

ACC

AC227/TN4

10000/148/2305

RAIL TOWN A
JUN. 1944-DEC. 1945

000/148/2305

RAIL TONNAGES
JUN. 1944-DEC. 1945AVAILABLE FOR AC
AND CIVILIAN FREIGHT

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

227/8
GSD/ic

Tel: 243403
Ref: AC/227/REGH/Tn 4.

28 December 45

SUBJECT : Electric Power at Verona-Vicenza Workshops of ISR.

TO : Lt. Col. Parker
P.W. & U. - Allied Commission
Chairman, Electricity Board.

1. The ISR Workshops at Verona and Vicenza report that, by order of the Provincial Authorities, the consumption of electric power must be reduced owing to the shortage of supply.
2. By such reduction the Verona Workshop will be compelled to reduce its output by 30% while the Vicenza workshop will be without power for three full days of each week entailing a complete stoppage of production on those days.
3. These workshops are fully engaged on repairs to rolling stock and also on reconstruction and rehabilitation of all working Departments of the ISR and the serious consequences of such a reduction in power supply need not be stressed.
4. The ISR have given an assurance that every possible step is being taken to economise as far as possible in the use of power at these plants or it is therefore requested that they may not be subjected to a reduction in the supply of power.

[Signature]
Maj:RE
for Director

Copy to: Director General ISR -

6809

MINISTRY OF TRANSPORTS

I.S.R.

Rome, 26 DEC. 1946

ICCA/666/21

TRANSPORTATION SUBCOMMISSION

BUILDING

Electric power at Verona
and Vicenza Shops.

The IS Workshops of Verona and Vicenza report that, upon order of the Provincial Authorities, the consumption of power must be reduced owing to the shortage of supply in this season.

By such reduction Verona-shop should be compelled to reduce its consumption of 30% on the amount recorded in November last; while the Vicenza shop should remain without power during three days of ~~each~~ ~~the~~ each week, namely on Thursday, Friday and Saturday.

The above restrictions would badly affect the efficiency of said shops, which are fully engaged in repairs of rolling stock, as well as in reconstruction and rehabilitation of all working departments. We point out that, should the local Authorities insist on said reduction, we shall be compelled to abate under 48 hours weekly the working time of labourers; and consequently the output of shops will be much lessened.

For the a/m reasons, we beg you kindly to intervene to the concerned Authorities, so that no reduction of power be made for the shops in question.

At the same time, we assure you that proper action will be taken by this Administration, in order to reduce, as much as possible, the consumption of power at said plants.

The Director General

277/7

1890

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and Vicenza Shops.

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The Director General

6808

F.to DI RAIMONDO

24/12 N. cb.

MINISTERO
DELLE COMUNICAZIONIFERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 26 DIC. 1945

194 - A.

N. ICCA/1666/21

Al N.

del

SOTTOCOMMISSIONE TRASPORTI

OGGETTO

S E D EEnergia elettrica
Officine Verona e
Vicenza.

ALLEGATI N.

Le Officine di Verona e Vicenza comunicano che per disposizione delle Autorità Provinciali dovrà essere ridotto il consumo dell'energia a causa della deficienza stagionale di produzione delle Centrali.

In particolare l'Officina di Verona sarebbe obbligata a ridurre del 30% il consumo prendendo come base quello registrato nel Novembre scorso e l'Officina di Vicenza dovrebbe invece rimanere priva di energia per 3 giorni della settimana (giovedì, venerdì, sabato).

Le restrizioni indicate non potrebbero essere accettate senza che si verifichi una forte menomazione dell'efficienza delle dette Officine, impegnate fortemente per soddisfare i bisogni di riparazione del materiale rotabile della rete e nei lavori di ricostruzione e ripristino di tutti i reparti di lavorazione.

Faccio presente che se le Autorità locali insisteranno sul programma di riduzione imposto, si sarà costretti a portare al disotto delle 46 ore settimanali l'orario lavorativo delle maestranze con conseguente abbassamento del rendimento di esse e contrazione della produzione degli impianti.

6807

Ciò premesso prego codesta Commissione di voler interporre buoni uffici affinché siano esonerati i suddetti impianti dall'osservanza delle restrizioni, assicurando che sarà cura di questa Amministrazione di adottare tutti i provvedimenti intesi a ridurre, nei limiti del possibile, il consumo di energia elettrica.

