Prodotto 1010 101 101 101 101 101 101 101 101 101
1010.

<u>Stazione mittente</u>	<u>Linea di trasporto</u>	<u>Numero</u>	<u>Destinazione</u>
1010	1010	1010	1010 1010
1010	1010	1010	" "

Totale 1010 101 101 101 101 101 101 101 101 101
101 101. 101 101 101 101 101 101 101 101 101

List

Action - 101 101
Info - Chief Commissioner
101 101 101
101 101 101
101 101 101

HEADQUARTERS
10 OCT 1945
A. C.

4189

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

M.312/946.

TO : Major Ping
In. Sub-Commission A.C.
Bldg.

Date 11 October 1945.

1. We reply note AG/129/In.4 dated 2 October 1945 about tanks grant for wine loading to the stations of Puglie Area.
2. This I.S.R. Mov. Service is of the same opinion exposed by your Sub-Commission to assign on the indicated proportion to Bari and Brindisi stations empty wine tanks that are sent from the North to Bari Compartimento.
3. Instructions have been sent to Bari Mov. Section providing in such way, and taking opportune agreements also with alimentary foods staff Ministry.

For the Chief Mov. Service
Signed: Ing. S O T T I L E

Ministry of Transport
I S R Direction General

12 OTT. 5

M 331-18522-251. IOCA 6751/28

AC/129-Tn 4 dated 14 September

Subject:

Tank cars for wine bound
to Northern Italy

Tn. Suo Commission A.C.

Rail Division

Building

- 1) We already explained to our War - Ministry that for transports of wine, in tank cars, from Puglia to the North, they must use the tank cars coming from the North by special trains, and take direct agreements with the owners who send their cars to the South.
- 2) Further, we pointed out that, for the North, cannot be used the tank cars already requisitioned in the South, this because said cars should not be removed from the area to which they were assigned for wine-supply and also in view of the agreements taken with the owners, on rates established according to the routes foreseen at the time of the contract stipulation.
- 3) Transports of wine in tank cars, are in general carried out in a small scale because the rates collected by the owners, on the basis of the chilometric tariff paid for each movement, are not adequate to the remarkable repair costs that the owners have to bear.
- 4) As we already stated, wine transports from South to the North had to face great difficulties, because it was necessary to repair a great lot of tanks; however, as you will have already seen, the number of such transports is increasing in recent times.
- 5) We agree with you that it is not convenient to allocate a great part of said tanks for movement on behalf of Italian Forces, because this would still more affect the civilian transports.

The Director General

sgd Di Raimondo

1187

to Northern Italy

00701

Rail Division

Building

- 1) We already explained to our War - Ministry that for transports of wine, in tank cars, from Puglia to the North, they must use the tank cars coming from the North by special trains, and take direct agreements with the owners who send their cars to the South.
- 2) Further, we pointed out that, for the North, cannot be used the tank cars already requisitioned in the South, this because said cars should not be removed from the area to which they were assigned for wine-supply and also in view of the agreements taken with the owners, on rates established according to the routes foreseen at the time of the contract stipulation.
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- 4) As we already stated, wine transports from South to the North had to face great difficulties, because it was necessary to repair a great lot of tanks; however, as you will have already seen, the number of such transports is increasing in recent times.
- 5) We agree with you that it is not convenient to allocate a great part of said tanks for movement on behalf of Italian Forces, because this would still more affect the civilian transports.

The Director General

sgd Di Raimondo

1187

na ng 11/10

Roma, 12 OTT. 1945

193 - Anno

MINISTERO
DELLE COMUNICAZIONIFERROVIE DELLO STATO
DIREZIONE GENERALE~~SERVIZIO MOVIMENTI~~

N. II. 331-18528-251 / tua 6751/28

A/N. A.C. - 182 - An 4 del 14 antecedente.

SOTTOCOMMISSIONE TRASPORTI A.C.
Divisione FerroviariaS E D E

OGGETTO

Carri cisterna per vino
per l'Alta Italia.

1) - Venne già spiegato al nostro Ministero della Guerra che per i trasporti di vino in carri serbatoio dalle Puglie per il nord deve utilizzare i carri serbatoio che vengono inoltrati con apposite tradotte dal nord, prendendo diretti accordi con le Ditte proprietarie che li inviano al sud.

2) - E' stato anche aggiunto che per il nord non possono essere utilizzati i carri serbatoio che vennero a suo tempo requisiti al sud, e cioè sia per non distoglierli della zona loro assegnata per il rifornimento di vino, sia perché sono stati presi accordi ed impegni con i proprietari noleggiatori fissando tariffa che sono in relazione ai percorsi previsti all'atto della stipulazione degli accordi stessi.

3) - I trasporti di vino in carri serbatoio, procedono stentatamente in generale perché i proprietari, non trovano adeguato riscontro agli introiti che percepiscono in base alla tariffa chilometrica pagata per ogni viaggio, rispetto alle notevoli spese di riparazione che devono sopportare.