IL DIRETTORE GENERALE

Udo Rissotto

CONFIDENTIAL

ACC MAIN

5387

198/6

ACC MAIN (TRANSPORTATION SUB-COMMISSION)

22 MAY 1944

CONFIDENTIAL

53466 & 53488

PRIORITY

LE VINING LT COL

MON BRINDISI (ACTION) MOVSET (INFO)

REQUEST EMERGENCY ALLOTMENT FOUR ONE FOUR TONS BARI NAPLES TRAFFIC PD PAREN TO
MON BRINDISI FOR JEFFERY FOR ACTION TO MOVSET FOR HALL FOR INFO FROM ACC MAIN
SIGNED MACFARLANE PAREN AGREE IF TONNAGE NOT ALREADY REQUIRED BY HALL PD
 ARRANGE MOVEMENT THROUGH MOVSET PD ADVISE ME DETAILS BIDS ACCEPTED

6806

L.T. MONTANT, JR.
 1st Lieut. AGO
 Adjutant.

CONFIDENTIAL

MJDT V LRHY NR1 SRL 351 QVR1 A MEGB
 ROM MOV BRINDISI FROM FEFFREY
 TO FOXHOLE FOR VINING
 LT INFO MOVEIT FOR HALL
 MOV/201230 REF ACC/5, /196/1
 DATED 14 MAY 44 TRAFFIC EAST TO WEST
 VIA POTENZA (.) EMERGENCY REQUEST
 BALANCE TONNAGE ALLOTMENT 414 TONS FOR
 CIVILIAN TRAFFIC BARI DIVISION TO NAPLES
 TO COVER APPLICATION NOT POSSIBLE
 SUBMIT OWING TIME FACTOR
 201200
 75/ BT
 CK.

N SENT NR1 SRL351 21/1105B EM AR
 RECD NR1 SRL 351 21/1105B SS AR



Acc List

21/5 10-20. Action - TRANSPORTATION

Phoned Capt Hall. He will tell us we have no objection to his taking 414 Tons as Bari have not taken anything beyond Potenza. He must however pay it up with moveit & name me what to do in accordance with Barban.

Transportation SC
N44/21 96
5-3734

FER/rg

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Ta/198/4.

Date : 2 June '44.

TO : ACC Tn. Sub-Comm. Rep., C/o ~~Head Office~~ *Head Office*, Bari Division.
" " " " " C/o Mov. Reggio.

SUBJECT : Tonnage Allotment.

1. Reference our weekly signal detailing tonnages over the various sections of line.
2. In order to reduce the length of these signals, it has been decided to use a prefix against each section of line as set out below:-

A NAPLES-TORRE-ANNUNZIATA
B TORRE ANNUNZIATA -SALERNO
C NOCERA-AVELLINO
D SALERNO-POTENZA
E POTENZA-METAPONTI
F METAPONTO-TARANTO ex POTENZA
G " " ex CALABRIA
H TARANTO-BRINDISI
I TARANTO-BARI
J LECCE-BRINDISI
K BRINDISI-BARI
L BARI-BARLETTA
M SUD-EST
N GIOIA DEL COLLE-SPINAZZOLA
P ROCCHETTA-SPINAZZOLA-BARLETTA
Q ROCCHETTA-MELFI-POTENZA
R REGGIO-CATANZARO-MARINA
S CATANZARO MARINA-SIBARI
T SIBARI-METAPONTO
U REGGIO-PALMI
V GIOIA TAURO-BATTIFAGLIA
W CATANZARO MARINA-S. RUFINA
X SIBARI-PAOLA
Y SICIGLIANO-LAGONEGRO

6804

Commencing 10 June the prefix will only be used when signalling you these tonnages instead of place names.

L.E. VINING,

Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

Spent copies in file dated 17 May 51.

APPENDIX 1 TO MOV 3/115 DATED 11 MAY 41

ACC and Civil Freight Tonnage Lifts, calculated from D.C.M.R.S.
Train programme and agreed by Transportation Sub-Commission ACC.