4) - Come si è fatto precedentemente presente i trasporti di vino dal sud al nord hanno incontrato gravi difficoltà perché si è dovuto provvedere alla riparazione di un gran numero di serbatoi; come avrà rilevato anche codesta Sottocommissione in questi ultimi tempi i trasporti in parola si vanno intensificando.

5) - Si concorda che non è opportuno riservare gran parte dei serbatoi da vino per il traffico per conto militari Italiani, poiché pregiudicando.

2188

OGGETTO

Carri cisterna per vino
per l'Alta Italia.-

1) - Venne già spiegato al nostro Ministero della Guerra che per i trasporti di vino in carri serbatoio dalle Puglie per il nord deve utilizzare i carri serbatoio che vengono inoltrati con apposite tratte del nord, prendendo diretti accordi con le Ditte proprietarie che li inviano al sud.

2) - E' stato anche aggiunto che per il nord non possono essere utilizzati i carri serbatoio che vennero a suo tempo requisiti al sud, e ciò sia per non distoglierli dalla zona loro assegnata per il rifornimento di vino, sia perchè sono stati presi accordi ed impegni con i proprietari noleggiatori fissando tariffe che sono in relazione ai percorsi previsti all'atto della stipulazione degli accordi stessi.

3) - I trasporti di vino in carri serbatoio, procedono attentamente in generale perchè i proprietari, non trovano adeguato riscontro agli introiti che percepiscono in base alla tariffa chilometrica pagata per ogni viaggio, rispetto alle notevoli spese di riparazione che devono sopportare.

4) - Come si è fatto precedentemente presente i trasporti di vino dal sud al nord hanno incontrato gravi difficoltà perchè si è dovuto provvedere alla riparazione di un gran numero di serbatoi; come avrà rilevato anche codesta Sottocommissione in questi ultimi tempi i trasporti in parola si vanno intensificando.

4186

5) - Si concorda che non è opportuno riservare gran parte dei serbatoi da vino per il traffico per conto militari Italiani, poichè pregiudicherebbe ancor più i trasporti civili.-

IL DIRETTORE GENERALE

Luigi Vassallo

Ce)

RL 21
OCT 011600A

F/ 9642
OCT 012115
ROUTINE

ALCOM BARI FROM FRANCE

HQ ANG BERGAMO HQ ANG VARESE HQ ANG TURIN HQ ANG GENOA HQ
ANG MILAN INFO HQ ALCOM TPTN

UNCLASSIFIED.

Following wine tank wagons despatched on 29 September to following destinations.

524865 to BERGAMO.

566806 to GUSTO AR.

511349 514220 to TURIN D.

535802 to GENOA B.

568010 to MILAN P R. and the following ordinary wagons loaded with wine in barrels 39376 to MILAN L.

53150 77494831 86274 to MILAN.

20269 to MILAN P.

DIST

INFORMATION TW SC 2
INFO CHIEF COMMISSIONER
EGON SEC 2
FOOD SC 2
FILE 2
FLCAT

*Rail Div
How Rail*

HEADQUARTERS
2 OCT 1945
4185

AGP/lml

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
\$ TRANSPORTATION (RR) BAIN, O. M. P.

Tel. 843238
Ref. AC/129/Tnd

5 October 1945

SUBJECT : Tank Cars for Cisa Viscosa
TO : Italian State Railways

1. Reference is to recent correspondence in connection with the return of privately owned vehicles to the various owners.

2. It is understood that tank cars, No. 504674 and No. 504663, are the property of the CISA VISCOSA COMPANY, and Industry Sub-Commission of Allied Commission is anxious that they should be returned to the private owners in order to assist them in their work.

3. As the matter of requisitioning and de-requisitioning is entirely in the hands of the Minister of Transports, perhaps you will take the necessary steps in drawing his attention to the desirability of having these two tankers returned to the owners.

Arthur May
for Director

Copy to: V. Dorkovich, Industry S/O.

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

VD/emg

Tel. Ext. 543

Ref. AC/5571/IND.

1 October 1945

SUBJECT: Tank Cars for Cisa Viscosa

TO : Transportation Sub-Commission
Railroad Division.

1. We have received a request from CISA Viscosa if they may have the exclusive use of two tank cars, No. 504674 and No. 504663, to supply their rail factory in Rome with chemicals.

2. They have requested that we support their application, which in this case we are ready to do, since undoubtedly their operation would be handicapped without assured transportation facilities.

V. Dorkovich
V. DORKOVICH

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

RL 21
OCT 041600A

G 33
OCT 041850A
ROUTINE

ALCOM BARI FROM FRANCE

HQ AMG MILAN. HQ AMG ALESSANDRIA. HQ AMG VARESE. HQ AMG COMO
INFO: HQ ALCOM TPTN

UNCLASSIFIED

Following wine tonk wagons despatched on 29 September and
1 October to following destinations: 524364 524806 524366 to
MILAN N.C. 511825 to MILAN P.R. 515701 to FERLIZZANO. 519650 to
VARESE. 568089 to COMO S.G.

Dist

Info-Action - Tn SC 2
Info - Chief Commissioner
Econ Sec 2
File 2 Float

How Rail
Rail Div

4182

TRANSPORTATION SUB-COMMISSION, AT
(MAIL DIVISION)
c/o Transportation (Dr) Main
C.F.F.

Vol. 84, 738
Ref. AG/129/In 4

27 September 45

REFERENCE : Private Good Tank-Cars.

TO : 1/2
General Direction

1. A request has been received from the firm of Bordini-Pirelli-DeLino for their tank cars 511626, 511627, 511629 situated at Caga plants in Costa to be used exclusively for the movement of Formaldhyde between Gallarate and Milan.

2. There is no objection to this, and it is suggested you therefore negotiate with the firm for the return of these tankers to the firm.

Arthur May
for Director

Copy to: 1/2
Industry Sub-Commission
Commerce Sub-Commission
Movement Mail To Sub-Commission
Bordini-Pirelli-DeLino - Rome

C/C/ POSTALE-ROMA N. 1/4430

Bombini Parodi-Delfino

SOCIETA' ANONIMA PER AZIONI - CAPITALE L. 50.000.000 INTERAMENTE VERSATO

AZIENDA INDUSTRIALE

SEDE CENTRALE
CORSO UMBERTO I° 267 - P° I
AZIENDA INDUSTRIALE
CORSO UMBERTO I° 267 - P° II*Roma*, September 22nd, 1945

CASELLA POSTALE N° 572

Prot. N° TR/80438
CD. tan
(DA CITARE NELLA RISPOSTA)TO ALLIED COMMISSION H.Q.
- Transportation Sub-Commission (Rails)C M FPRIVATE OWNED TANK-CARS

We beg to apply for the authority of using private owned tank cars n. 511624, 511627 and 511629, enlisted under our Firm's name, for shipment of formaldehyde produced in our Colleferro Works and used in Northern Italy industries of desinfectants, pharmaceuticals, leather, plastics and so on.

Abovesaid cars, originally built with aluminum tanks for nitric acid shipment, are also fit for a formaldehyde cargo, which could not be shipped in ordinary steel tank cars. They could moreover be used in the return trips to Colleferro for transporting methylic alcohol produced in Northern Italy and used as main raw material for producing formaldehyde.

The three tank cars referred to are now stored at Cogne plants in Aosta where our Firm succeeded in protecting them against German requisition. A special permit is now required for keeping them at our disposal and for operating them for above mentioned shuttle service from Colleferro to Northern Italy and back.

Considering that formaldehyde is a very important product for the rehabilitation of the chemical industry we hope that you will kindly grant us the above required permit and take the necessary steps with whom it may concern, in order to prevent any requisition of said tank cars.

p.p. Bombini Parodi-Delfino

11907

TELEGRAMMI: BOMPARDE - TELEFONI: 61446-661731

129/13
RAJ/10

TRANSPORTATION SUB-COMMISSION, AS
(RAIL DIVISION)
c/o Transportation (Pr) Main
G.M.F.

Tel. 843191/9582
Ref. AC/129/En 4

2nd October 45

SUBJECT : Cistern wine trains Apulia to Northwest Italy.

TO : IIR General Direction
Attn. Ing. Bertoli

1. Returned empty wine cisterns from the Northwest are required 80% Brindisi and 20% Bari stations. The most simple method of effecting these allocations seems to be that the Car Distributor in the Bari Compartment shall arrange the destination of the empties in the proportions quoted, as they arrive.

for Director

Copy to: Food Sub-Commission
(attn. Major Curran) ref. 51/2/12/food.

File 129

6179

TN4

RL 21
SEP 271600A

F/9233
SEP 272000A
ROUTINE

ALCOM BARI FROM FRANCE

HQ AMG MILAN. HQ AMG COMO. HQ AMG BERGAMO. HQ AMG PAVIA. HQ
AMG GENOA. HQ AMG VARESE. HQ AMG AOSTA INFO HQ ALCOM TPTN

UNCLASSIFIED

Following wine tank wagons despatched on 25 September to
following destinations. 508198 520703 1197 77495518 77255027
7299 to MILAN P. R. 508150 508187 to MILAN C; 044560 77496532
to MILAN P. 26330 to MILAN. 568095 to MAGENTA. 524931 to CANTU.
524858 10183 77496526 to BERGAMO. 524331 to GROPPELLO. 515705 to
GENOA B. 564650 to MALNATE. 35028 to SARONNO. 16790 24480 to
COMO. 77492859 to BORGOFRANCO.

Dist

Info-Action - Tn 2
Info - Chief Commissioner
Econ 2
Food 2
File 2
Float

Nov Rail
Rail Div.

RECEIVED
SEP 27 1945
SECURITY

1178

INTER OFFICE MEMO

KJC/au

Tel : 466

25 Sept. 1945

Ref : 51-2/42/FOOD

SUBJECT : Cistern wine trains Apulia to Northwest Italy

TO : HQ AC Transportation Sub-Commission
(Attn: Major Ping)

1. On the 16 Sept. we sent Capt. Holladay to Bari charged with the responsibility of following the movement of the cistern wine trains from Apulia and of keeping this office advised of developments.