<u>Section of Line</u>	<u>No. of Trains</u>	<u>Gross per Train</u>	<u>Net Tonnage</u>
NAPLES-TORRE ANNUNZIATA	1 Freight daily	850 tons	425 tons
TORRE ANNUNZIATA-SALERNO	1 " "	650	325
NOGERA - AVELLINO	1 Mixed	Freight to be	150
SALERNO - POTENZA	1 Freight	400	200
POTENZA - METAPONTO	1 " "	650	325
METAPONTO - TARANTO	1 " "	(ex Potenza) 650	325
	1 " "	(ex Calabria) 650	325
TARANTO - BRINDISI	1 " "	700	350
TARANTO - BARI	1 Mixed	Freight to be	100
LECCE - BRINDISI	1 " "	" "	100
BRINDISI - BARI	1 Freight " (part)	600	300
BARI - BARI	1 Mixed	Freight to be	125
SUD EST	1 Freight	200	100
GIOL. DEL COLLE-SPINAZZOLA.)			
ROCHETTA-SPINAZZOLA-BRINDISI) To be advised later.			
ROCHETTA-LECCE-POTENZA.)			
REGGIO-CATANZARO-MARINA	1 Freight daily	800	400
CATANZARO MARINA-SIBARI	1 " "	800	400
SIBARI - METAPONTO	1 " "	800	400
REGGIO - PIMI	1 Mixed	Freight to be	100
CIOLA TARO-BATTIPAGLIA	1 Freight	400	200
CATANZARO MARINA-S. EUSEMIA	1 Mixed Tri Weekly	Freight to be	75
SIBARI - P.OLI.	1 " " "	" "	100
SIGIGNANO - LACONEGRO	TO BE ADVISED LATER		

Copies of this tonnage list issued to

1st Col Vining
1st Col Brown

Major Street
Major Bowers
Major Blain

6800

1	"	"	(ex Potenza)	650
1	"	"	" (ex Calabria)	650
1	"	"	"	700
1	Mixed	"	Freight to be	100
1	"	"	"	100
1	Freight	" (part)	.600	300
1	Mixed	"	Freight to be	125
1	Freight	"	200	100

1	Freight daily	800	400
1	"	800	400
1	"	800	400
1	Mixed	"	100
1	Freight	"	200
1	Mixed Tri Weekly	Freight to be	75
1	"	"	100

TO BE ADVISED LATER

Copies of this form are sent to

6800

1st Col Vincent	Major Street
2nd Col Brown	Major Bonano
Major Richardson	Major Blain
Major Gammille	Capt Jeffery
Major Walker	Capt Smith
Major Baister	Leut Irvine Lynd
Major Mole	Leut Chibby
Capt Deen	Major Taylor
Capt Perry	Capt Hall
Leut Barber	

Spencer
Capt 14/5/50

H.Q. A.A.I., ADMINISTRATIVE INSTRUCTION
No. 14.

Amendment No. 2.

Nov. 3/115.
25 Apr. 44.

Transportation for Civilian Freight.

1. Procedure.

As from 0001 hours 12 May 44, procedure laid down for the movement of essential civil traffic will be re-organised.

2. Basic Schedule.

The Basic Schedule of civil passenger, freight, and mixed trains will continue to run when and where possible, but until practicable to operate regular services over all sections, the method of movement of civil freight traffic set out in para 5 (b) of Adv. Adm. Echelon, A.F.H.C., Administrative Instruction No. 14 will be suspended.

3. Control of Civil Traffic.

This means that the procedure whereby certain civil traffic within the capacity of the basic schedule of civil trains was arranged through Italian State Railways, (I.S.R.) has been cancelled and all civil traffic will be controlled by A.C.C.

4. Tonnage Capacity.

The available overall tonnage within which all civil traffic will be carried will be notified by D.G.M.G. (M) H.Q., A.A.I., to Transportation Sub-Commission A.C.C. and all Movement Areas and Sub-Areas, after consultation with D.G.M.R.S. (It may be necessary to vary this figure from week to week.)

5. Summary of method of arranging civil movement.

Method.

(a) All traffic on the East to West routes via Potenza & via Foggia or vice versa. By bidding through Transportation Sub-Committee as laid down in Amendment No. 1 to Administrative Instruction No. 14 dated 5 Feb. 44.

(b) Between any 2 stations on the Bari (I.S.R.) Division, including Sud Est system, except those NW of Barletta or N of Rocchetta, and stations on routes named in sub-para (a) above

By local bidding as laid down in para 7 (a or b) of this instruction.