2. We receive a signal dated 21 Sept. (Copy to you) from Capt. Holladay in which he points out the following :

a. Present dispatch program calls for 2 trains per week but it is hoped to raise the number to 4 shortly.

b. Empty tank cars should be returned from the North 80% to Brindisi station and 20% to Bari station.

c. Five hundred (500) cisterns required to maintain a program of 2 trains per week.

3. Capt. Holladay is not a transportation man, but presumably he has gathered his information from reliable sources and we are calling his observations to your attention with the idea that they will be of interest to you.

4. We will appreciate it if you will see that the empty tank cars are returned as requested by Capt. Holladay i.e. 80% to Brindisi and 20% to Bari.

12. J. L. M. by
FRANK E. TOSCANI
Lt. Col. F.A.

Director, Food Sub-Commission

Copy to: HQ AC Transportation Sub-Commission
(Attn: Major Constable)

4177

129/9
ACF/ic

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

Tel. 843238
Ref. AC/129/Tn 4

30 September 45

SUBJECT : Requisitioned Privately owned freight cars.
TO : Italian State Railways
General Direction

1. Reference is your letter N.331.17422.251/Ioca 6605/44 dated 26th September 45.
2. We are in favour of requisitioned vehicles used for the conveyance of specified civilian commodities such as molasses, alcohol, acids, etc. being returned to owners where such owners are able to make full use of them.
3. In view of the shortage of such vehicles, however, and the possible production of similar commodities by other firms who possess no special vehicles of their own, the matter should be put before the Minister of Transport to give a decision in each specific case.

Arthur Mey
for Director

Copy to: MRS - Bldg.

4176

Ministry of Transport,
I.S.R. Direction General

Rome 26 SET. 1945
N. 321.17422. 251/1300 6605/HH

Subject:
Privately owned tank cars.

Transportation Sub-Commission AC.
Rail Division
Building

1. Your letter AC.129.Tp.4 dated 14 September refers.
2. The tank cars 501101 - 501102 - 501147 - 501242 - 501245 - 501022 - 501244 - 501258 - 501086 are registered on ISR rolling stock park on behalf of Soc. An. Distillerie Italiane, Milen, 18 Via Chiaravalle.
3. Please furnish a reply to para 3 of our letter same file dated 6 September, requesting your decisions about derequisition of privately owned cars located South of the former Gotic line. As stated in our letter M.331.5429.251 dated 24 July 1945, these cars are in charge of ISR, who draw no profit from the same.

Director General
Sgd. DI Raimondo

Subject:

Privately owned tank cars.

Transportation Sub-Commission AC.

Rail Division

Building

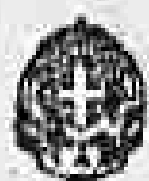
1. Your letter AC.129.Tp.4 dated 14 September refers.
2. The tank cars 501101 - 501102 - 501147 - 501242 - 501245 - 501022 - 501244 - 501238 - 501086 are registered on ISR rolling stock park on behalf of Soc. An. Distillerie Italiane, Milan, 18 Via Chieravalle.
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Director General

Sgd. Di Raimondo

Ca.26.cb.

4172



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE

(1)

Roma li, 26 SET. 1945

104 - A

N. M.331.17422.251/iceA

6605/HH

Al N. del

OGGETTO. Serbatoi privati.-

SOTTO COMMISSIONE TRASPORTI A.C.
DIVISIONE FERROVIARIAS E D E

- 1°)- Riferimento lettera AC.129.Tn.4 del 14 andante.
- 2°)- I serbatoi 501101 - 501102 - 501147 - 501242 - 501245 - 501022 - 501244 - 501258 - 501086 sono immatricolati nel parco veicoli F.S. a nome della SOC.AN.DISTILLERIE ITALIANE con sede a Milano Via Chiaravalle 18.
- 3°)- Con l'occasione si prega rispondere al punto 3° della lettera p. n. del 6 corrente con il quale si chiedeva conoscere le decisioni di codesta Sottocommissione in merito alla derequisizione dei carri privati esistenti al sud dell'ex linea gotica, e per i quali quest'Amministrazione, come fatto presente con la lettera M.331.5429.251 del 24.7.1945, deve sopportare l'onere, senza nessun utile.

IL DIRETTORE GENERALE

Adriano Raimondo 171

br.

(1) Servizio

TN 4

RL21
SEP 201530A

F/428
SEP 210900A
ROUTINE

ALCOM BARI FROM FRANCE
HQ AMG COMO, HQ AMG MILAN, HQ AMG TURIN INFO HQ ALCOM

UNCLASSIFIED

Following wine tank wagons despatched on 15 September to
following destinations: 531802 to CANTU'. 541820 514279 568253
524904 568302 524367 524525 524526 568303 524616 524365
524233 524437 568436 541811 to MILAN P R. 524942 to COMO S G.
568447 568480 568136 to MILAN F. 525350 570650 525405 to TURIN D.

Dist

Info-Action - Tn 2
Info - Chief Commissioner
Econ Sec 2
File 2
Float



Mov Rail
Rail Div

129/6
ASP/lal

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

Tel. 843233
Ref. AC/129/Tn4

22 September 1945

SUBJECT : Requisitioning of Wine Tankers.

TO : Director General, Italian State Railways.

1. After carefully considering the many factors which have prevented the movement of wine from the Puglia area to the North, it is my considered opinion that you will only clear the surplus wine, and prepare for the new crop, by requisitioning all wine tankers at present in the hands of private owners, and this includes North Italy.

2. This decision has been arrived at, after discussion with the Food Sub-Commission, Allied Commission, who are most anxious that the considerable amount of work they have put in for such a long time to achieve the economic relief of the wine growing districts, should not be defeated by failure of allocation of wine tankers caused by high rates of rental.

3. It is suggested that when the existing wine crop has been satisfactorily cleared, you get together with the Ministry of Food and the private owners of tankers to discuss further movement of Italian wine, based on the national demands for reconstruction, rather than large profits for a few people.

For Director:

R. P. Moss
R. P. MOSS
Chief, Rail Division

Copy to: Food Sub-Commission
Movements, Rail Section

6172

TRANSLATION

AS/ga

MINISTRY OF FOOD
Transport Service.

No. A/VII/3052
Answer to No. 271/160/Tn.3.
20/8/1945

Rome 13 Sept. 1945

SUBJECT : Train of Rail Tanks for movement
of wine from the Puglie to the
North of Italy.

TO : Transportation S/C Rail Rome

1. Reference is made to the note No. 271/160/Tn.3.

dated 20 Aug. 1945.

2. In accordance to what has been said verbally and in accordance to the contents of the note No. 271/160/Tn.3. we have informed the Ministry of Transportation, the Regional Inspectorate of Puglie and the Inter Regional Commissioner of Milan of the following :-

- a) The empty cisterns should have all been addressed to the Inspectorate of Puglie;
- b) The Inspectorate of Puglie in agreement with the concerned Sepral prepared the system of loading :-
- c) The loaded tanks returned to the stations of origin addressed to each respective Sepral.

3. It has ^{not} been possible to actuate such a program because the owners and the hirers of the rail tanks pretended to load using their own system and not the one recommended by this Ministry.

4. So has not to have hundreds of cars idle, at the station of the Puglie, we have disposed that, (also at the request of the Ministry of Transport), up to the 16 of this month the load be in favour of the owners and hirers of the

20/8/1945

SUBJECT : Train of Rail Tanks for movement
of wine from the Puglie to the
North of Italy.

TO : Transportation S/C Rail Rome

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dated 20 Aug. 1945.

2. In accordance to what has been said verbally
and in accordance to the contents of the note No. 271/160/Tn.3.
we have informed the Ministry of Transportation, the Regional
Inspectorate of Puglie and the Inter Regional Commissioner
of Milan of the following :-

- a) The empty cisterns should have all been addressed to the
Inspectorate of Puglie;
- b) The Inspectorate of Puglie in agreement with the concerned
Septral prepared the system of loading :-
- c) The loaded tanks returned to the stations of origin addressed
to each respective Septral.

3. It has ^{not} been possible to actuate such a program
because the owners and the hirers of the rail tanks pretended to
load using their own system and not the one recommended by this
Ministry.

4. So was not to have hundreds of cars idle, at
the station of the Puglie, we have disposed that, (also at the
request of the Ministry of Transport), up to the 16 of this
month the load be in favour of the owners and hirers of the
North.

5. After the 16 of the month only those whom can
prove to have a wholesale licence for the commerce of wine
will be allowed to load.

6. To regulate this movement and to stop the
speculation which has raised the price of graper alone £. 4000
per quintal, we propose to the Transportation S/C to agree in

1.4/7/45

regards to a discipline like the one pointed out in No 2 with the Allied Military Offices of the North.

7. We remain in expectation of the decisions which will be taken.

THE MINISTER
(Mole)

Copy to : Food S/C

TRANSLATION

PHONOGRAM

Rome, 18 September 45.

Ref.: M.323/541

FROM: ISR Movement Service

TO : Tn. Sub-Commission AC,
Major A.C. Ping.

We would appreciate an official communication about the authorization granted by the Allied Authorities for wine movements, by common barrels loaded on ordinary wagons, among all the stations of I.S.R. net-work and particularly from south to north of the former Gothic line.

Chief of Movement Service
Sgd.: BIONDI

Tr/al/19/9/45.

4169

129/3

129/10

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

19 September 45

Tel: 843238
Ref: AC/129/In 4

SUBJECT : Movement of wine.

RE : IIR - Rlog.

1. The inability of the IIR to settle the matter of movement by cistern tank car from Bari to the North has naturally influenced the consideration of the use of freight cars for wine in barrels, and until such a time as the movement by the many available cistern cars is on a satisfactory basis, there will continue to be a restriction of the use of ordinary freight cars for wine in barrels.
2. Authority has been given that when a surplus of freight cars occurs in the Bari district, in order to use them fully, wine in barrels may be loaded to all stations up to Florence via Naples and Rome and line 50, but no wine traffic in barrels will pass north of Florence, or will travel on line 80.
3. Immediately a satisfactory movement of wine by cistern cars is achieved the matter can be reviewed.

ad Ry my
for Director

Copy to: IIR
Food Sub-Commission
In Sub-Comm - Movement Rail.