6872

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| (c) Between any 2 stations on the Reggio (I.S.R.) Division, except stations on routes named in sub-para (a) above. | By local bidding as laid down in para 7 (a or b) of this instruction. |
| (d) A.C.C. traffic between any 2 stations on the Naples (I.S.R.) Division. | By bidding through the Transportation Sub-Committee - as for (a) |
| (e) Traffic of Italian civilian consignors between any 2 stations on the Naples (ISR) Division. | By local bidding as laid down in para 7 (b) of this instruction. |
| (f) A.C.C. Traffic required to move from one I.S.R. Division to another. | By bidding through the Transportation Sub-Committee - as for (a) |

BEST COPY POSSIBLE

- 2 -

- (g) Traffic of Italian civilian consignors required to move from one I.S.R. Division to another. (as for (a). SEE NOTE)
- (h) Traffic over any lines not covered by (a). (By bidding through the Transportation Sub-Committee as for (a). SEE NOTE)

(j) Emergency traffic of extreme urgency which, on account of time factor, cannot be included in the normal bidding period.

NOTE: These applications will be made through the Station Master as laid down in para 7 (b), (c) & (d) and will be screened before submission to the Transportation Sub-Committee.

6. Narrow Gauge Lines. Present system of movements solely confined to narrow gauge lines will continue. Any movements from narrow gauge lines to standard gauge lines, or vice versa, will be dealt with under appropriate section of para 5.

7. Detailed method for traffic - under para 5 (b), (c) and (d)

(a) These bids will be submitted to either A.C.C. or Representative Bari, or A.C.C. or Representative Reggio for consideration on each Monday, for movement beginning the following Monday.

(b) Italian ordinary civilian movement will be applied for by the sender through the local station master - same details being given as on present form of authorization.

(c) Station Master will forward such application to the Capo Compartimento (I.S.R.) at Bari, Reggio or Naples, according to the Railway Division concerned.

(d) Capo Compartimento will collate all applications, grouped by-line sections, for consideration by the A.C.C. representative each Monday.

(e) Mov. East Italy and Mov. Reggio will notify the A.C.C. or Representative of any variations to civil tonnage lift available, for the whole of each of the two areas concerned, by sections, not later than 0900 hours each Monday, for each 7 day period commencing the following Monday.

(f) A.C.C. or Representative will then arrange for loading programmes to be prepared showing which consignments are to be moved during the 7 day period beginning the following Monday. Copies of programmes will be circulated by the A.C.C. or Representative to appropriate Movements District Officers as early as possible each Tuesday.

(g) A.C.C. or Representative will then advise details of movement authorised, and loading requirements to bidders in the case of A.C.C. Traffic (vide para 7 (a)) and to the Capo Compartimento in the case of other Italian civilian consignors (vide para 7 (b)). A.C.C. or Representative will at the same time arrange for the supply of official A.C.C. or Representative wagon labels.

Station Master will instruct Capo Compartimento to tell.

- as laid down in para 7 (c)-(e) & (d) and will be screened before submission to the Transportation Sub-Committee.
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 - (c) Station master will forward each application to the Capo Compartimento (I.S.R.) at Bari, Reggio or Naples, according to the Railway Division concerned.
 - (d) Capo Compartimento will collate all applications, grouped by line sections, for consideration by the A.C.C. representative each Monday.
 - (e) Mov. East Italy and Reg. Reggio will notify the A.C.C. Tn Representative of any variations to civil tonnage lift available, for the whole of each of the two areas concerned, by sections, not later than 0900 hours each Monday, for each 7 day period commencing the following Monday.
 - (f) A.C.C. Tn. Representatives will then arrange for loading programmes to be prepared showing which consignments are to be moved during the 7 day period beginning the following Monday. Copies of programmes will be circulated by the A.C.C. Tn. Representatives to appropriate Movements District Officers as early as possible each Tuesday.
 - (g) A.C.C. Tn. Rep. will then advise details of movement authorized, and loading requirements to bidgers in the case of A.C.C. Traffic (vide para 7 (a)) and to the Capo Compartimento in the case of other Italian civilian consignors (vide para 7 (b)). A.C.C. Tn. reps will at the same time arrange for the supply of official A.C.C. wagon labels.
 - (h) A.C.C. Tn. Representatives will instruct Capo Compartimento to tell Italian Civil consignors, listed on the loading programme, to keep in touch with the local station masters and to await further advice as to if, and when, their traffic can be moved. Civil applicants whose traffic is not shown on the loading programme will be informed by the Capo Compartimento that their bids have been rejected and must be re-submitted during a subsequent weekly period. No loading of such traffic will be permitted during the current period.
 - (j) Any civilian traffic which cannot be moved during the week bid for MUST BE REBID for following week, if the Consignor still wishes to send it.