4168

TRANSPORTATION SUB-COMMISSIONER, AC
(RAIL DIVISION)
c/o Transportation (R.R.) Bldg
C.M.F.

Tel: 64,3238
Ref: AC/129/274

19 September 45

SUBJECT: Operation of Wine Train from Bari to Milan.

Dear Dottore La Malfa,

I regret it is again necessary to draw your attention to the problem in relation to the operation of the wine train from Bari. You will recall that this train was put into operation at your special request to assist the districts of Puglia to obtain some economic relief by disposing of their wine crops.

After negotiations with Military Railway Services, it was agreed that special trains should be provided between Bari and Milan to convey up to 26 wine cisterns per day loaded, to start on and from 22 August 45. It is necessary to emphasize that line 86 from Bari to Bologna is equipped with short rails, that engineering work is in progress, and that speed restrictions and traffic demands already make operation difficult, but every effort was made to ensure that a path should be found for the wine train.

The net result to date is that six trains only have run, the last with only eight tankers. There is in the Bari area a large collection of tankers, but private owners in the North are juggling to obtain best prices, and the dealing with requisitioned tankers in the south means that the traffic is hardly moving at all. If the economic life of Puglia really means anything at all, it should not be subjected to the varying attacks of wine merchants to force up prices.

I regret to say that the ISR are not assisting at all in the matter. Attached hereto is a list of perfectly good tankers in Bari, and yet the traffic does not move because ISR appear to be anxious not to take bold action and authorise the filling of the tankers.

I would refer you particularly to ISR letter 15 September 45 N. 11,334, 13007.251, which is set out as a case for de-requisitioning. So far as we are concerned, whilst wine movement was limited to southern areas, the ISR would be free to de-requisition, but now there is an urgent need for tankers at all costs, we have consulted carefully with Food Sub-Commission, and they agree that only requisitioning will meet the needs. It is understood that you not only agree on this course, but have issued instructions, but if this is the case, the ISR is not, apparently, aware of any such instructions. The price for a tank car in the North has already risen to 140,000 lire, and that does not include the amount payable "on the side" to ensure that the tanker can be obtained. This freedom to tanker owners to do just as they like when Puglia is in a state of economic distress cannot be understood.

Dear Dottore La Malfa,

I regret it is again necessary to draw your attention to the problem in relation to the operation of the wine train from Bari. You will recall that this train was put into operation at your special request to assist the districts of Puglia to obtain some economic relief by disposing of their wine crop.

After negotiations with Military Railway Services, it was agreed that special trains should be provided between Bari and Altun to convey up to 25 wine cisterns per day loaded, to start on and from 22 August 45. It is necessary to emphasize that line 46 from Bari to Bologna is equipped with electric rails, that engineering work is in progress, and that speed restrictions and traffic demands already make operation difficult, but every effort was made to ensure that a path should be found for the wine train.

The net result to date is that six trains only have run, the last with only eight tankers. There is in the Bari area a large collection of tankers, but private owners in the North are juggling to obtain best prices, and the mixing with requisitioned tankers in the south means that the traffic is hardly moving at all. If the economic life of Puglia really needs anything at all, it should not be subjected to the varying attempts of wine merchants to force up prices.

I regret to say that the ISI are not assisting at all in the matter. Attached hereto is a list of perfectly good tankers in Bari, and yet the traffic does not move because ISI appear to be anxious not to take bold action and authorize the filling of the tankers.

I would refer you particularly to ISI letter 15 September 45 H. N. 334.10007.351, which is set out as a case for de-regulation. So far as we are concerned, whilst wine movement was limited to southern areas, the ISI would be free to de-regulation, but now there is an urgent need for tankers at all costs, we have consulted carefully with Food and Agriculture, and they agree that only requisitioning will meet the needs. It is understood that you not only agree on this course, but have issued instructions, but if this is the case, the ISI is not, apparently, aware of any such instructions. The price for a tank car in the North has already risen to 140,000 lire, and that does not include the amount payable "on the side" to ensure that the tanker can be obtained. This freedom to tanker owners to do just as they like when Puglia is in a state of economic distress cannot be understood.

We are pressed for movement of wine to the north in barrels, which is ignoring the major problem, and merely creating a shortage of essential freight

./.

Dottore Ugo La Malfa
Minister of Transport
Ministry of Communications Building
Piazza della Croce Rossa
Rome

4187

cars when perfectly satisfactory tankers are available for the traffic.

I must therefore ask that immediate action be taken to rectify the unfortunate position which has arisen, and say that unless the same train is treated with the importance that it deserves, the Director of Military Railway Services will be asked to cancel the train path allotted, in order that definite and urgent traffic can be dealt with.

R. P. W. P. S.
for Director

Copy to: Director, Food Sub-Commission
Director, Military Railway Services.

threatened with the importance that it is attached, in order that sufficient
servicemen will be asked to cancel the train path allotted, in order that sufficient
and urgent traffic can be dealt with.

R. P. Woods
for Director

Copy to: Director, Road Sub-Commission
Director, Military Railway Services.

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TRANSLATION

Rome 15 Sept. 1945

Ref.: M.331.16001.251

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION

SUBJECT: De-requisition of wine tanks.

TO : M. Sub-Commission AC.,
 Rail Division

Bldg.

1. Ref. is your letter M.A.C. 129 m.4 of August 20 - 1945.
2. As it is known, wine production is prevailing in southern Italy and tank owners have always had a great interest for the implementation of the greatest quantity of wine conveyance from south to north, both for the distribution to civilian people and for supplying of many oenological factories existing in Northern Italy. With the proposed de-requisition of the 400 wine-tanks, the total number of these remaining at the entire disposal of their owners would increase considerably and therefore, also according to the considerations expressed in para 4 of the present letter, wine conveyance from south to north should also increase considerably. Wine movements of central-southern Italy could prevailingly be operated, in relation with the authorization given recently, with ordinary cars and barrels.

3. According to our informations and in spite of war destructions and german removals, there are about 1200 tanks, included those in good order and the repairable ones, on the I.S.R. net work, therefore a favourable issue could be given to most of the applications for wine movements if all the damaged ones could be promptly repaired.

4. In Bari Compartimento, among 400 requisitioned wine-tanks, there are about 100 daily damaged ones, very high percentage; although solicitations made through I.S.R. depending offices and through the Prefects, repair operations are very slow. This slowness is justified by the tank owners who argue that the heavy expenses for tank repair are not adequate to the kilometer rate fixed for every trip, also considering that the cycle of each tank is of about one month, consequently, in order to cover the expenses of only one repair work, many trips are necessary. They also say that repair operations are needed after only a few trips and their piling rates are not sufficient for the new expenses.

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5. In Northern Italy at contrary, where the tanks are not requisitioned and no hiring top rates are fixed, tank owners have the utmost interest to put them in a complete efficiency.
6. Your Sub-Commission will right remark that many damaged tanks have arrived from North handled on the empty wine trains, in this respect our Administration supposes that the owners did not find convenient to send their tanks already repaired, firstly because they were fearing for their requisition at the arrival, and secondly because, in consideration of the high temperature of the season, many of them, even if already repaired in the north, would have needed new repairs at their arrival in the southern area.

(2)

Informations are being received that repair operations are becoming more intense and in a short time all the tanks will be forwarded to the north with their loads.

7. In consideration of what above said, our Administration is thinking that damaged tanks of southern Italy would be promptly repaired if the proprietors were free to dispose of them and to get a benefit out of them.

8. It is to be expected, that without requisition, tank owners will ask hiring rates higher than those fixed by our Administration.

But we think this request of higher rates is not to be minded because even if considerably higher, the price of transported wine will not be very much increased.

In fact, for example, supposing that one of the wine tank-car owners, the most pretensions, requires £.100.000 for the use of a vehicle from Brindisi to Milan (one of the longest trips). Such an amount, shared among the number of litres contained in a tank (15000) would determine an increase of £.0.06 for each litre of wine transported till Milan. Such an increase is much lower than the price asked by the truck owners (50 lire per litre, on same trip.) Therefore, the wine which is now sold in Milan at about £.120 per litre and which costs about £.30 per litre in Puglia, should be increased, according to the above said hypothesis (the most unfavourable) only of £.0.06 per litre for tank hiring, plus about £.0.90 per litre for Railway transportation; in total £.7.50; an expense very much lower than £.50 per litre: cost of transportation by road.

9. It is obvious, besides, that hiring rates, heavily increased at first, after a short while and owing to the competition, (more tanks will operate on account of increased repair operations) will certainly be lowered, and the price of wine will lower too.

10. For the above reasons we think it will be more convenient, also from the angle of the national economy, to proceed to the de-requisition of wine tank-cars.

Director General
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Tr/al/11/9/42.

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A/N.

FERROVIE DELLO STATO
DIREZIONE GENERALE

SEGRETERIA GENERALE

SOTTOCOMMISSIONE TRASPORTI A.C.
SEZIONE FERROVIE

S E D E

OGGETTO

Derequisizione serbatoi

da vino -----o

- 1)- Riferimento lettera N.A.C. 129.Tn.4 del 28 agosto u.s.
- 2)- Come è noto, la produzione del vino è prevalentemente dell'Italia Meridionale e, come per il passato i proprietari di serbatoi, hanno tutto l'interesse ad effettuare il maggior numero di trasporti di vino dal Sud al Nord: sia per la distribuzione alla popolazione civile, sia per rifornire i molti stabilimenti enologici esistenti nell'Italia Settentrionale.
- Con la proposta derequisizione dei 470 serbatoi da vino, il numero dei serbatoi, a completa disposizione dei proprietari, verrebbe ad essere considerevolmente aumentato e quindi, anche per le considerazioni esposte al successo al punto 4 della presente, il trasporto del vino dal Sud al Nord dovrebbe aumentare sensibilmente.
- I trasporti dell'Italia Centro-Meridionale potranno essere prevalentemente effettuati, in relazione all'autorizzazione concessa recentemente, con carri ordinari e fusti.