8. Wagon Supply.

(a) Mov. Sub. areas of A.S.I. through their R.T.Os, (or appropriate I.S.R. channels for stations where no R.T.Os are located), will instruct station masters to supply the agreed number of wagons, if they are available.

(b) If there are insufficient wagons to cover military, A.C.C. and civil requirements, Mov. Sub. areas will decide the allocation of wagons to non-military traffic and will notify the A.C.C. In. Representative. In such cases A.C.C. traffic will have first priority for available wagons.

(c) Italian civilian consignors will under no circumstances approach R.T.Os or Mov. Sub. area H.Q., for supply of wagons. Any such improper requests shall be refused.

9. Embargoes. Experience of the volume of applications for movements in relation to the tonnage lift available for civil traffic will determine what other types of traffic, if any, on which embargoes should be placed. This will be determined by the A.C.C. Transportation Sub-Commission.

10. Port Clearance Arrangements outlined in paras 7 and 8 above, will not change the existing system, under which Port Clearance of A.C.C. traffic is effected by either British Movements or U.S. Transportation, as part of the military lift. All such wagons will bear official A.C.C. wagon labels (see para 12).

11. Form of Authorization. Present form of authorization, as laid down in para 2, A.C.C. In. Memorandum No. 2 dated 29 Dec. 43 will be discontinued effective 0001 hours 22 May 44.

12. Wagon Labels.

(a) From this date official A.C.C. wagon labels will be used for all traffic, either A.C.C. or civilian, which has been bid for and accepted under arrangements set out above. Two (2) labels will be provided for each authorized wagon, one for each side.

(b) Wagon labels will be supplied to Regional or Provincial Supply Officers, through A.C.C. In. Representatives, for any traffic arranged by them. Regional or Provincial Supply Officers will endorse labels with details of the commodity, the serial number of the authorization and date during which movement is authorized. Labels will be stamped and signed before delivery to the loader. Wagon numbers will be inserted by the station master when wagons are allocated for loading.

(c) For Italian civilian traffic, labels will be supplied to I.S.R. Capo Compartimento by A.C.C. In. Representative, duly completed and signed as in (b) above.

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(c) For Italian civilian traffic, labels will be supplied to I.S.R. Capo-Compartimento by A.C.C. Tr. Representative, duly completed and signed as in (b) above.

(d) Wagons will not be moved unless they bear labels as above, and R.T.Os will report any unlabelled wagons, with all known facts, to their headquarters.

13. Under this revised arrangement the first loading programme as in para 7 (f) will be prepared for traffic required to move during week commencing Monday, 22 May, 1944.

W.L. Fellows

Major General,
Chief Administrative Officer.

M.G.S. Adv (2)	Mov	East Italy	DMO
H.Q. A.C.C. Naples (2)	"	West Italy	DMG(4)
D.G.M.R.S. (6)	"	Rear 8th Army	D/COT
MERSO Italy	"	Taranto	DDTn.
5th Army (3)	"	Brindisi	Mov 1 - 5
8th Army (3)	"	Bari	Mov
5 Corps	"	Barietta	"Q" (6)
C.G. FES	"	Toggia	C(SD)
HQ No 2 Dist (16)	"	Reggio	G-4
" " 3 Dist	"	R.H.Sub-area	Tpt Off. P.I.S.
57 Area	"	(East Vasto)	ACC Tn Sub Com (100)
86 Area	"	Naples	(for distribution with
71 Sub-area.	"	Salerno	detailed instructions
151 Sub-area	"	Torre Annunziata	to ...C.C. Officers,
52 Area	"	Castellano	including those
94 Sub-area	"	3 District	attached to 5th and
60 " "	"	MILA	8th Divisions)
69 Garrison	"	MAR	
55 Area	"	AFSC/MTO	
	"	XII. USE	
	"	15 AFSC	
	"	Tn. Adriatic Base Area (Bari)	
	"	HQ 214 Group RAF	
	"	NOIC Combined Hq Naples.	
	"	CAO	
	"	IDO	

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