3)- Risulta che complessivamente sulla Rete, nonostante le distruzioni belliche e le esportazioni tedesche, vi sono circa 1200 serbatoi (buoni e guasti riparabili).

Per tanto le richieste per trasporto di vino potrebbero essere soddisfatte in misura notevole qualora venissero riparati sollecitamente tutti i serbatoi guasti.

4)- Nel Compartimento di Bari, dei 470 serbatoi da vino requisiti, giornalmente ve ne sono circa 170 guasti, percentuale altissima; nonostante le sollecitazioni fatte a mezzo dei dipendenti organi ferroviari, nonché dei Prefetti, le riparazioni vanno a rilento.

I proprietari giustificano la lentezza delle riparazioni asserendo che le spese ingenti che devono sopportare per le riparazioni stesse non trovano adeguato riscontro negli introiti che percepiscono in base alla tariffa chilometrica fissata per ogni viaggio, anche considerato che il costo di ogni serbatoio è di circa un mese, cosicché, per coprire le spese di una sola ripa-

CONCLUSION

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Con la proposta derequisizione dei 470 serbatoi da vino, il numero dei serbatoi, a completa disposizione dei proprietari, verrebbe ad essere considerato volutamente aumentato e quindi, anche per le considerazioni esposte al successoivo punto 4 della presente, il trasporto del vino dal Sud al Nord dovrebbe aumentare sensibilmente.

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Aggiungono poi che il veicolo dopo alcuni viaggi torna ad avere bisogno di riparazioni dalle quali derivano nuove spese, che non sono compensate dagli introiti dei noleggi.

55)- Well'Italia Settebionale, invece, ove i serbatoi non sono requisiti ed il prezzo di noleggio non è sottoposto ad alcun vincolo, i proprietari hanno tutto l'interesse di mettere i loro serbatoi in piena efficienza.

6)- Codesta Sottocommissione osserverà, giustamente, che con le tradotte di vino ti sono giunti dall'Italia Settentrionale al Sud serbattoi con le botti guaste.

Al riguardo questa Amministrazione ritiene che i proprietari non abbiano ritenuto conveniente far partire riparati i serbattoi temendo anzitutto la reazione all'arrivo dei carri al Sud; dall'altra parte considerata la elevata temperatura della stagione, molti serbattoi per quanto riparati al Nord avrebbero avuto bisogno di altra riparazione all'arrivo al Sud perchè allascati.

Risulta che le riparazioni vanno intensificandosi e tra breve tutti i serbattoi saranno partiti per il Nord carichi.

7)- Premesso quanto sopra, questa Amministrazione ritiene che i serbattoi giunti a Sud dell'ex linea Gotica verrebbero sollecitamente riparati se i proprietari vi fossero liberi di disporne e di ricavarne un utile effettivamente redditizio.

8)- E' da attendersi che, cessato la requisizione, i proprietari dei serbattoi richiederanno per noleggio un compenso superiore a quello fissato da questa Amministrazione.

Però non sembra che dovrebbe preoccupare la richiesta di noli maggiori a quelli succennati, poichè anche se notevolmente maggiorati, incidono sempre in lieve misura sul costo del vino trasportato.

Infatti, a titolo di esempio, supponendo che qualche proprietario di carri serbatoio da vino, più esoso, chiedesse, per l'uso di un serbatoio da Brindisi a Milano (una delle relazioni più lunghe) la somma di L.100.000, questa, ripartita sui litri di cui è capace un serbatoio, (15000) determinerebbe un maggior costo di L.6.66 per ogni litro di vino trasportato a Milano. Tale cifra è di gran lunga inferiore a quella che risulta pretesa dai proprietari di automezzi (L.50 per ogni litro trasportato per l'anzidetto percorso).

Tentando il vino che attualmente viene venduto a Milano, a quanto consta, intorno alle 120 lire per litro, in confronto al prezzo di acquisto di L.30 circa in Puglia, verrebbe gravato nelle ipotesi succennate (la più sfavorevole) soltanto di L.6.66 il litro per il noleggio del serbatoio più il costo del trasporto ferroviario che si aggira su L.0.90 al litro, in totale L.7.56; spesa di gran lunga inferiore a quella di L.50 a mezzo autotrasporti.

9)- E' ovvio poi che i prezzi di noleggio fortemente maggiorati da prima, dopo breve tempo, per effetto della concorrenza (i serbattoi atti a circolare intensificandosi le riparazioni aumenteranno di numero) certamente verranno ribassati, e di riflesso il prezzo del vino diminuirà.

10)- Per quanto suddetto si ritiene che converga, anche dal lato dell'economia nazionale, far luogo alla requisizione dei carri serbatoio da vino.

IL DIRETTORE GENERALE

Roberto Raimondo

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